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HISTORIC STRUCTURES REPORT
UNIT ONE BUILDINGS

Volume 2

Part One

Prepared by

Beyer Blinder Belle/
Anderson Notter Finegold

U.S. Department of the Interior / National Park Service

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HISTORIC STRUCTURES REPORT

ELLIS ISLAND - UNIT ONE

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(Under separate cover)

Preface

This historic structures report was prepared for the buildings in Unit One at Ellis Island. It includes documentation for the baggage and dormitory building, kitchen and laundry building, bakery and carpentry building, corridors and covered ways, incinerator, shelter, greenhouse, water towers, and oil tank. The main building and powerhouse have been documented in separate historic structure reports.

The seven buildings, as well as the connecting ways and corridors located west and north of the main building, form an interconnected grouping. Built as ancillary structures to the main building, their functions were historically interdependent. Information is presented on the historic use, development, existing conditions, and architectural significance of the buildings. Measured drawings and photographs provide documentation of the structures at the present time. All photographs of existing conditions were taken in 1984-85 by the architectural/engineering team.

The report was prepared by the following staff members of Beyer Blinder Belle/Anderson Notter Finegold, Associated Architects: James Marston Fitch, Director of Historic Preservation, John H. Stubbs, Donna Carney, Fred Wasserman, and James W. Rhodes. Contributions were made by a number of consultants and others who are credited in the text.

I. ADMINISTRATIVE DATA

This historic structures report is for Unit One of Ellis Island, Statue of Liberty National Monument, New Jersey. Ellis Island is of the first order of significance--a resource which possesses national significance. The List of Classified Structures (LCS), March 1981, lists all of Ellis Island in Management Category A--structures that must be preserved and maintained.

The General Management Plan (GMP) for Ellis Island (September 1982) proposes the following treatment and use of Unit One structures:

1. The exteriors of all structures will be preserved to perpetuate the historic setting of Ellis Island in its entirety.

2. Interior spaces that are most closely associated with the immigrants' experiences will be preserved and interpreted. In the Unit One buildings (excluding the main building) this includes the later dormitory/detention rooms (on the second floor of the baggage and dormitory buildings and the dining room (on the second floor of the kitchen and laundry building).

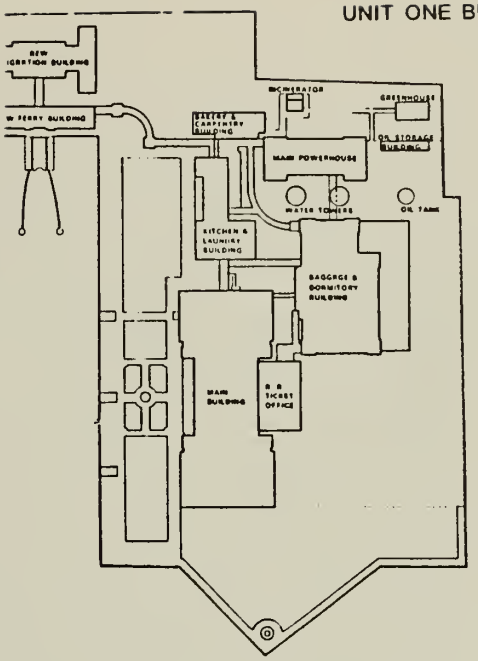
3. The remainder of the interior spaces will be adapted for use by the National Park Service (NPS) for administration, curation, and visitor services, or by private organizations under lease agreements or concessions contracts. One of the purposes of the current report is to determine appropriate and feasible uses for the spaces within the adaptive use subzone.

4. The grounds will be preserved or restored in a manner compatible with historic appearance and use, with tables and benches for outdoor eating provided at selected locations.

The Statue of Liberty/Ellis Island Centennial Commission, appointed by the Secretary of the Interior in 1982, is authorized to conduct a major private fund raising effort to support preservation at the national monument. No other cooperative agreements that are restraints on management in connection with Ellis Island Unit One are now in existence. Leases, contracts, and cooperative agreements may be developed as an outcome of the recommendations generated as a result of this study.

All objects, documents, records, photographs, negatives, and tapes collected or produced as a result of this study will be documented and cataloged according to procedures established in consultation with the park curator, and then will be conserved and stored in the curation facilities to be established at Ellis Island.

II. PHYSICAL HISTORY AND ANALYSIS



A. INTRODUCTION

1. Statement of Significance[1]

Ellis Island, located off the New Jersey shoreline in upper New York Bay and within sight of the Statue of Liberty, is significant as it was the principal federal immigration station in the United States after its opening in 1892. Some 1,500,000 immigrants were processed at the first depot for the Port of New York before it was destroyed by fire in 1897. A new inspection station was opened on the island in 1900 with the completion of the massive main building. During the next half century the small island was enlarged to encompass three connected islands covering 27.5 acres on which were built some forty structures, including general hospital and contagious disease hospital complexes, to provide facilities for the administration of federal immigration laws in processing incoming aliens. All told, it is estimated that some 12 million immigrants entered the United States through Ellis Island.

The island affords an intimate understanding of the immigrant experience. While a "Portal of Hope and Freedom" for many, it was an "Island of Tears" for those who were turned away when they failed to meet the requirements of immigration laws and regulations. Despite recurring scandals caused by occasional mismanagement, corruption, and harsh treatment of immigrants, it was probably one of the more efficient operations of the federal government when the volume of immigration and its often overworked staff and overcrowded facilities are taken into account. Its administrators and staff, through herculean efforts,

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[1]This statement appears in U.S. Department of the Interior, National Park Service, Denver Service Center, "Historic Resource Study (Historical Component)," by Harlan D. Unrau, 1984, pp. xxii-xxiii.

processed some 5,000 people daily at the peak of immigration, and up to 11,747 on one record day in 1907.

The physical and social history of Ellis Island also reflects important transitions in American attitudes toward immigration. Between 1900 and 1914 immigration was at flood tide, reaching its peak in 1907 when more than one million aliens passed through its doors. It was during that period when the original island was enlarged several times to provide space for major new structures to supplement the main building, including the kitchen and laundry, baggage and dormitory buildings, and the general hospital and contagious disease hospital complexes. After a sharp decline in immigration during World War I, a period that saw the island used primarily as a military hospital and detention and deportation center for suspected enemy aliens, the flow of aliens quickly revived. Immigration was altered dramatically with the passage of immigration restriction laws in the early 1920's. These statutes, which placed a ceiling on annual immigration and established quotas for foreign nations, also provided for the primary inspection of immigrants in American consulates in the immigrant's country of origin. Thereafter only those immigrants whose status in this country was questioned, whose papers were not in order, or who required medical treatment were sent to Ellis Island. The facilities were increasingly used for the assembly, detention, and deportation of aliens who had entered the United States illegally, or of immigrants who had violated the terms of their admittance. Thus, while the early history of the Ellis Island immigration station reflected America's liberal "open door" attitudes toward immigration, the later history of the island was shaped by the new national restrictionist policies which succeeded in narrowing the "open door" to America.

In recognition of its significance and contributions to America's historical development and cultural institutions, Ellis Island has been entered in the National Register of Historic Places as a nationally significant resource. In 1965, by presidential proclamation, Ellis Island became a part of the Statue of Liberty National Monument and was placed under the administration of the National Park Service.

The Unit One buildings are significant for their role in the processing of immigrants on Ellis Island. In conjunction with the main building, they formed an interdependent group. The ancillary structures in Unit One played an increasingly important role as the numbers of immigrants increased and expansion of facilities was necessary. The baggage and dormitory building became the major dormitory area on the island. Kitchen, dining, and laundry facilities were provided in the kitchen and laundry building. Necessary support functions were conducted in the bakery and carpentry building, the greenhouse, the incinerator and the shelter. The corridors and covered ways provided circulation between the principal buildings so that they could function as a unit.

2. Short History of Ellis Island[2]

Ellis Island, a 27.5 acre islet off the New Jersey shoreline in upper New York Bay and lying in the shadow of the Statue of Liberty, is remembered as the port of entry and clearinghouse for more than 12,000,000 immigrants between 1892 and 1954. Approximately three-fourths of the immigrants entering the United States during those years were processed through its gates, making Ellis Island the principal immigration station in the United States during that period. While mass examination of immigrants at Ellis Island ended in 1924, the station continued to serve for several decades as a detention center for immigrants and aliens whose status in this country was questioned. In 1954 the station was closed permanently.

The islets off the New Jersey shore, the largest of which was Bedloe's Island (now Liberty Island), were often referred to as the Oyster Islands during the colonial period. The 3-acre island now called Ellis was purchased from the Indians by the Dutch in 1630 to reward Michael Paauw (Paw) for shipping goods to the emerging colony. Variously known as Gull Island to the Indians, Dyre's or Bucking Island in the late 17th and early 18th century, and Gibbet or Anderson's Island in the pre-Revolutionary period because of hangings of traitors and pirates there, its present name is derived from Samuel Ellis who had come into possession of the island by 1785.

During 1794 serious threat of war with France and Great Britain forced the State of New York to secure Ellis Island

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[2]Ibid., pp. 2-11. Archival drawings have been added to illuminate the text.

as part of its harbor defenses system to deter a naval attack. Earthworks were built on the island after France and Great Britain interfered with American trade in the West Indies. The fortifications of the harbor defenses included Fort Wood on Bedloe's Island, Castle William and Fort Columbus on Governor's Island, and the West Battery at the tip of Manhattan (now Castle Clinton National Monument).

In 1808 when Lt. Col. Jonathan Williams of the War Department planned "a casemated Battery" and a garrison on Ellis Island, named East Gibson, as part of the New York Harbor defenses, the State of New York purchased the land from the heirs of Samuel Ellis by condemnation procedures and ceded it to the federal government for $10,000. Shortly before the War of 1812, a battery of 20 guns, a magazine, and a barracks were constructed on the island. By the terms of an interstate agreement in 1834, Ellis Island and neighboring Bedloe's Island were declared part of New York State, even though both islands were on the New Jersey side of the main ship channel. In 1861, as the Civil War began, Fort Gibson was dismantled and a naval powder magazine established on Ellis Island.

In 1890 the federal government assumed full responsibility for the reception of immigrants at the Port of New York, and a study of New York Harbor was made to determine the best location for a federal immigration depot. Castle Garden, on the Battery at the southern tip of Manhattan Island and the site of the state-administered immigration station for the Port of New York since 1855, had been found by Congress and the Department of the Treasury to be inadequate for the growing influx of foreigners. On April 11, 1890, Congress decided to remove the naval powder magazine from Ellis Island and appropriated $75,000 to enable the Secretary of the Treasury to improve Ellis Island for a federal immigration station.

While the new immigration station on Ellis Island was under construction, the Barge Office (Customs station) on the Battery was used for immigrant reception. During its first year of operation in 1891 some 405,664 immigrants, or about 80 percent of the national total, were processed through the Barge Office.

The Immigration Act of 1891 ended the dual system of state-federal administration of immigration matters and established federal control of immigration by creating the Bureau of Immigration under the Department of the Treasury. The office of Commissioner of Immigration for the Port of New York was established with Colonel John Weber as the first appointee. In April 1893, Dr. Joseph Senner, an educated German-Austrian who had been affiliated with leading German newspapers in the United States, replaced Weber.

On January 1, 1892, the new immigration station on Ellis Island was formally opened to process steerage passengers, the first and second cabin passengers being processed on board ship and disembarked directly in Manhattan. At a cost of some $500,000 the new immigration station consisted of a large two-story processing building, separate hospital facilities, laundry, and utility plant, all constructed of wood. In addition, the old brick and stone Fort Gibson and navy magazines were converted for use as detainees' dormitories and other station purposes. Added landfill approximately doubled the original 3.3-acre island.

Some 445,987 immigrants passed through Ellis Island in 1892 and by June 15, 1897, when the island was virtually destroyed by fire, some 1,500,000 immigrants had entered the United States through its gates, a shift from northern and

western Europeans to southern and eastern Europeans becoming evident. Although all immigrants and staff were evacuated safely during the fire, most of the immigration records dating from 1855 that were housed in the former naval magazine were destroyed. Immigration processing was temporarily transferred back to the Barge Office while a new immigration station was constructed on the island.

Later in 1897 Congress authorized funds for new fireproof facilities at Ellis Island, and a contract was awarded to the Broadway firm of Boring & Tilton to design the new brick and ironwork structures. This was the first important government architecture to be designed by private architects under competition mandated by the Tarnsey Act of 1875. Immigration officials estimated that a maximum of 500,000 immigrants would enter the United States through New York in any one year, and the architects proceeded under that projection (exhibits 1 and 2).

While immigration activities were being carried out at the Barge Office reports of serious scandals of graft and brutality among immigration inspectors under the administration of Thomas Fitchie and his assistant Edward F. McSweeney spurred a federal investigation. It was found that many of the reports were true, but only minimal corrective measures were taken in anticipation that the reopening of Ellis Island would rectify conditions.

The new Ellis Island immigration station was opened on December 17, 1900, with a total of 2,251 immigrants received for inspection that day. At a cost of some $1,500,000 the new station complex featured an impressive French Renaissance-style brick structure laid in Flemish bond with limestone trim. It was calculated that 5,000 immigrants per day could be processed through the building. Two

dormitories with a 600-person sleeping capacity were on the third floor. The largest room in the building was the registry or examination hall on the second floor (200 feet long, 100 feet wide, and 56 feet high) with most of the floor space divided into twelve narrow alleys for the lines of immigrants awaiting examination. Also on the second floor were telegraph and railroad offices, rooms for boards of special inquiry, and a dormitory for detainees. The first floor accommodated administrative offices, a baggage room, and a large railroad waiting area.

North of the main building were a large **kitchen and laundry building**, with a bathhouse capable of showering 8,000 immigrants per day, and a powerhouse, both of which would be ready for use the following year. Construction was also underway, to be completed by March 1901, for a hospital complex on a second island (Island No. 2), separated from Island No. 1 by a ferry slip and constructed with additional landfill.

Upon assuming the presidency in 1901, Theodore Roosevelt began to focus on "cleaning house" at Ellis Island following exposure of several scandals under the Fitchie-McSweeney administration. William Williams, a respected young Wall Street lawyer with experience in government legal service, was named the new Commissioner of Immigration for the Port of New York in 1902. Almost immediately he instituted procedures to ensure the efficient, honest, courteous, and sanitary treatment of immigrants. During the two terms (1902-05 and 1909-13) of his capable management and that of Robert Watchorn (1905-09), a career Immigration Service official, Ellis Island operated at peak capacity.

With the United States economy recovering from the lengthy depression of the early 1890s and entering a period

of rapid growth and industrial expansion, Europeans came to our shores in record numbers in the pre-World War I years. As early as 1903 some 12,600 immigrants arrived at New York on one day, requiring nearly half to remain in steerage for several days because of inadequate and congested facilities to process all in a day or provide overnight quarters at Ellis Island. By 1905, 821,169 immigrants were processed at the station, causing numerous logistical problems regarding the many detainees who were frequently required to remain on the island for several days or more. This came to be a frequent occurrence during the next decade, with the peak year at Ellis Island coming in 1907 when 1,004,756 were received. On April 17 of that year alone, 11,747 immigrants passed through the station -- an all-time high. Detained immigrants for that year totaled 195,540. Following a decline in immigration after recession in 1907, the number of foreigners landing at the island increased nearly to its earlier levels in the years before World War I, as 878,052 immigrants passed through the Port of New York in 1914.

From the outset the physical plant at Ellis Island bulged at the seams. In spite of improvisation, long-range planning, and new construction, the island's facilities continued to lag behind the demands placed upon them by the massive numbers of immigrants passing through the station. Thus, a number of projects, including construction of new buildings, additions to old ones, and remodeling of others, was initiated before the outbreak of World War I to provide the badly needed space. In 1909 the **baggage and dormitory building** on Island No. 1 was completed, and the capacity of the hospital on Island No. 2 was doubled with the construction of a new hospital extension and an administration building. That same year the **kitchen and laundry building** was remodeled to convert the entire upper floor to a large dining room accommodating 1,000 people at a

sitting, and the main building was altered to provide additional dormitory space and improve the lighting, ventilation, and plumbing systems.

The years 1911-14 witnessed considerable improvements to the island's facilities. The contagious disease hospital complex on Island No. 3, which had been commenced in 1905, was opened for use in 1911. That same year a third story was added to the west wing of the main building to provide day quarters for detainees and administrative space. In addition medical offices were moved from the second floor to a larger space on the lower floor of the main building and the old stairway through the large opening in the middle of the registry room floor was removed and replaced with one beneath the gallery, thus allowing the entire registry room to be used for immigrant inspection. The iron railings dividing the registry room floor into passageways were removed and replaced with simple, more comfortable benches. In 1913-14 a third story was added to the east wing of the main building to provide additional space for medical inspection, and a third story and northern projection were added to the **baggage and dormitory building**, providing more and better ventilated dormitory space, separate day rooms, and large open-air porches. A new fireproof **carpentry and bakery shop** was begun on Island No. 1, and the first section of a new concrete, granite-filled seawall was completed, replacing a portion of the rapidly decaying old cribwork (exhibits 3 and 4).

During World War I there was a sharp decline in immigration, as the numbers of newcomers passing through Ellis Island decreased from 178,416 in 1915 to 28,867 in 1918. Frederic C. Howe, a well-known municipal reformer and recently director of the People's Institute at Cooper Union in New York City, was named the new Commissioner of

Immigration for the Port of New York after the war erupted in 1914. He established as his goal a policy of humanizing the "Island of Tears" and making life less grim for detainees.

On July 30, 1916, explosions set off by German saboteurs at nearby Black Tom Wharf in New Jersey severely damaged the Ellis Island buildings. During the next two years repairs of the explosion damage were completed, one of the most notable being a new ceiling over the registry room constructed in the form of a Guastavino arch and augmented by a red-tile floor replacing the old worn asphalt.

When the United States entered the war on April 6, 1917, the Ellis Island facilities were used to hold in custody German merchant ship crews whose ships were lying in anchor in New York Harbor. Numerous suspected enemy aliens throughout the nation were also rounded up and brought to Ellis Island for incarceration. In 1918-19 the United States Army and Navy took over the main building, the **baggage and dormitory building**, and the hospital complex on Islands Nos. 2 and 3 for use as a way station and treatment of returning sick and wounded American servicemen.

Thereafter, regular inspection of arriving aliens was conducted on board ship or at the docks. The close of the war was accompanied by the "Red Scare," as anti-foreign fears and hatreds were transferred from German-Americans to suspected alien communists, anarchists, socialists, and radicals. Hundreds of suspected alien radicals were interned at Ellis Island, and many were deported under new legislation based on the principle of guilt by association with an organization advocating revolution.

The aging and neglected facilities at Ellis Island were reopened for immigrant inspection in 1920, and postwar immigration quickly revived, with 560,971 immigrants passing through Ellis Island in 1921. Limited appropriations, however, restricted improvements at Ellis Island to the completion of much of the concrete and granite seawall and the beginning of landfill between Islands Nos. 2 and 3.

The first immigration quota law, passed in 1921, added to the problems of administration at Ellis Island since it provided that the number of any European nationality entering the United States in a given year could not exceed three percent of foreign-born persons of that nationality who lived here in 1910. Nationality was to be determined by country of birth, and no more than twenty percent of the annual quota of any nationality could be received in any given month. The total number of immigrants admissible under the system was set at nearly 358,000, but there were numerous classes exempted from the quota system.

Thereafter, steamship companies rushed to land each month's quota of immigrants in sharp competition, causing considerable congestion in the deteriorating Ellis Island facilities. Frederick A. Wallis, a deputy police commissioner in New York City who was appointed Commissioner of Immigration at Ellis Island in June 1920, resigned in despair over the quota restrictions as well as Congress' rejection of his proposals to rehabilitate the island. In October 1921 Robert E. Tod, a New York banker and philanthropist, assumed the office of commissioner. While Tod managed to carry out some improvements to the Ellis Island facilities with limited funds, he too resigned in frustration in June 1923 to be replaced by Henry H. Curran, a New York City Republican who had run for mayor and been a magistrate and borough president of Manhattan.

The Immigration Act of 1924 had a significant impact on the operation of Ellis Island. The law further restricted immigration, changing the quota basis from the census of 1910 to that of 1890, and reducing the annual quota immigration to some 164,000. (Later in 1929 the act was amended with new quotas based on the 1920 census, and the maximum number of annual admissions was lowered to 150,000.) It also provided for the examination and qualification of immigrants in their countries of origin with inspections conducted by the staffs of United States consulates overseas. As a result of this law the principal function of Ellis Island was changed from that of a primary immigrant examination center to that of a center for the assembly, detention, and deportation of aliens who had entered the United States illegally or had violated the terms of their admittance. Fewer and fewer new immigrants, all of whom now received a final federal inspection on the ships entering New York Harbor, were sent to Ellis Island because their papers were not in order, their status was questioned, or they required medical treatment. Accordingly, the buildings at Ellis Island slowly fell into disuse and disrepair.

After the stock market crash of 1929 immigration to the United States was sharply reduced as a result of the lack of economic opportunity. Moreover, President Herbert C. Hoover ordered American consuls to enforce strictly the prohibition against admission of persons liable to become public charges. Following the spirit of Hoover's policy, Secretary of Labor William N. Doak led a national roundup of illegal aliens for prospective deportation and transferred many of them to Ellis Island.

In November 1931 Edward Corsi, an Italian immigrant who had passed through Ellis Island in 1907 and had been active in social service work among New York City immigrants, became Commissioner of Immigration for the Port of New York. During his administration, which lasted until early 1934, Corsi "humanized" the conditions under which the detainees were kept on Ellis Island, oversaw physical improvements to the station, and softened the harsher aspects of Doak's deportation policy.

In 1933 Frances Perkins, a long-time social service worker who had been appointed by President Franklin D. Roosevelt as his Secretary of Labor, established a nonpartisan committee of prominent citizens, under the chairmanship of Carleton H. Palmer, a New York business executive, to undertake a complete analysis of Ellis Island and to make recommendations for future improvements there. As a result of Corsi's efforts and the committee's recommendations issued in early 1934 the last major construction activities at Ellis Island were carried out during the next several years (exhibits 5 - 10). Funds from the Public Works Administration allocated for landfill permitted the addition of recreation grounds on the Manhattan side of the main building, and landscaping of new playgrounds and gardens continued for several years with Works Progress Administration labor, including the area between Islands Nos. 2 and 3. The new concrete and granite seawall, portions of which had been constructed at intervals since 1913, was finally completed in 1934. In 1934-35 the **baggage and dormitory building** was remodeled to allow better segregation of the different classes of deportees. Other construction activities during the mid-1930s included a recreation hall and shelter on the recently-landscaped area between Islands Nos. 2 and 3; a **shelter** on Island No. 1; sun porches added to some contagious disease wards on Island

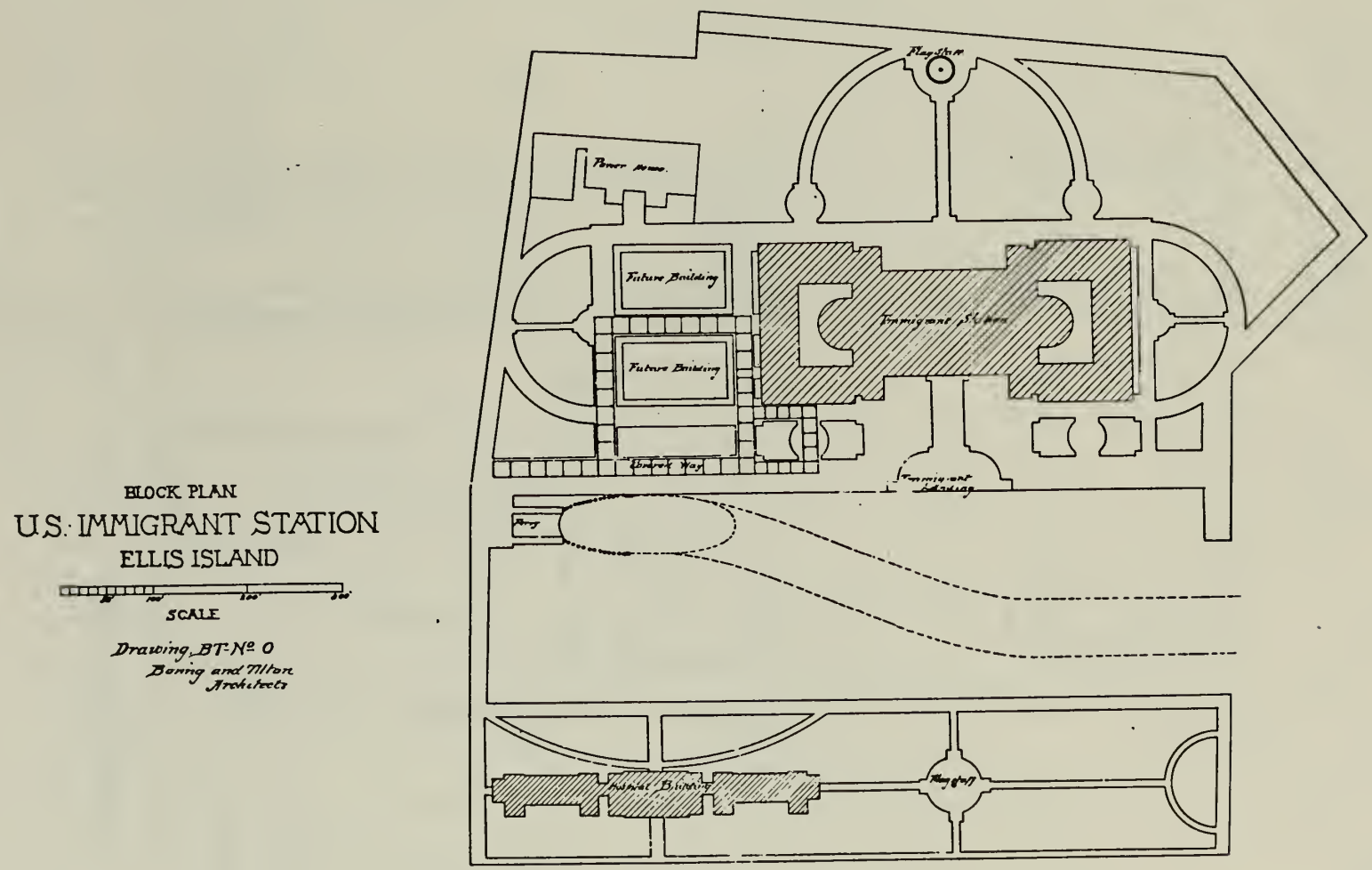
No. 3; improved quarters for the medical staff on Island No. 2; a new fireproof ferry house built at the end of the ferry slip containing waiting rooms, lunch counters, guard rooms, and a repair shop; a new immigration building with fenced-in recreation space on both sides, on the recently landfilled area behind the new ferry house, intended as a place for immigrants to be segregated from deportees; and new fireproof passageways constructed to connect the ferry house and immigration building with Island No. 1.

After World War II erupted in Europe in September 1939, the United States Coast Guard occupied the immigration building, ferry house, and ground floor of the **baggage and dormitory building** to house and train recruits to patrol the region's waters. In 1940 the Immigration and Naturalization Service was transferred from the Department of Labor to the Department of Justice, symbolic of the fact that immigrants had come to be considered primarily as potential threats to our national security. After the United States entered the war in December 1941 Ellis Island was again used as a detention center for suspected enemy aliens and as a hospital for returning wounded serviceman. The island's facilities were in such demand that administrative functions were transferred to the WPA Headquarters Building in Manhattan in 1943 for lack of room on the island.

Following the decommissioning of the Coast Guard station in 1946, the island remained in use primarily as a detention center for aliens whose status was questioned. A brief flurry of activity occurred on the island after the passage of the Internal Security Act of 1950, which excluded arriving aliens who had been members of Communist and Fascist organizations, and remodeling and repairs were performed on the buildings to accommodate the detainees who numbered as many as 1,500 at one point. In 1951 the United

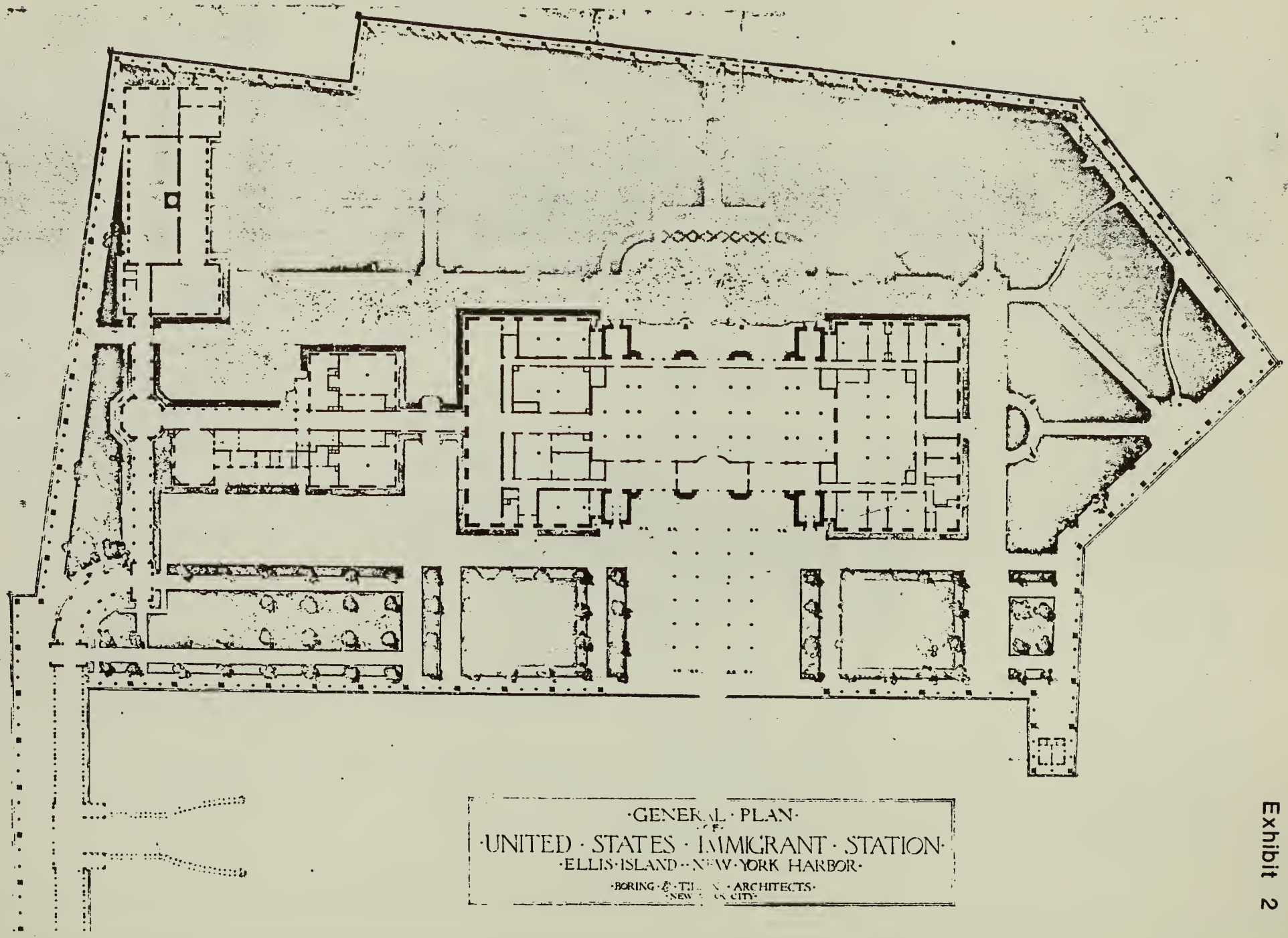
States Public Health Service closed the hospital complex on the island and some of the hospital buildings on Island No. 2 were occupied temporarily by the Coast Guard. As a result of the Immigration and Naturalization Act of 1952 and a liberalized detention policy in 1954, the number of detainees on Ellis Island dropped to less than 30. Accordingly, the Ellis Island facility, consisting of some forty structures, was closed in November 1954 and declared excess federal property.

From 1954 to 1965 Ellis Island was under the jurisdiction of the General Services Administration while a variety of proposals both from the public and private sectors were considered for the future disposition and utilization of the island's facilities. On May 11, 1965, President Lyndon B. Johnson issued Proclamation 3656 adding Ellis Island to Statue of Liberty National Monument, thus placing the island under the jurisdiction of the National Park Service.



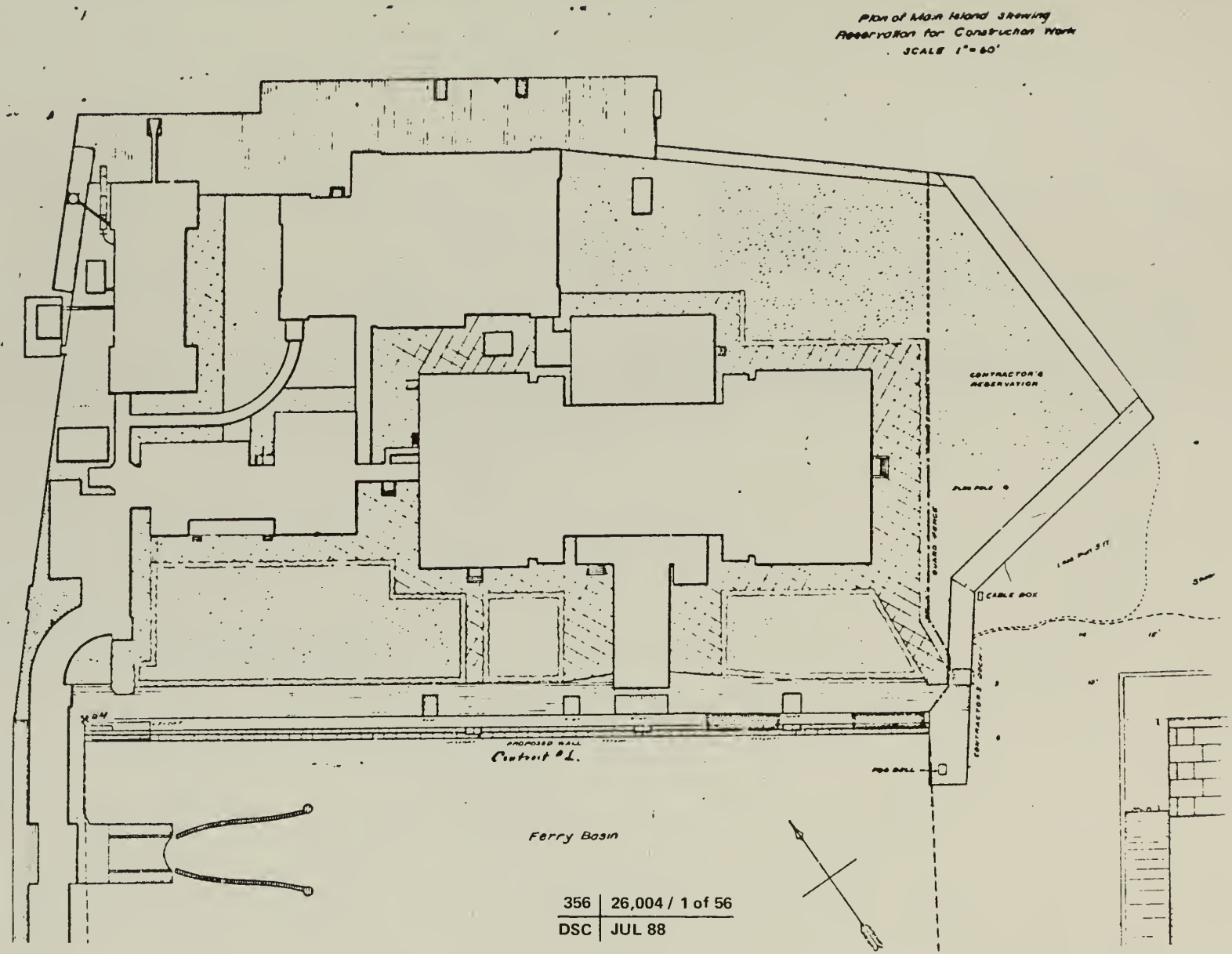
1898 Block Plan (Initial scheme- not built)

Exhibit 1



1902-1904, First Floor, Island 1, Plan of powerhouse, covered way 5, kitchen and laundry building, and the main building.

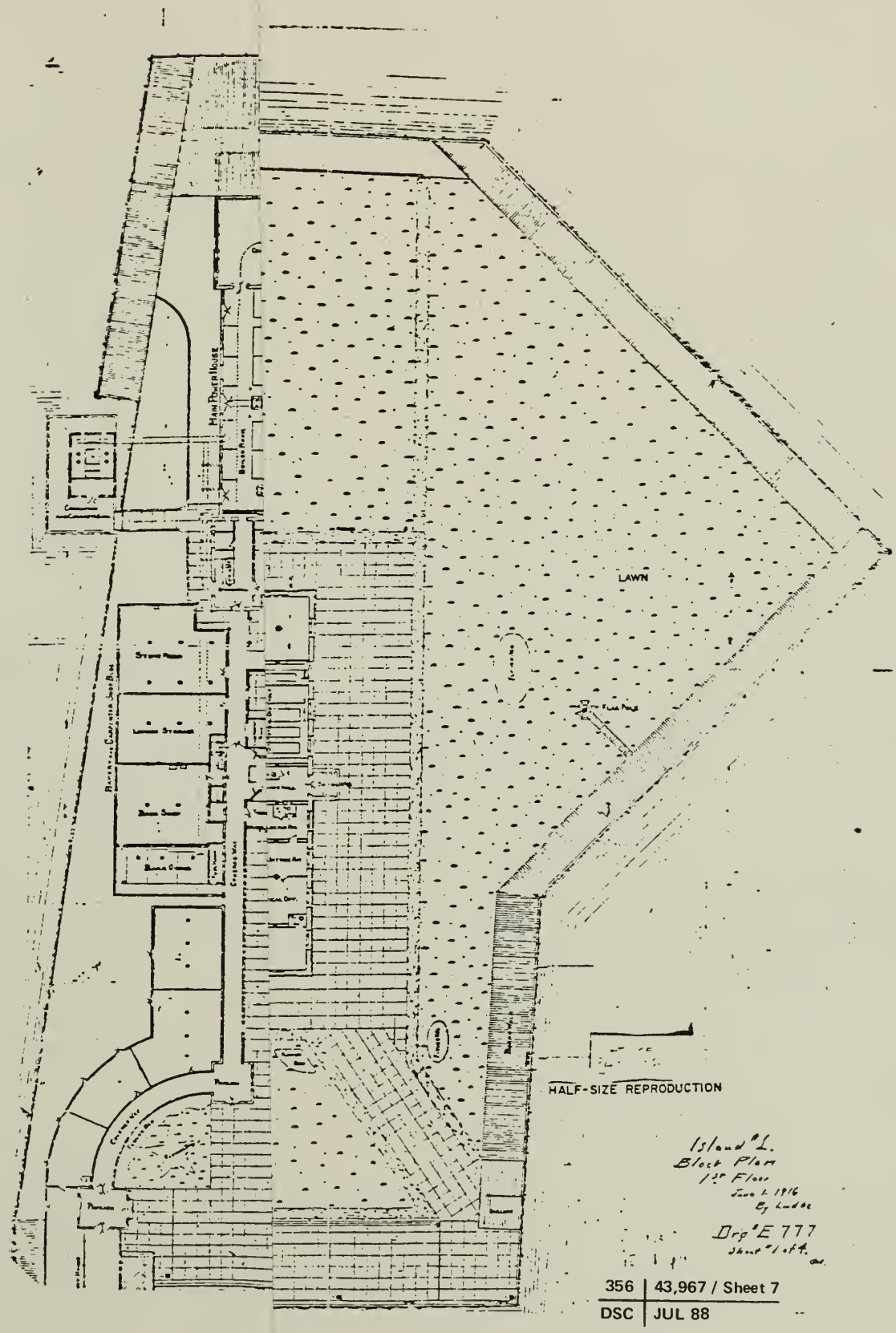
Exhibit 2



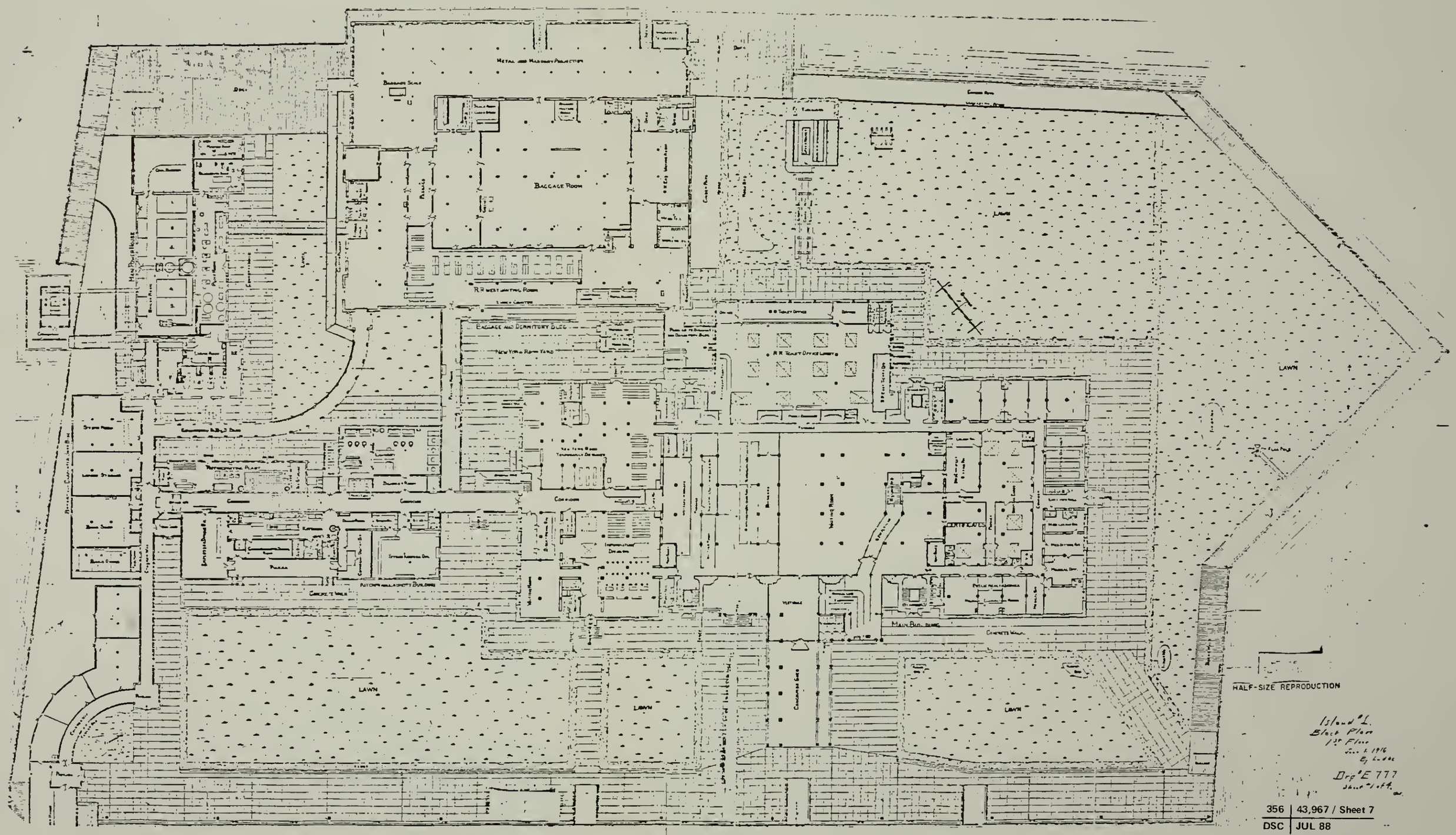
356	26,004 / 1 of 56
DSC	JUL 88

1914- Island 1 plan prior to construction of new bakery and carpentry building at west side of island.

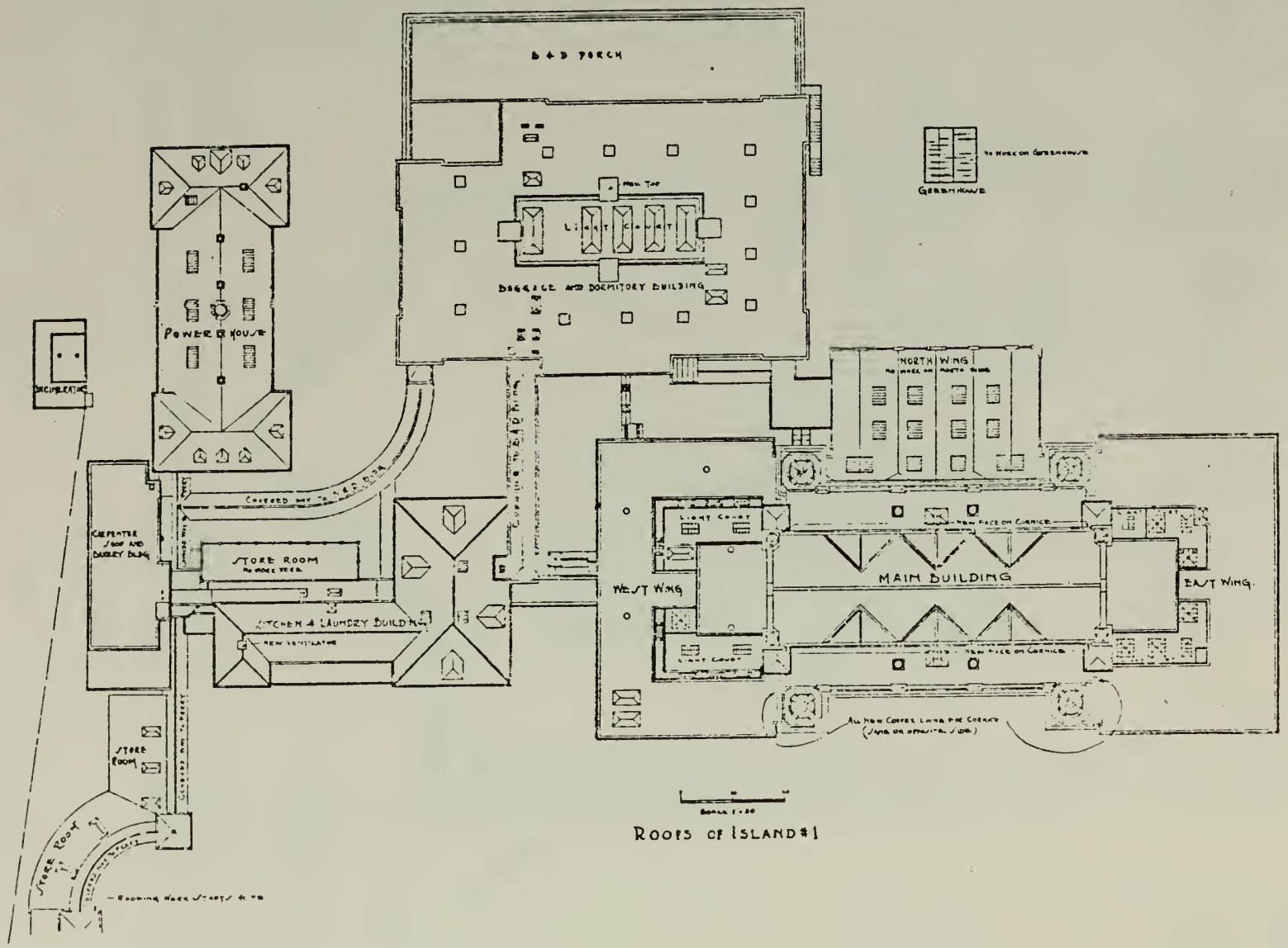
Exhibit 3



Island 1 Block Plan, First Floor
1916.



Island 1 Block Plan, First Floor
1916.

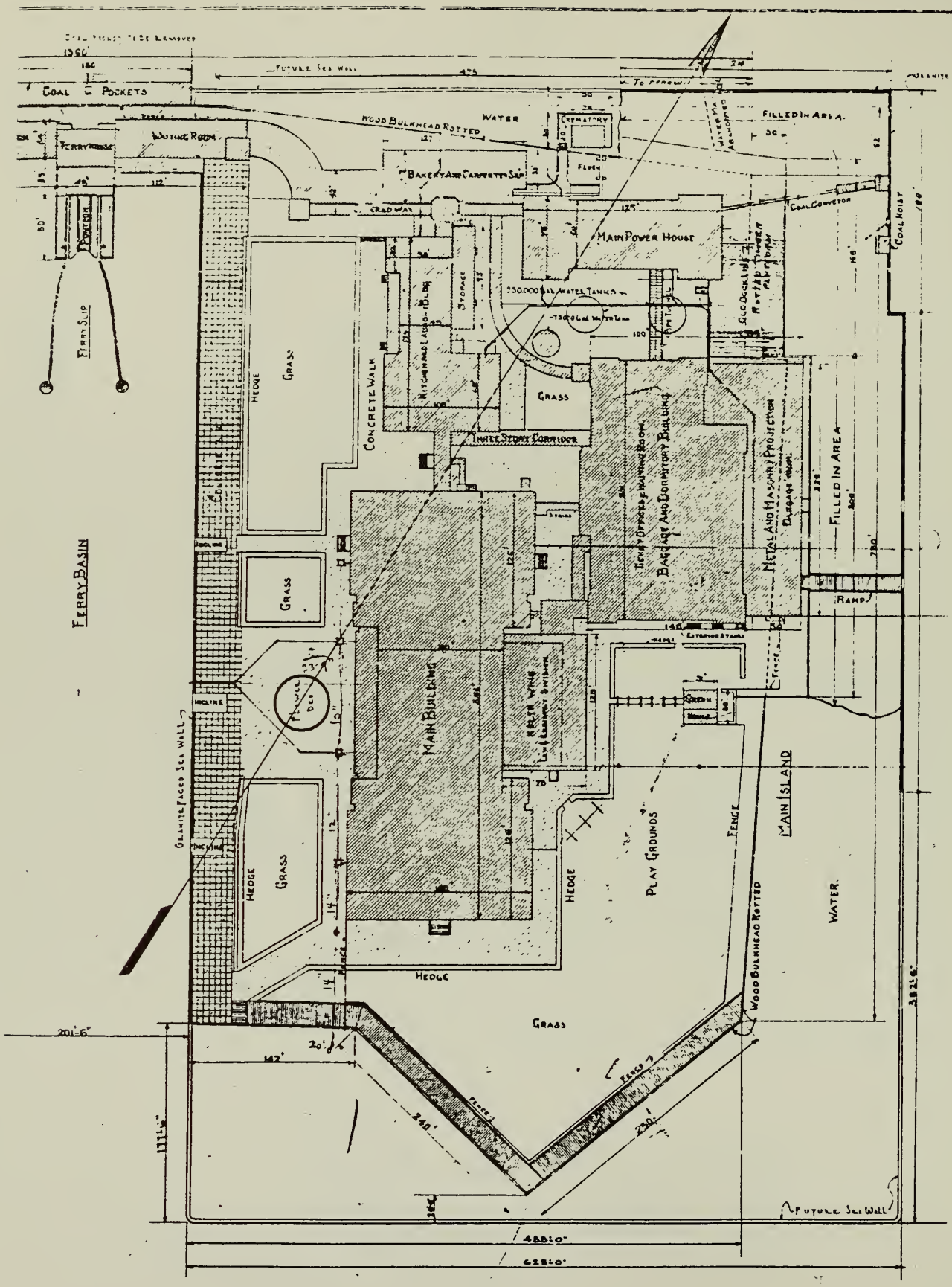


Roof Plans for Island # 1
U. S. DEPARTMENT OF LABOR
IMMIGRATION SERVICE
ELLIS ISLAND
NEW YORK HARBOR, NEW YORK

356	43,967 / Sheet 24
DSC	JUL 88

Exhibit 5

1932- Roof plans, Island 1.



356 | 26,004 / 2 of 56
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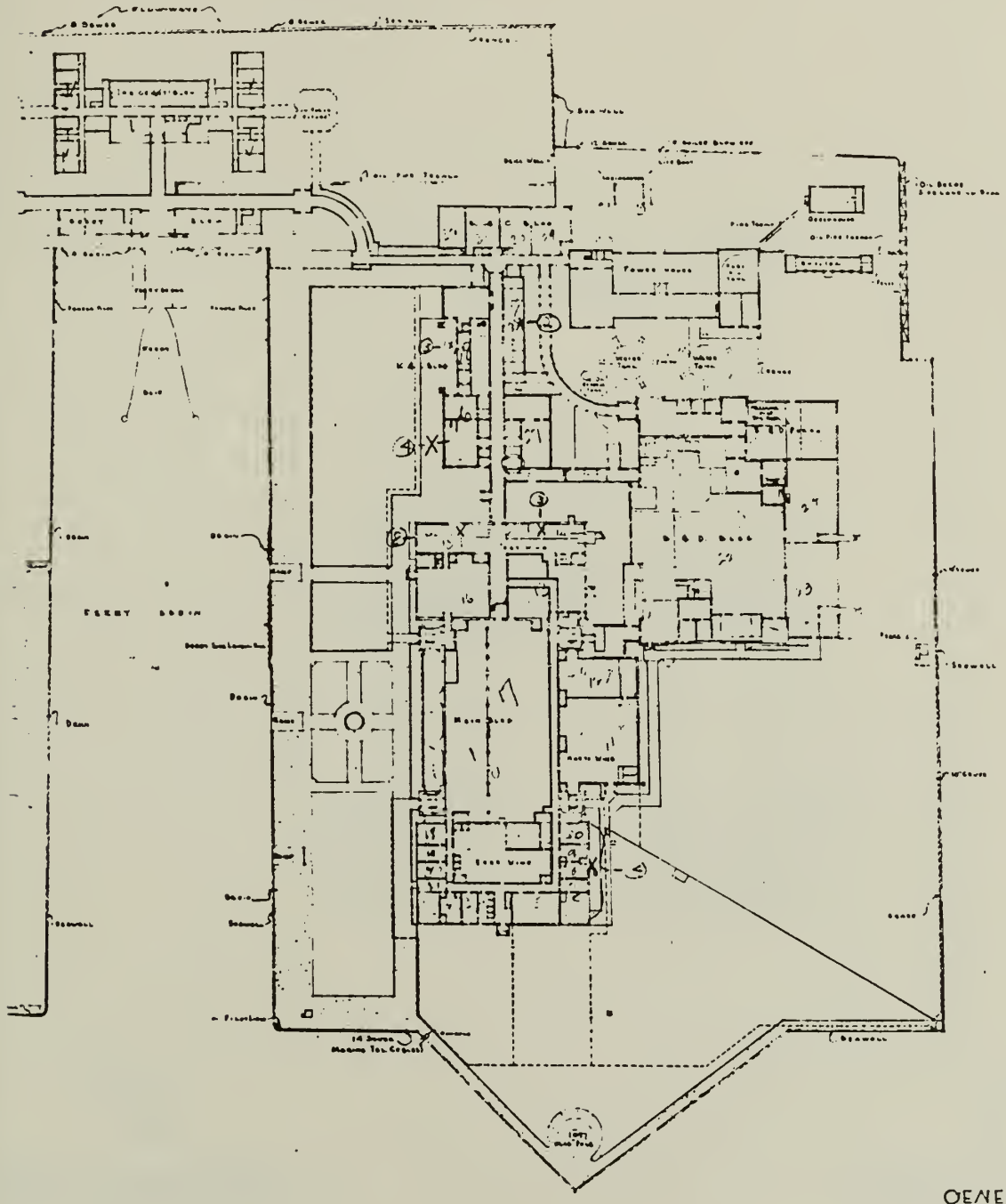
Block plan- relative locations of buildings on the three islands, 1933.
(portion of plan)

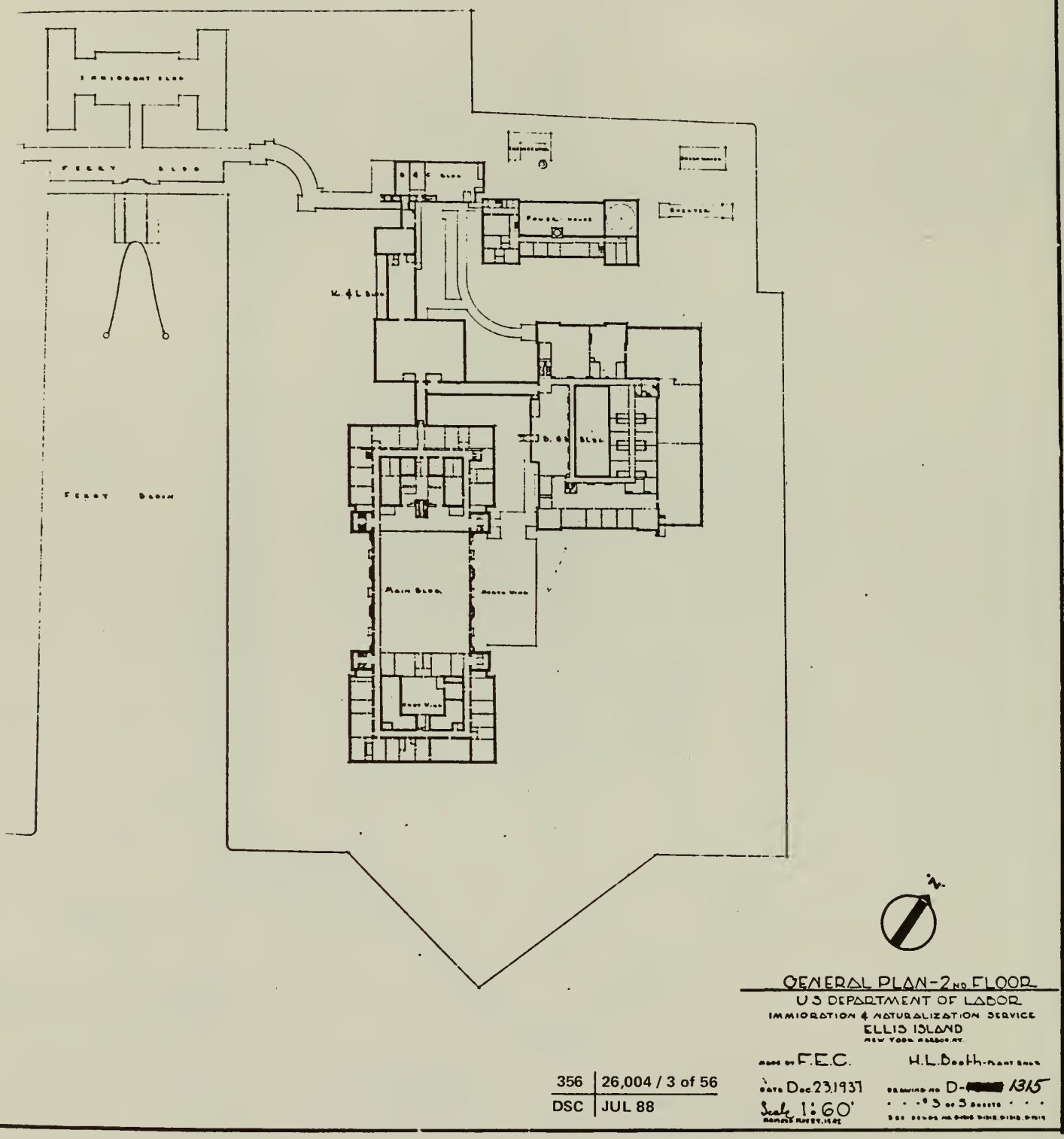


GENERAL PLAN—1st FLOOR
U S DEPARTMENT OF LABOR
IMMIGRATION & NATURALIZATION SERVICE
ELLIS ISLAND
NEW YORK HARBOR

356	43,967 / Sheet 37
DSC	JUL 88

DRAWN BY FEC — H L Smith-Plant Engr
DATE Dec 23 1937 — DRAWING NO D-1316
Scale 1:60' — 2 OF 5 SHEETS

1937.


GENERAL PLAN-2ND FLOOR
U.S. DEPARTMENT OF LABOR
IMMIGRATION & NATURALIZATION SERVICE
ELLIS ISLAND
NEW YORK HARBOR, N.Y.
F.E.C.
H.L. Booth
Date Dec 23, 1937
Scale 1:60'
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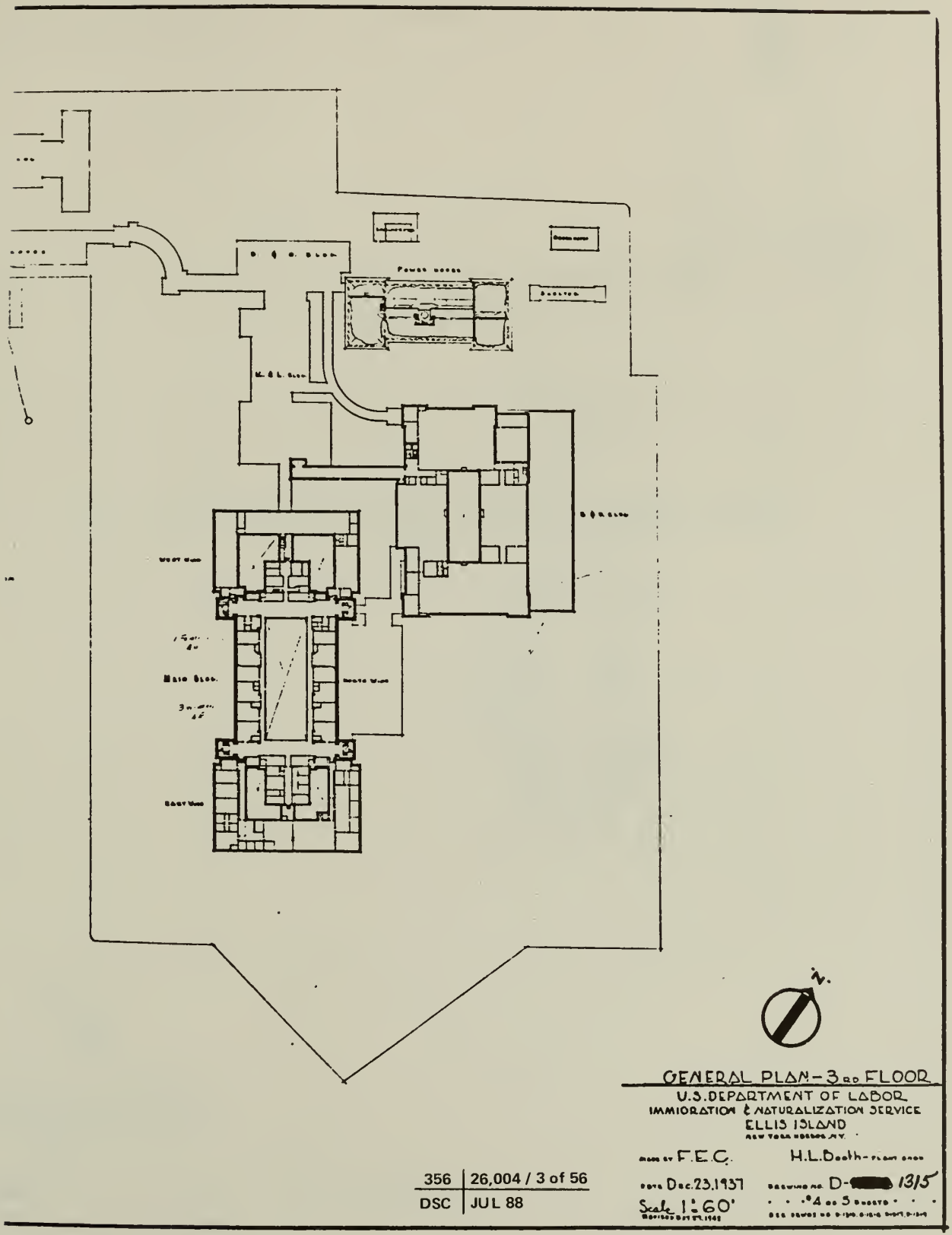
26,004 / 3 of 56
DSC
JUL 88

1937.


GENERAL PLAN-3RD FLOOR
U.S. DEPARTMENT OF LABOR
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356 | 26,004 / 3 of 56
DSC | JUL 88

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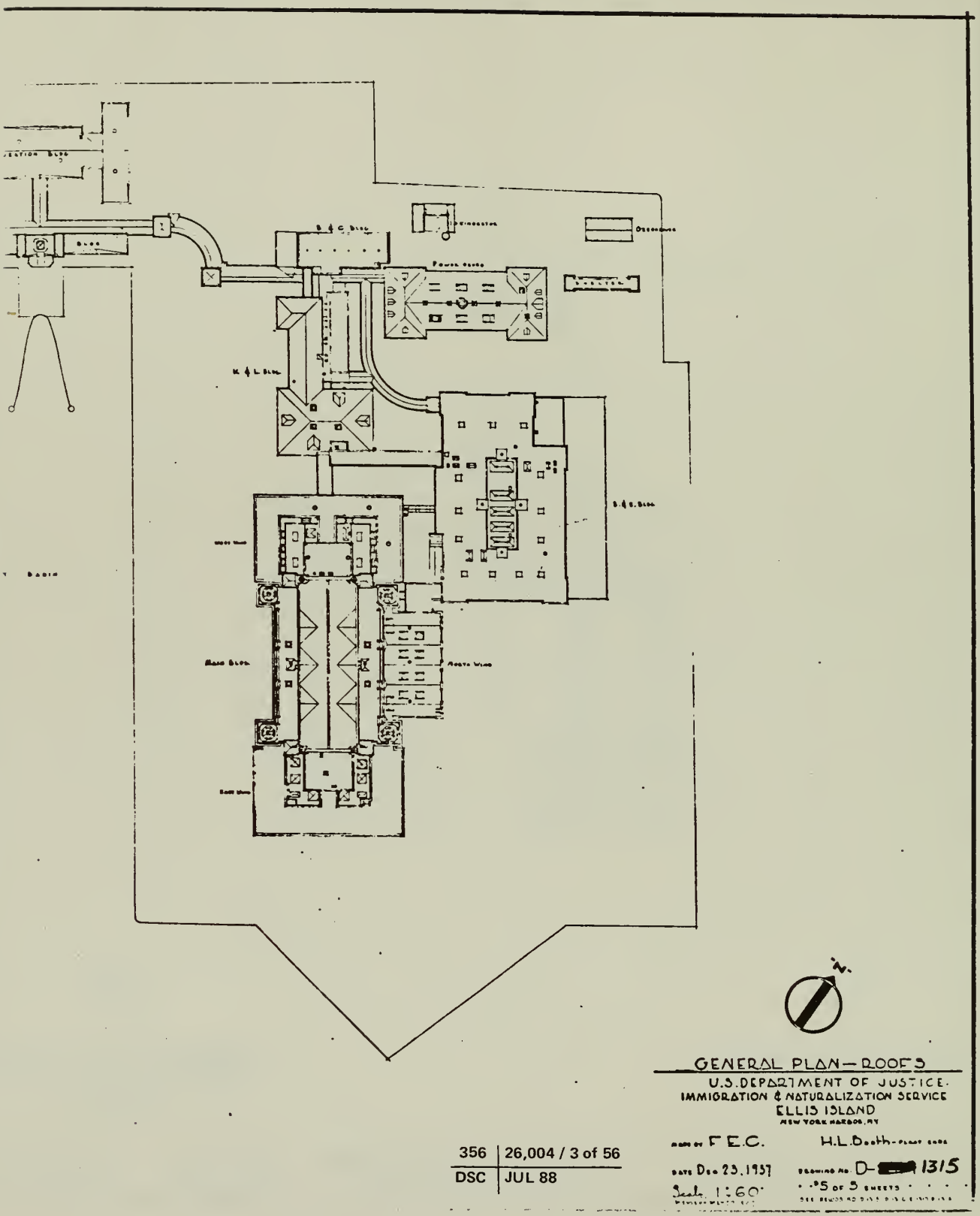
GENERAL PLAN—ROOFS
U.S. DEPARTMENT OF JUSTICE
IMMIGRATION & NATURALIZATION SERVICE
ELLIS ISLAND
NEW YORK HARBOR, NY
F.E.C.
H.L. Booth
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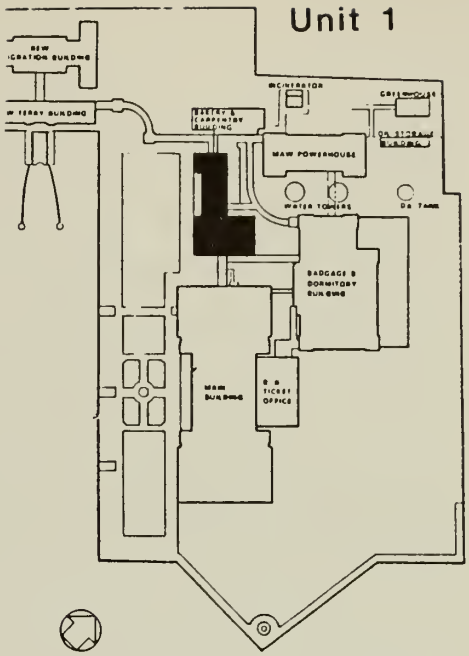
356 | 26,004 / 3 of 56
DSC | JUL 88

1937.



B. KITCHEN & LAUNDRY BUILDING

1. Construction History[1]

Boring and Tilton's original 1898 plan proposed the construction of a disinfecting and bath building and a restaurant building. The two parallel structures were to be located west of the main building (exhibits 1-3). Revised designs in 1900 called for 'Kitchen and Restaurant' and 'Bath House and Laundry' buildings connected by a corridor. Due to limited funds, the second floors were to be left unfinished.

Construction of the two buildings was part of a large contract for $135,400 that was let to Louis Wechsler in April 1900. In addition, the contract included the construction of a covered way to the main building, several covered walks and the boiler house. The two buildings were treated separately for contract purposes but became known as the kitchen and laundry building.

As work on the two buildings was being completed, plans were approved to finish the second story interiors; the spaces would be used for additional dormitory space and dining facilities for detained aliens. While the kitchen and restaurant was occupied between April and June 1901, the bath and laundry was not ready for another five or six months. The latter building was to have two large bathrooms, each capable of accommodating over 1,000 bathers daily and a laundry, where an estimated 20,000 garments could be disinfected. The new spaces were ready for occupancy in December of 1901.

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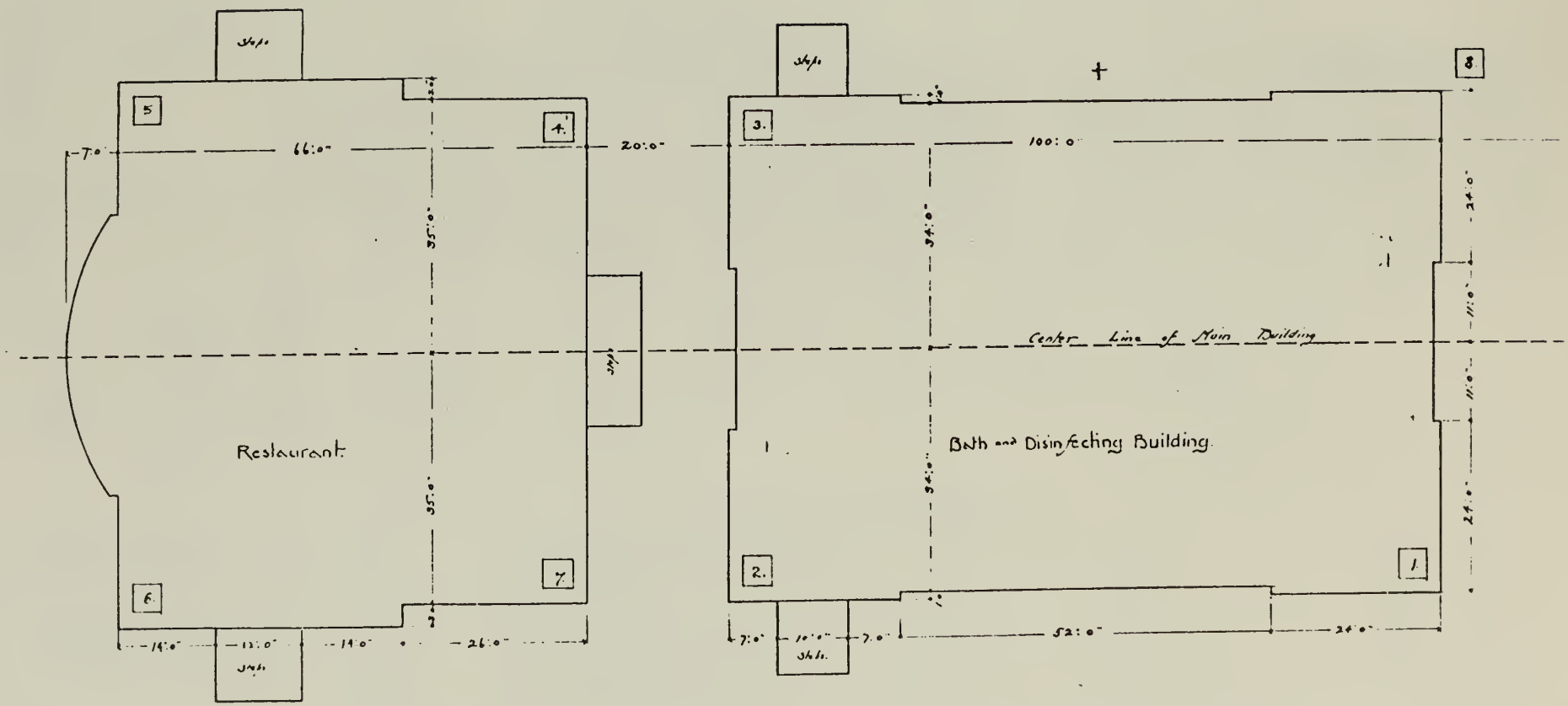
[1]U.S. Department of the Interior, National Park Service, Denver Service Center, "Historic Structure Report; Ellis Island; Historical Data," by Harlan D. Unrau, 1981, pp. 217-256, passim.

An ice-making and refrigerating system for the building was installed in the kitchen and restaurant in September 1901 by the De La Vergne Refrigerating Machine Co. of New York City. The system, located in the basement, was later moved to the "ice plant," a one-story brick structure, built to the immediate north of the kitchen and laundry building.

In 1904, repeated funding requests to build an extension of the kitchen and laundry building for detention quarters were refused by Congress. However, a contract was awarded to Naething-Leslie Tiling Co. in June 1904 for alterations to the "Detained Women's Room" (room 201) on the second floor (see "Interiors - Historic Development" chapter).

In 1907, plans were made to bring all commissary operations of the station under one roof. The second floor of the kitchen and laundry was converted into a new dining room and attached kitchen.

Funding was sought over a number of years for a third story to provide quarters for first and second class passengers. The funds were never appropriated and in the early 1920's the proposal was dropped.



LOCATION OF TEST PITS SHOWN IN RED

Block Plan showing location of New Buildings at
ELLIS ISLAND, N.Y.
Scale 1/8 inch = 1 foot

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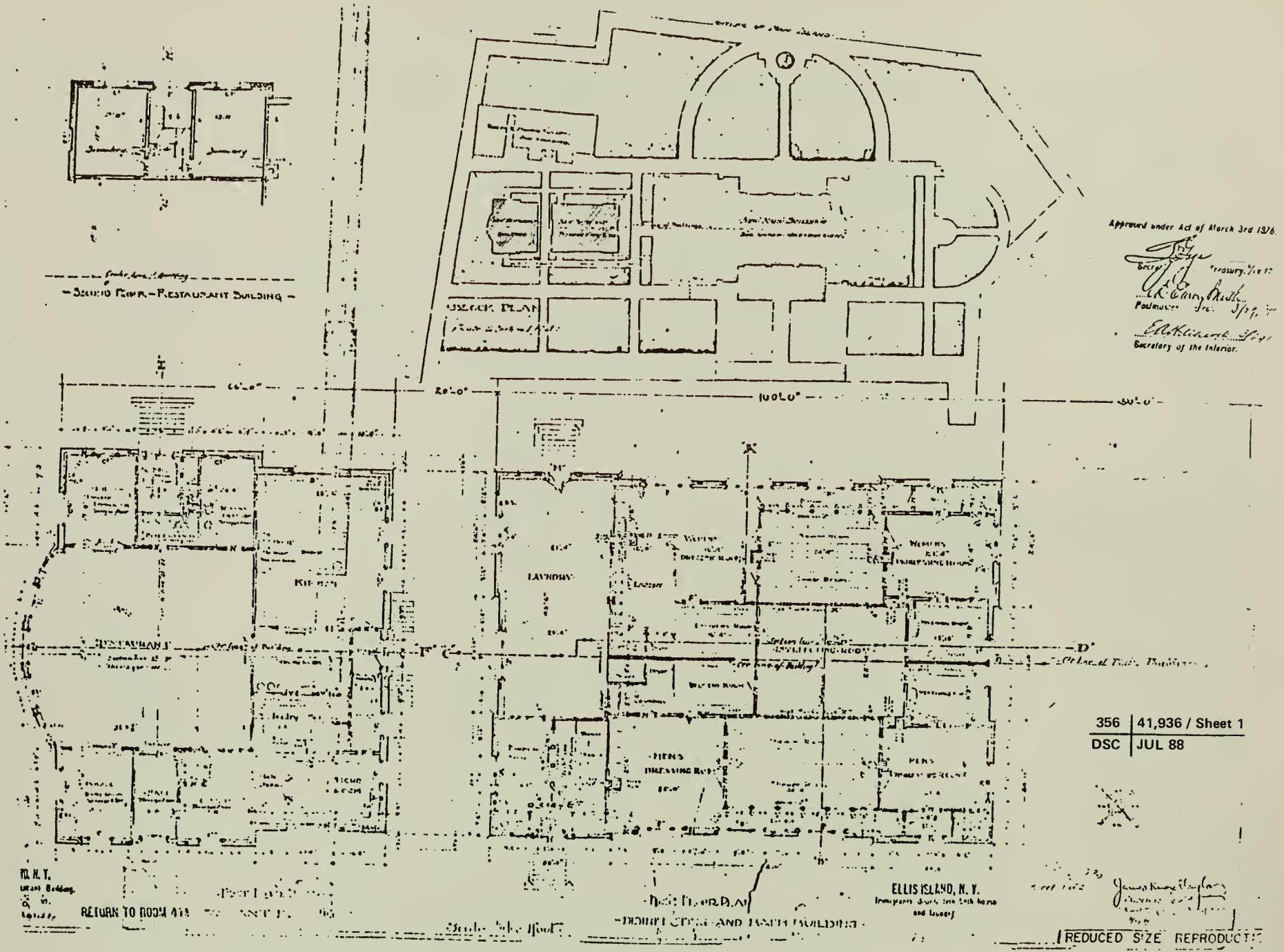
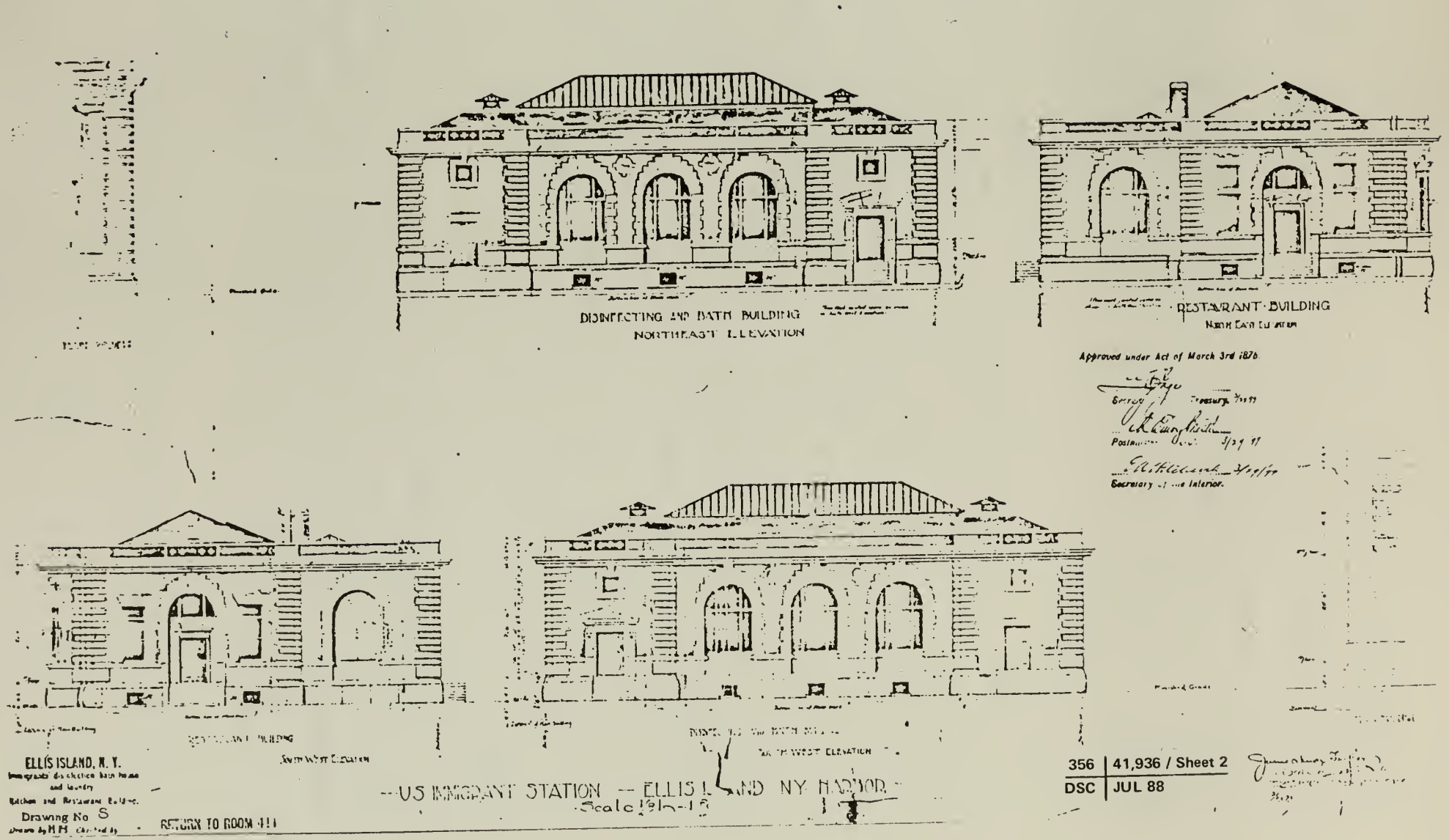
Original proposal (1899) for separate buildings for "Restaurant" and "Bath and Disinfecting Building"

Exhibit 1



Floor plan for original scheme of separate "Restaurant" and "Disinfecting Building", 1899.

Exhibit 2



Elevations for original proposed scheme of separate "Restaurant" and "Disinfecting Building", 1899.

Exhibit 3

2. Exterior

a. Drawings

In August 1984 the architectural/engineering team measured the kitchen and laundry building. Drawings at 1/8" scale were prepared that depict "as found" conditions. See exhibits 4 through 8.

b. History

The kitchen and laundry building and a connecting wing to the main building (C-1) were completed in 1901. The "ice plant" on the north side of the building was constructed between 1903 and 1908. Exhibits 9 and 10 depict the original elevations. Exhibit 11 shows the original roof plan. Photos 1 through 5 are early views of the building. In 1908-09 the connecting wing to the baggage and dormitory building (C-2) was constructed. A second floor corridor (H201) which connected the kitchen to the second floor of the new bakery and carpentry building was built in 1914. The ramp between the kitchen and laundry and covered way 4 (C-4) was replaced by a new enclosed masonry ramp in 1937. The English bond brick walls were built to match those of the adjacent ticket office structure (originally the ice plant).

Early alterations to the kitchen and laundry include the construction of a door to the restaurant from covered way 4 (west end of north elevation) ca. 1908 and the installation of outside stair strings for the restaurant piazza (porch) in 1911. The exterior doors, windows, and ironwork were repainted in 1911.

The building has an extensive history of roof repairs and alterations. In 1928 missing, cracked, and broken slate was replaced; loose and missing ridges and hips were replaced or repaired; and dormer windows and skylights were reflashed. Work was also done on the copper valleys, defective downspout boxes, gutters and leaders. In 1932 a new vent stack was installed in conjunction with the replacement of house drain lines and a new 18-gauge galvanized iron ventilator stack from the kitchen replaced an aluminum stack at the west end of the building. In the same year the ridges, hips, valley and eave trough members were patched and the insides of the latter were coated with fibrous asphalt. A new ventilator for the laundry was installed and repairs were made to the skylights, sheet metal, and roofing in 1934. In 1939 the building was reroofed with clay shingle tiles and sheet metal skylight repairs were executed.

Additional exterior work in the 1930's included repainting and masonry repointing in 1932 and the installation of a new wooden floor on the second story porch in 1936.[2]

c. Description

The two-and-one-half story kitchen and laundry building is a steel frame and terra-cotta block structure clad in red brick laid in Flemish bond. The building has a granite base, bluestone basement window sills, and limestone water table, first floor sill course and trim. A fieldstone and brick base is located below the granite at the southwest corner and at a rear basement entrance.

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[2]Ibid., pp. 252-53, 259-60, 263-64, 266, 272, 275-276.

The gable-roofed seven bay central section is flanked by hip-roofed pavilions at the east and west ends (photo 6). The large east pavilion has three bays on the south and east elevations (photos 7 and 8), while the small west pavilion is only one bay wide at the south (photo 9) and two bays at the west (photos 10 and 11). The roofs, originally sheathed in slate, are covered with flat terra-cotta tiles. The east pavilion has dormers on all four sides and three skylights. The roof has five air vents and is surmounted by a chimney (photos 12-16). A copper cornice and modillion blocks run along the perimeter of the roof.

A two story porch spans the central section on the south elevation (photo 17). It is steel and concrete at the first floor level with slate stairs (photo 18). Cast-iron columns support a wood floor at second story level (photos 19 and 20). Only two of the foliated column capitals are extant (photo 21). Two double doors and three single ones lead off the porch. The single doors are flanked by side lights. All doors are surmounted by segmentally arched four-light transoms (photos 22-26).

The building has a variety of double-hung wood sash window types: Eight-over-two's at the first and second floors, paired one-over-one's with five-light segmentally arched transoms at the first floor pavilions, paired two-over-two's with five-light transoms at the north side of the east pavilion, and four-light basement windows. The dormers have eight-light windows (photo 16). Three oval pivotal windows with Florentine glass at the east pavilion second floor were added in 1904 (photo 27). A number of windows have wire mesh guards or vertical bars.

The north side of the building includes the rear of the east pavilion, the "ice plant", an enclosed ramp and a corridor to the bakery and carpentry building. The east pavilion is three bays wide and extends four bays northward from the central section (photos 28-30). Vent stacks are attached to it on the west and north elevations. A one-story addition and a stairway to a basement entrance are located at the juncture of the east pavilion and the north elevation of the central section. It has paired one-over-one double-hung wood sash windows with a segmentally arched three-light transom and a copper cornice. The window appears to have replaced an original doorway (photos 31-32).

The one-story "ice plant" (room 119) on the north side of the kitchen and laundry building is seven bays long and two bays wide (photo 33). The walls have a concrete base, window sill courses, lintels and a coping. The bays are divided by brick piers laid in stretcher bond while the brick between the piers is laid in English bond with an inset panel of stretcher bond (surmounted by a row of headers) in the parapet surmounted by a corbel table. Each bay has paired two-over-two wood sash windows with clerestory windows on the north side (photo 34). The south side has pairs of six light fixed metal windows (photo 35). Two doorways (at the third bays from east and west) have been filled in and replaced with windows. The flat roof is sheathed in asphalt.

An enclosed ramp (hall 106) running north connects the kitchen and laundry building with covered way 4 (C-4). It is red brick laid in English bond, with a concrete base and a soldier course above. The southern section has a flat tar paper roof and six-light wood sash triplet windows on the east elevation (photos 31 and 36). The northern half is lower and has a single sixteen light fixed metal window on

both the east and west elevations, a gabled copper standing seam roof at the west, a tar paper roof at the east, and a copper cornice (photo 37).

A light steel frame and terra-cotta block corridor (hall 201) at the second floor north elevation connects the kitchen and laundry building with the bakery and carpentry building (photos 38-41). Sheathed in stucco, it has a one-and-one-half-story section at the east and a one-story unit at the west. The three windows are twenty-light metal sash with a nine-light pivotal unit (photo 42). This corridor is supported on steel beams that run between the kitchen and laundry building and the "ice plant" (photos 35 and 38).

A two-story connecting wing at the east (C-1) joins the kitchen and laundry building with the main building. A three story structure at the north (C-2) connects the kitchen and laundry building with the baggage and dormitory building. A two story brick structure with a large stilted arch (at the south elevation), built in 1935 to connect the second floor of the kitchen and laundry building with covered way 5, abuts the kitchen and laundry building at the west (photo 43). This structure has pairs of six-light casement windows at the second floor. This connector is bricked in and no longer provides access to the kitchen and laundry building.

d. Existing Conditions

A field survey of the kitchen and laundry building was conducted in October 1984. In general this building exhibits the same types of deterioration as the other buildings. The island's geographic location in New York Harbor has created specialized micro-climatic conditions which have acted adversely against exterior surface

materials. The kitchen and laundry has experienced exposure to high winds (particularly from the north), fog, salts, intense solar radiation, condensation, and other harsh weathering conditions. Among these, moisture and salt penetration -- in the form of rain and fog -- and solar radiation seem to have been primary agents for most of the deterioration mechanisms observed.

The limestone is generally in good condition although many of the joints are open and minor cracking has occurred. Bluestone basement window sills exhibit serious surface exfoliation (photo 44). The brickwork has also experienced some surface spalling and loss of mortar due to rainwater (photo 45). This is most pronounced on the south elevation. The brick surface exhibits an extreme accumulation of dirt and soot. Cleaning and repointing of the limestone and brickwork is needed. Replacement of certain bluestone window sills may be required.

Iron staining is found in various locations, particularly at the window sills below corroded metal grilles and around anchors. Pronounced iron staining, caused by runoff from the iron roof beams of the porch, is present at limestone trim on the first floor porch (photo 47). Copper staining can be observed at the window sill course and base course on the north elevation and at the east and west ends of the porch on the south elevation. Efflorescence is present on all elevations.

A considerable number of the flat terra-cotta roof tiles are cracked or spalling (photos 12-16 and 48). Valley flashing is torn, copper gutter joints are open and sections of gutter are missing on all elevations. The majority of downspouts are missing, while others have been replaced with PVC piping. The copper cornice has experienced serious

deterioration; large sections are missing, deformed, or falling off the building at all elevations (photos 7, 8, 13, 15, 17, 27-29, 48-50).

The porch is in dangerously poor condition. Plate beam ends at floor and roof (second floor) levels are corroded to the point of being structurally unsound (see "Structural"). At present the floor is temporarily shored with wood posts. The concrete floor is spalling at the edges. The exposed wood roof is rotting. The iron stair risers are also corroded and the slate treads are unstable. Sections of railing at the first floor of the porch are missing. In addition only two of the original cast-iron post capitals are extant and one of the brackets is missing (photos 19, 20, 21, 50-53).

The majority of windows have rotted frames, split or rotted sash, and broken or missing glass (photo 54). Doors are split and warped.

The one-story addition at the juncture of the east pavilion and the north entrance is in poor condition. Joints are open and need repointing. Brick masonry is collapsing and is occasionally missing at the northwest corner. The cornice is totally rusted and has contributed to the pronounced iron staining. Biological staining (moss, lichen, etc.) is present, particularly at the northwest corner (photos 31 and 32).

The "ice plant" (room 119) is in a highly deteriorated condition. The concrete base course, window sills, lintels, and coping are cracking and spalling (photos 55 and 56). The brickwork has experienced some spalling and loss of material, particularly at the inset panels of the parapet (photo 57). Wood window frames are rotted, warped

and are separating in places (photo 58). Part of the frame is missing on one window and rusted counterweights are exposed (photo 59).

The brickwork of the enclosed ramp (hall 106) is in excellent condition. The concrete lintels are spalling. Wood window frames and sash are splitting and warped and metal window sash is corroding. Biological staining is present at the concrete base on the west elevation and at the southeast corner (photos 36 and 37).

The corridor to the bakery and carpentry building (hall 201) is in extremely poor condition. Stucco surfaces are extensively cracked and spalled. Metal window sash are corroded and much of the glazing is broken (photos 38-42).

Exhibit 4

CORRIDOR I

8 0 8 16

SCALE: 1/8" = 1'-0"

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
DENVER SERVICE CENTER

ARCHITECTS

BEYER BLINDER BELLE /
ANDERSON NOTTER FINEGOLD

80 FIFTH AVENUE
NEW YORK, NY 10114

(212) 741-3960

356	26,004 / 4 of 56
DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

NEW YORK / NEW JERSEY

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DESIGNED: DATE:

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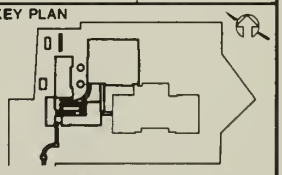
KEY PLAN



TITLE OF SHEET

KITCHEN & LAUNDRY SOUTH ELEVATION

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET

OF

Exhibit 4

KITCHEN & LAUNDRY

CORRIDOR I

8 0 8 16
SCALE 1/8" = 1'-0"

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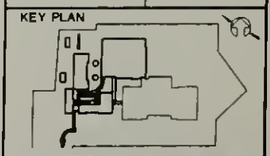
KEY PLAN



TITLE OF SHEET
KITCHEN & LAUNDRY
SOUTH ELEVATION

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET

OF

Exhibit 5

CORRIDOR

8 0 8 16

SCALE: 1/8" = 1'-0"

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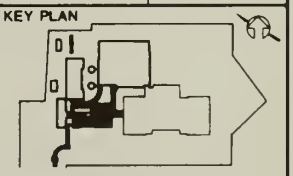
KEY PLAN



TITLE OF SHEET

KITCHEN & LAUNDRY NORTH ELEVATION

SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ ___ ___ ___

SHEET ___ OF ___

Exhibit 5

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SCALE: 1/8" = 1'-0"

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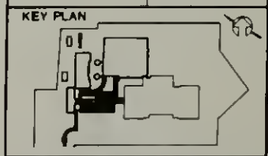
KEY PLAN



TITLE OF SHEET
KITCHEN & LAUNDRY
NORTH ELEVATION

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 6

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
DENVER SERVICE CENTER

ARCHITECTS

BEYER BLINDER BELLE /
ANDERSON NOTTER FINEGOLD

80 FIFTH AVENUE
NEW YORK, NY 10114

(212) 741-3960

356	26,004 / 6 of 56
DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

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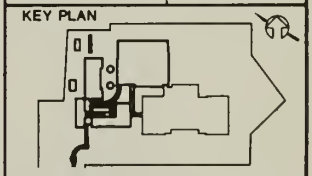

TITLE OF SHEET

KITCHEN & LAUNDRY WEST ELEVATION

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET

OF

8 0 8 16

SCALE: 1/8" = 1'-0"

Exhibit 6

8 0 8 16
SCALE: 1/8" = 1'-0"

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
DENVER SERVICE CENTER

ARCHITECTS
SEYER BLINDER SELLE / ANDERSON NOTTER FINEGOLD
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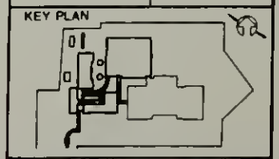
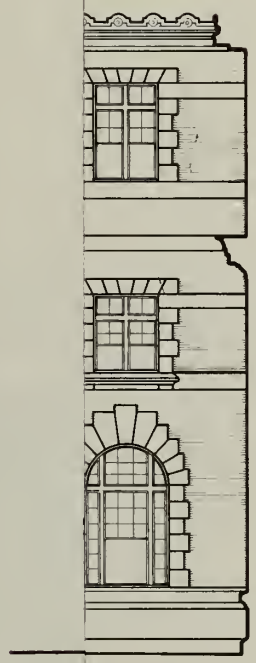


TITLE OF SHEET
KITCHEN & LAUNDRY WEST ELEVATION

SUB SHEET NO. DRAWING NO.
PKG. NO. SHEET OF

Exhibit 7



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DENVER SERVICE CENTER

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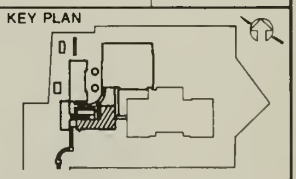
KEY PLAN



TITLE OF SHEET

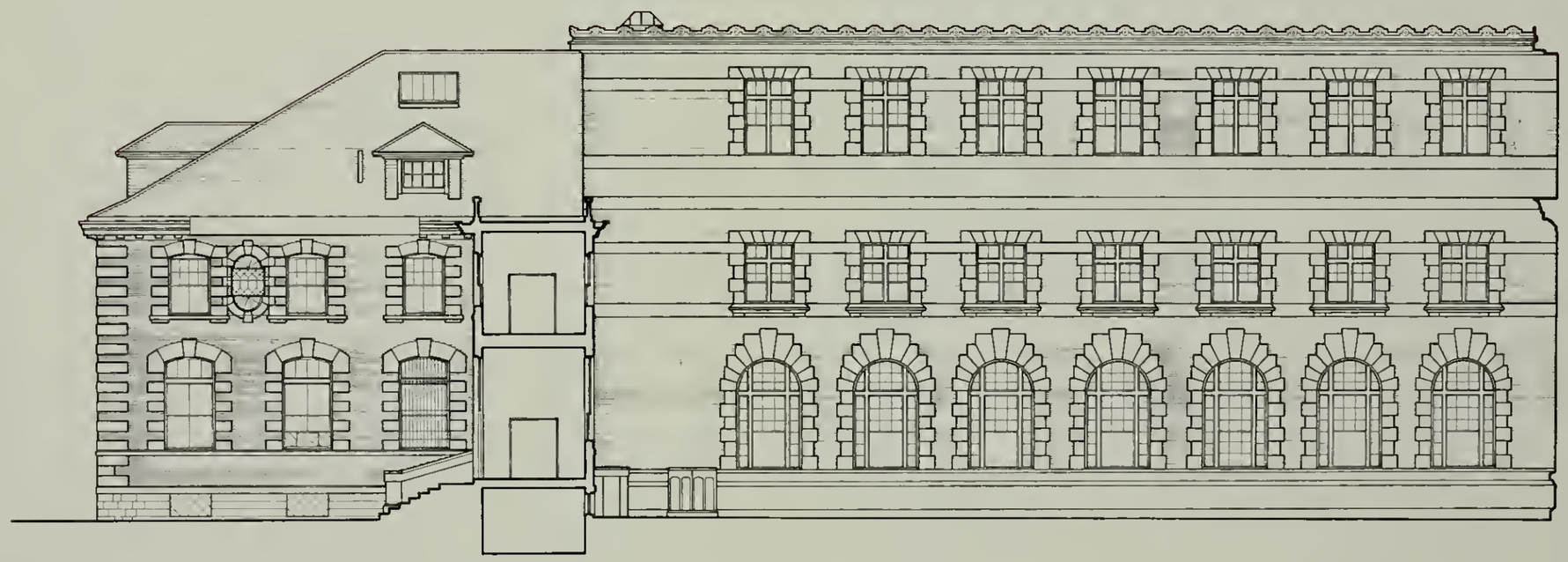
KITCHEN & LAUNDRY EAST ELEVATION

SUB SHEET NO.	DRAWING NO.

PKG. NO. ____ SHEET ____ OF ____

LOUIS FREY

Exhibit 7



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SCALE 1/8" = 1'-0"

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DENVER SERVICE CENTER

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STATUE OF LIBERTY NATIONAL MONUMENT
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DESIGNED: DATE:
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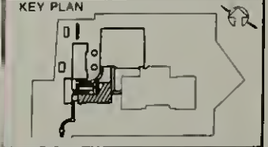
KEY PLAN

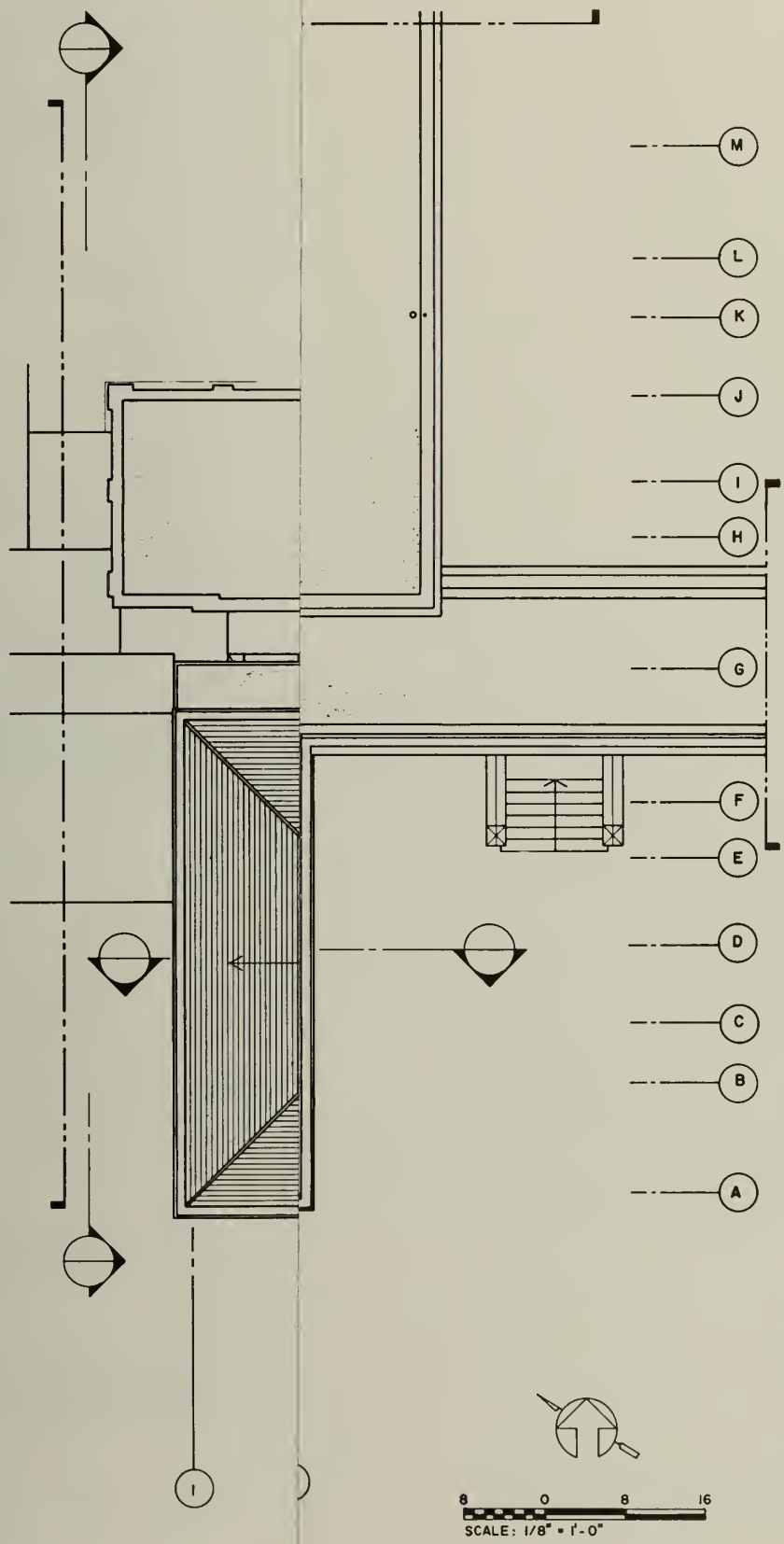


TITLE OF SHEET
KITCHEN & LAUNDRY EAST ELEVATION

SUB SHEET NO. DRAWING NO.

PKG NO. SHEET OF

Exhibit 8



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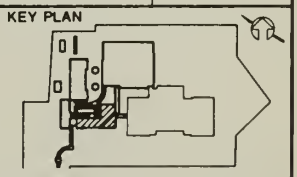
KEY PLAN



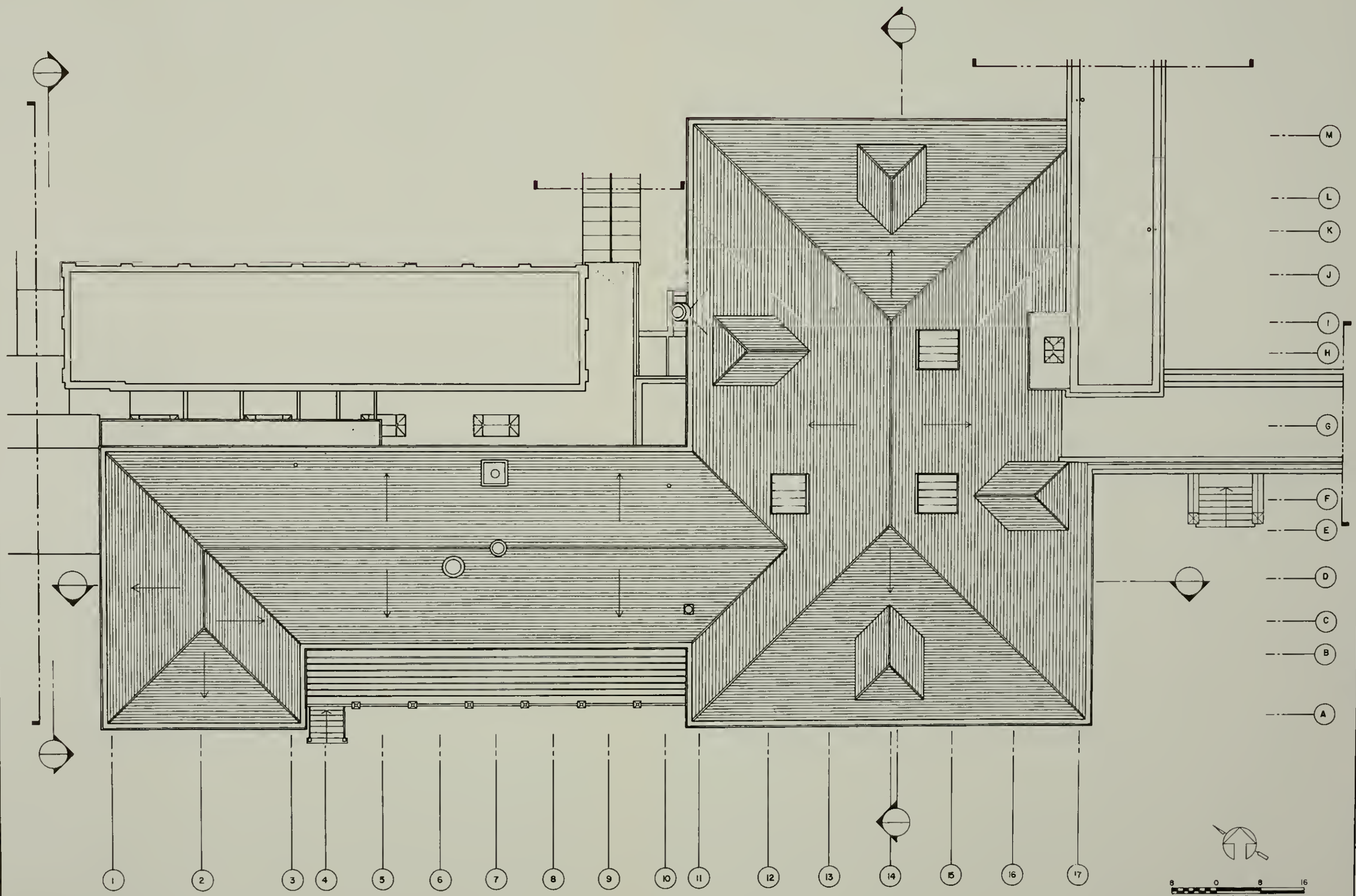
TITLE OF SHEET

KITCHEN & LAUNDRY ROOF PLAN

SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

Exhibit 8



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DENVER SERVICE CENTER

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356	26,004 / 8 of 56
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KEY PLAN

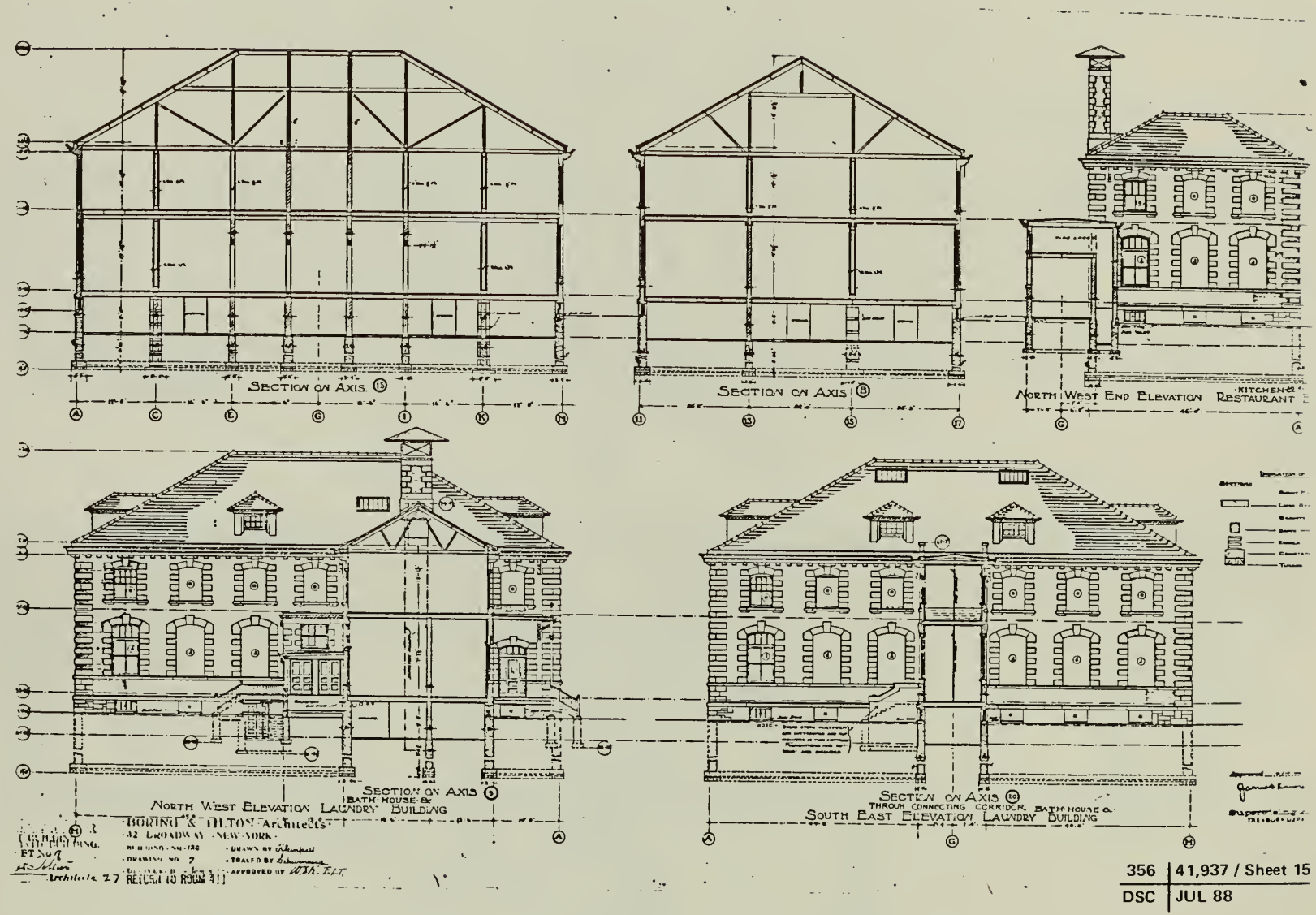
TITLE OF SHEET
KITCHEN & LAUNDRY ROOF PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

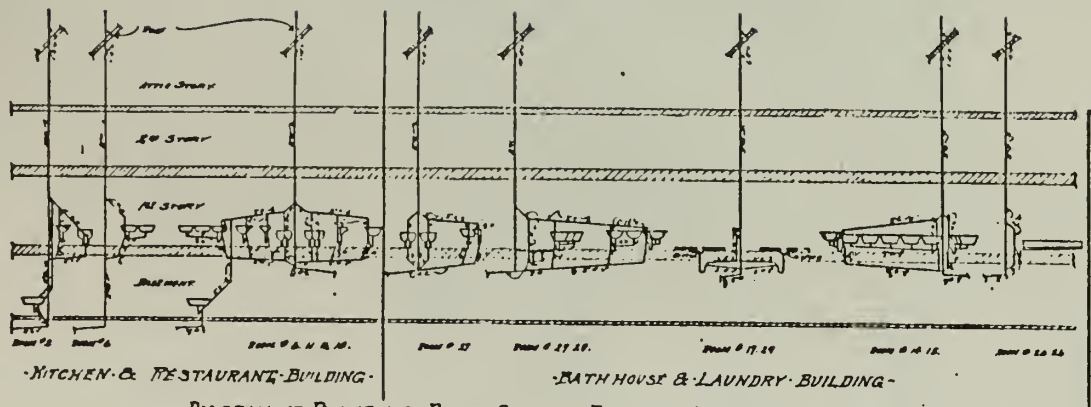
CONNECTING CORRIDOR
BATH HOUSE & LAUNDRY BUILDING
KITCHEN & RESTAURANT BUILDING
REAR ELEVATION
KITCHEN & RESTAURANT BUILDING
BATH HOUSE & LAUNDRY BUILDING
CONNECTING CORRIDOR
FRONT ELEVATION
Supervising Architect
TREASURY DEPARTMENT.
356 | 41,937 / Sheet 14
DSC | JUL 88

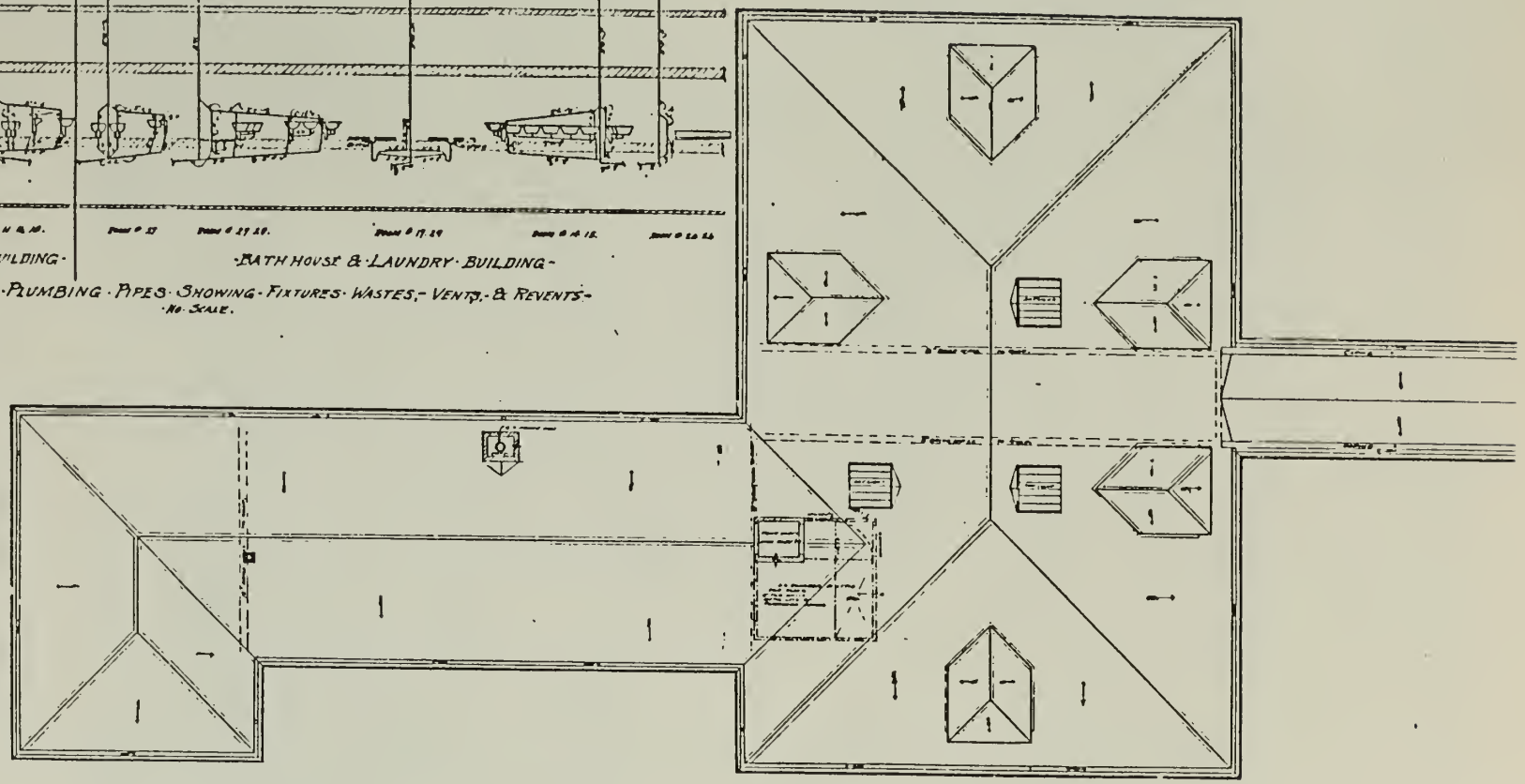
Exhibit 9



Sections and elevations of "Kitchen and Laundry Building", 1900.

Exhibit 10





U.S. IMMIGRANT STATION
ELLIS ISLAND, NEW YORK HARBOR
RESTAURANT BUILDING
LAUNDRY & BATH BUILDING
Drawing BT No. 5
Bernard Tilton
Architects

·BORING·&·TILTON·Architects·
·32·BROADWAY·NEW·YORK·
·BUILDING·NO·186
·DRAWING·NO·5
·DELIVERED·
·DRAWN BY
·TRACED BY
·APPROVED BY

356	41,937 / Sheet 13
DSC	JUL 88

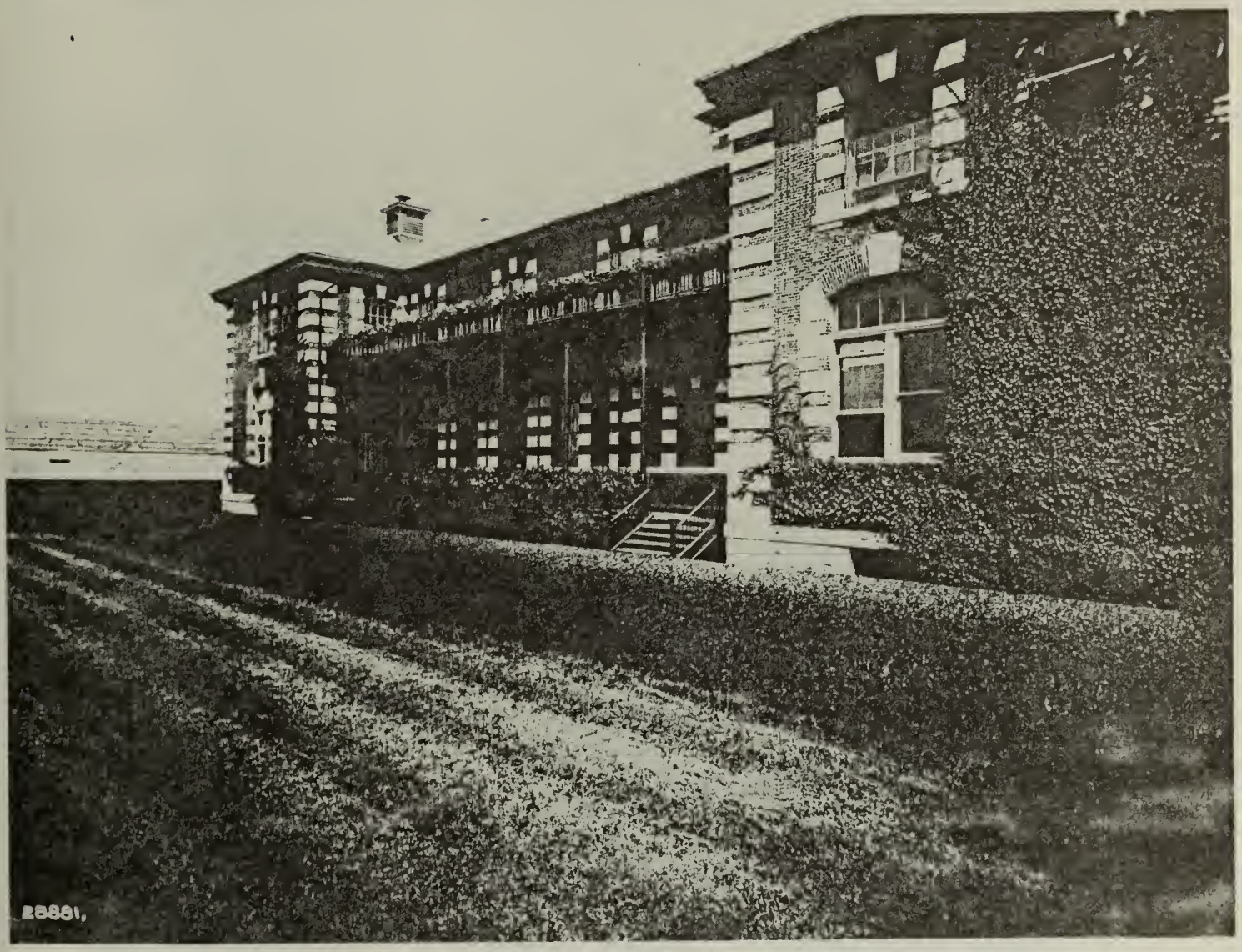
PLAN OF ROOF
SCALE 1/8 INCH=1 FOOT

James Knox Taylor
Supervising Architect
TREASURY DEPARTMENT

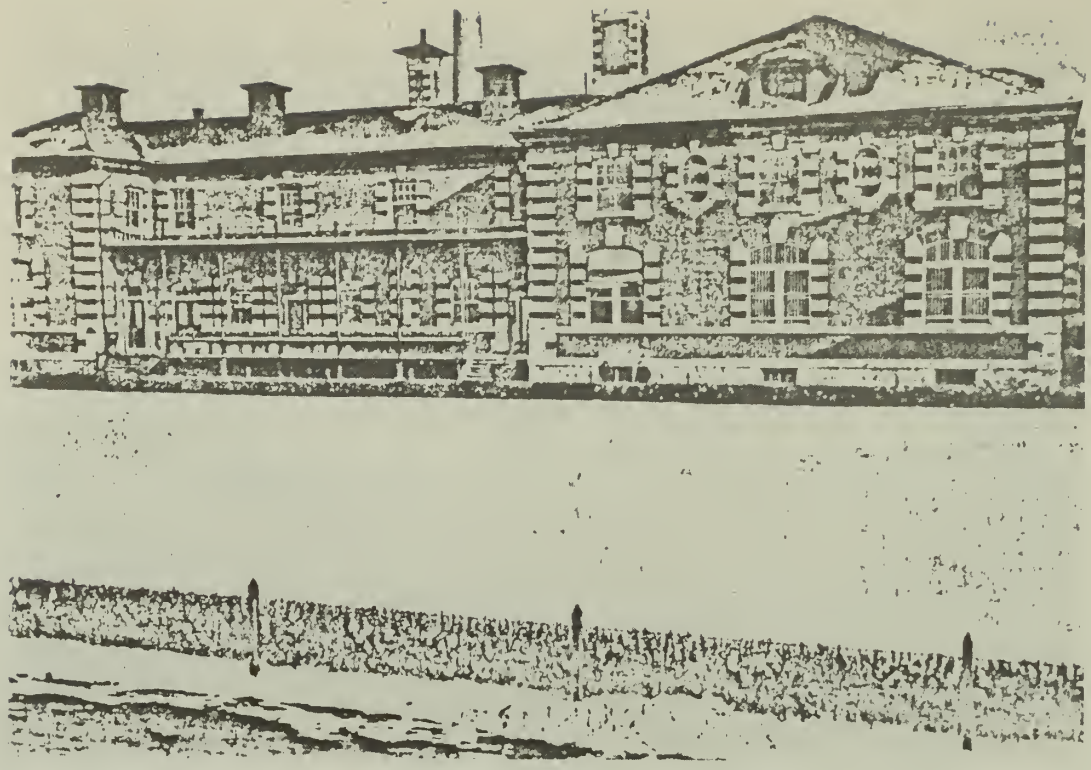
Exhibit 11

1. South facade, showing nearly completed building, June 30, 1901. National Archives, Audiovisual Archives Division, Still Pictures Branch.

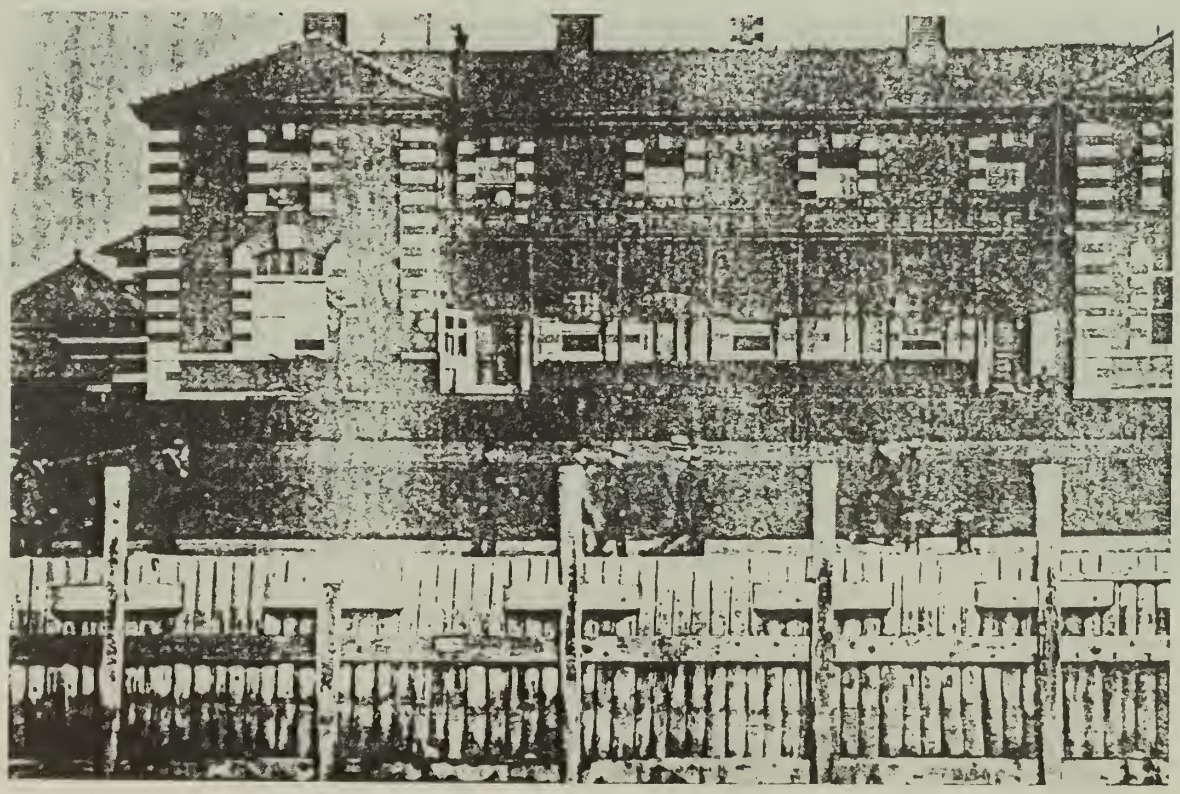
2. South facade of new kitchen and laundry building and main building from across ferry slip, 1901. The Bettmann Archive Inc., New York City, New York.



3. South facade of kitchen and laundry building, 1909-1912. William Williams Collection No. 12, Edwin Levick, photographer. New York Public Library, Local History and Genealogy Division.



4. South facade of kitchen and laundry building, c. 1903. William Williams Collection No. 1. New York Public Library, Local History and Genealogy Division.



5. South facade of kitchen and laundry building, "Taft party", October 18, 1910. Library of Congress.

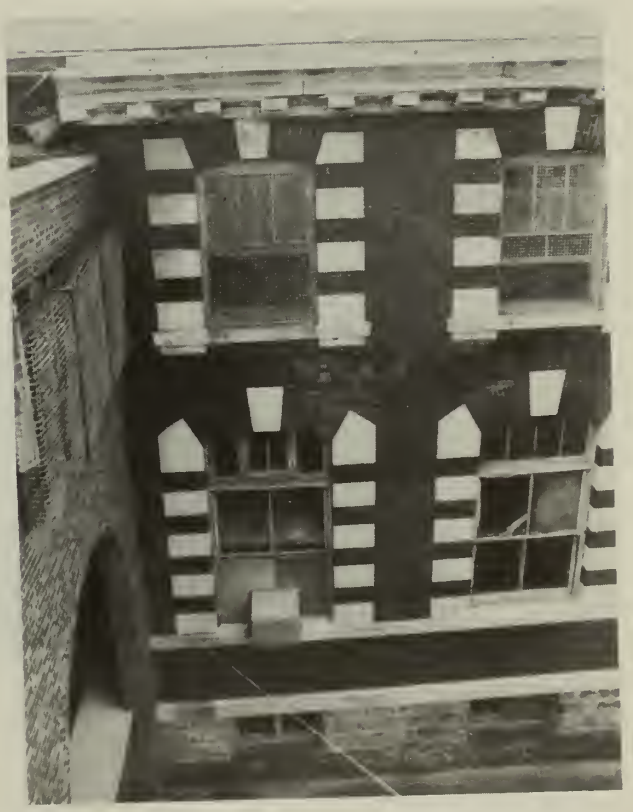
6. South elevation, view north.

7. East pavilion, south elevation, view north.

8. East pavilion, east elevation, view west.

9. West pavilion, south elevation, view north.

10. West pavilion, southwest corner, view northeast.



11. West pavilion, west elevation, view east.

12. Roof, east pavilion, view south.

13. Roof, east pavilion, east elevation, view west.

14. Roof, view south.

15. Roof, west pavilion, view east.

16. Dormer, east pavilion, east elevation, view southwest..

17. Porch, south elevatiion, view northwest.

18. Porch stairs, south elevation, view north.

19. Porch, view west.

20. Second floor porch, view east.

21. Porch, cast-iron column with original capital.

22. Entrance, west end of porch, view west.

23. Entrance, porch, south elevation, view north.

24. Entrance, porch, south elevation, view north.

25. Entrance, porch, south elevation, view north.

26. Entrance, east end of porch, view east.

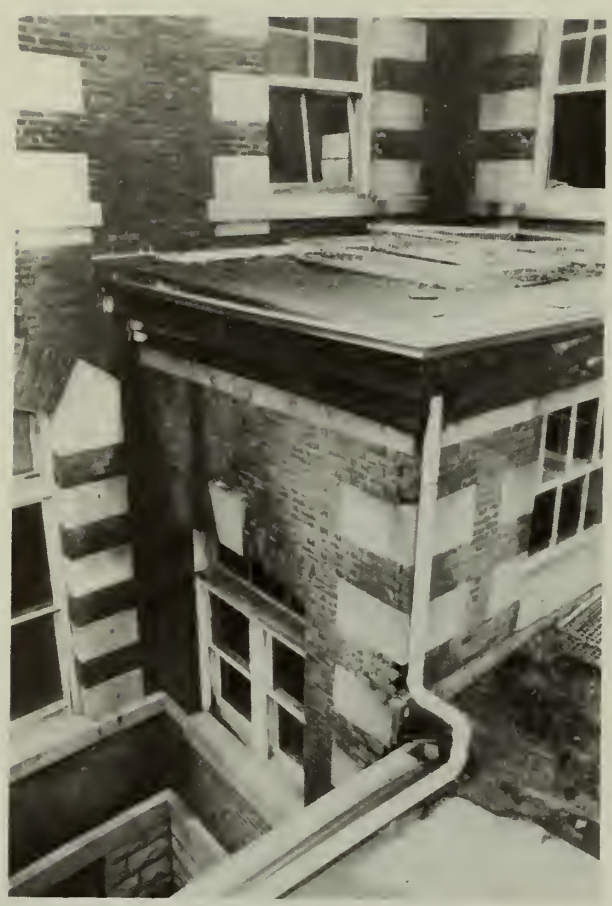
27. Oval window, east pavilion, south elevation.

28. East pavilion, north elevation, view south.

29. East pavilion, west elevation, view east.

30. East pavilion, west elevation, view southeast.

31. East pavilion, west elevation (at left), one-story structure and basement entrance (center), enclosed ramp (hall 106) (at (right), view south.



32. One-story structure at juncture of east pavilion and north elevation, view southeast.

33. "Ice Plant" (room 119), north elevation, view west.

34. "Ice Plant", north elevation, view southwest.

35. "Ice Plant", south elevation, view northwest.

36. Enclosed ramp (hall 106), east elevation, view southwest.

37. Enclosed ramp, west elevation, view east.

38. "Ice Plant" (left) and corridor to Bakery and Carpentry Building (hall 201) (right), view east.

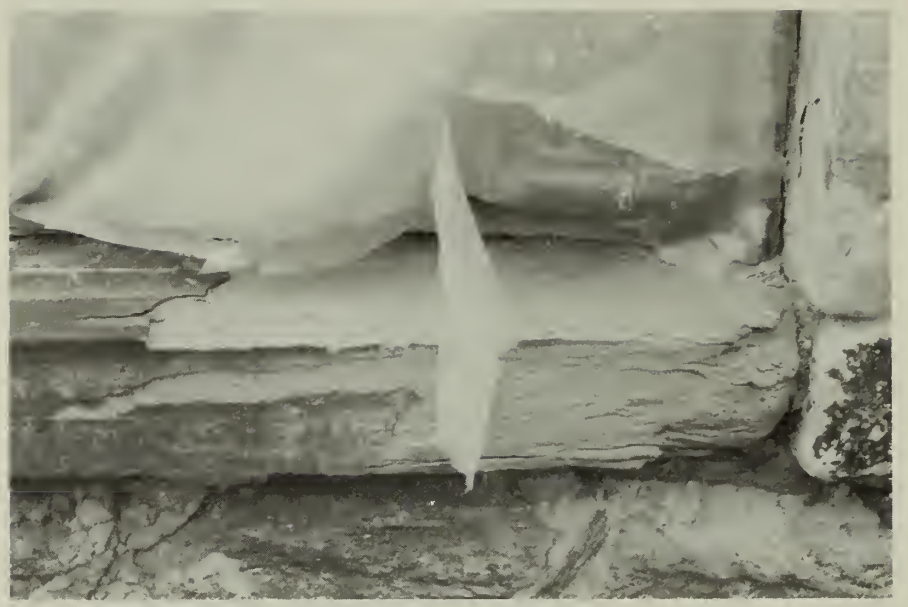
39. "Ice Plant" and corridor, view south.

40. West end of corridor to bakery and carpentry building, view south.

41. North elevation and corridor to bakery and carpentry building, view west.

42. Window, corridor to bakery and carpentry building.

43. Connector between kitchen and laundry building and covered way 5, view north.



44. Exfoliation, bluestone window sill, south elevation.

45. Mortar loss and surface spalling, south elevation.

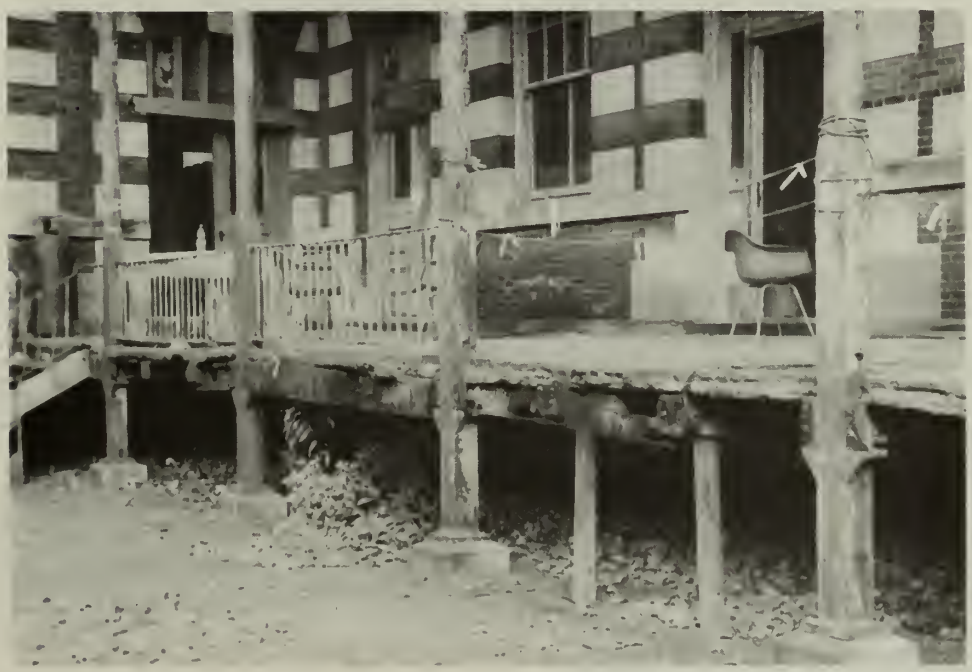
46. Hole in brick, east pavilion, north elevation.

47. Iron staining, west end of porch.

48. Missing, cracked, and spalling roof tile; deformed gutter falling off, west pavilion, northwest corner, view east.

49. Deformed gutter falling off, juncture of east pavilion and north elevation, view southeast.

50. Collapsing gutter; missing bracket and extant cast-iron capital, porch; south elevation, view north.



51. Corroded beams, missing railing, temporary shoring. Porch, view northwest.

52. Corroded beams, temporary shoring, spalling concrete Porch, view north.

53. Corroded risers, unstable slate treads, porch stairs.

54. Window, south elevation.

55. Spalling concrete, corridor from the kitchen and laundry to the bakery and carpentry (hall 201).

56. Spalling at window lintel, "Ice Plant", north elevation.

57. Spalling and loss of masonry units. "Ice Plant", north elevation.

58. Warped and separating window frame, "Ice Plant", north elevation.

59. Exposed rusted counterweights, "Ice Plant", north elevation.

3. Interior

a. Drawings

In August 1984 the A/E team measured the kitchen and laundry building. "As found" plans and sections were prepared at 1/8" scale (exhibits 12-16). Room identification numbers were assigned by the survey team.

b. History

1. Historical Room Use

The revised floor plans of 1901 for the "Bath House and Laundry Building" included the laundry, women's showers, receiving room, toilet and stair hall to the north of a central east/west corridor on the first floor. A barber shop, toilets (2), men's showers, a receiving room, an alcove, a main hall and a stair hall were located to the south of the corridor (exhibit 17). The latter was divided into the immigrant's corridor/food corridor and women's passageway/men's passageway, each divided by wire partitions. The three large stair halls were removed in 1907-1908 when the second floor detention rooms were converted into a dining hall.

The 1901 plans for the "kitchen and restaurant" indicated a dining hall (room 118), a kitchen (room 117), a private dining room (room 115), a storage room with stair (room 114), and a toilet (room 113). The stair is indicated on plans dated 1916 and 1922, but is absent on 1934 plans. Photos 1 through 4 show early views of the dining hall and kitchen.

The plan of 1916 shows some room use changes (exhibit 18). The laundry occupies the area previously occupied by showers (room 111) and a blanket room is in the location of the earlier receiving room and stair hall (rooms 110 and 112). An electric elevator that had been installed in 1911 is located adjacent to the blanket room in the location of an earlier toilet. It served the dual purpose of transporting blankets from the dormitories of the baggage and dormitory building to the laundry and for emergency transport of sick immigrants from the dormitory to the hospital on island 2. A storekeeper's office (rooms 101, 105-107) replaced the men's shower room, and the receiving room and the main stair became two store rooms (102-104). The main hall, toilet and barber shop were replaced by a dining room and commissary department office (rooms 108 and 109).

In 1935, a new pantry (room 109) with built-in glass cabinets and a passageway (H102) was built at the east end of the first floor kitchen (exhibit 19).

The refrigerating plant (room 119) was converted into offices for tickets, money exchange and telegraph in 1935. These functions were transferred from the first floor of the baggage and dormitory building. Wood and glass partitions were erected to form offices and an open lobby area. The ice storage room at the east end became a locker room. This room's use as a refrigeration facility had already been discontinued for a number of years. A plan of 1932 already designates this space as "store room" (exhibit 20). Photos 5 through 9 depict the dining room and kitchen during World II.

Exhibit 21 and 22 illustrates the historical development of the first floor.

The second floor was designated as unfurnished space with three stairs on the original plans (exhibit 23). Towards the end of construction, it was converted to men's and women's detention quarters, a central corridor, toilets (3), linen closets (2), and a detention officer's room (exhibit 24). In 1907-1908, the second floor was converted to one L-shaped dining room (rooms 201 and 202), with an attached kitchen (room 203) (exhibits 25 and 26). Photos 10-19 provide various views of the dining room over a twenty year period. An elevator and refrigerating unit were installed at the west end of room 202, with access into the kitchen.

In 1935, the kitchen was moved from room 203 to room 202. In room 203, tile partitions were removed, two wall openings were filled in and new double doors were installed in the east wall. A new opening was made at the west wall in order to provide access to the new stairway from this room to corridor 5 (the stairway is currently designated as S01 in corridor 5). A kosher kitchen was added in the northwest corner of room 202 with eight-foot-high terra-cotta partition walls. Sometime during the Coast Guard occupation, after 1939, the exterior stair landing on the west end of the building was bricked in for a toilet (room 204) and the double door opening was partially bricked in for a single door. Also during this time, the large dining hall (room 201) was divided with a wooden partition into two rooms whose uses are unknown.

During World War II room 203 once again served as a kitchen/bake shop (photos 20-22). This room was converted to a classroom after the war (photos 23, 24). The second floor kitchen (room 202) was converted to a schoolroom in 1951 for children of detainees.

Exhibits 27 and 28 illustrate the historical development of the second floor.

A basement plan from 1901 indicates an ice storage room, a compressor and refrigeration machine, and an ice making tank. These functions were later incorporated into the "ice plant" built to the north. A 1926 basement plan shows new refrigeration boxes used in the "butcher shop" at the center section of the kitchen and laundry building (exhibit 29).

2. Historic Finishes

Original interior finishes on the first floor of the kitchen and laundry building included wainscots of Keene's cement, plastered walls and ceilings, and concrete or asphalt floors. In most instances the wainscot was simply finished with rounded cap moulding instead of the wood cap moulding specified.

Room 115 originally had a decorative wall treatment consisting of chair rails and picture moldings on three of the plaster walls. Evidence of a painted mural can be seen under several layers of paint within one panel on the west wall (photo 25 and 26). An ear of corn is clearly visible against a yellow-green background. A portion of a hand-painted stencil pattern appears above this painted fragment in the same panel. The yellow-pine flooring with an 8" oak base, installed in this room in 1908, was covered with the existing linoleum circa 1940.

A chair rail and picture moulding in room 108, referred to on remodeling floor plans of 1934, have since been removed. The installation of a new wood floor and base

was specified on these plans. The wood flooring has been covered by square vinyl floor tiles. Painting instructions for this room noted on the floor plans read as follows" "Plaster walls shall be painted No. 104; wood base, trim, chair rail, picture mold, and doors shall be painted white, slightly cream."

The original asphalt floor of the kitchen (room 117) was replaced with concrete topped with a finish coat of portland cement and fine grit in 1904. The existing buff tile flooring and wainscot was installed sometime after 1939.

The existing acoustical ceiling tiles in the cafeteria (room 118) is shown on contract drawings of 1939 along with acoustical wall tiles, since removed. The existing 1" hexagonal floor tiles were installed over the original asphalt flooring circa 1908. The wooden stairs to the cafeteria from the north hallway (H104) were added in 1939. The window in the north wall was enlarged for a double door, now missing.

The conversion of room 119 (old ice plant) into the new ticket office/money exchange in 1934 was executed with a cement plaster wainscot and red quarry tile flooring in the public area and plaster walls and linoleum flooring in the ticket space.

Original interior finishes on the second floor of the building included an asphaltum floor over cinder concrete, a plaster molding crowning a dado around walls in all rooms and corridors, and painted plaster walls and ceilings.

Specifications of 1904 called for alterations to the Detained Women's room" (room 201) on the second floor, which included a decorative pressed metal ceiling cove (photo 10), installation of the new oval pivoted sash windows and Florentine glass and opalescent shades, painting, and a china closet. The pressed metal ceiling cove has since been destroyed.

Alterations begun in 1907 to convert the second floor into a dining room and kitchen included the removal of interior partition walls, wire partitions and gates, plumbing fixtures, radiators and vent registers. The existing vitrified tile floors and white glazed rectangular tile wainscots were installed. Specifications called for carrara or novus sanitary structural glass partitions and shelving in the dish closet, vegetable cooling and pan washing rooms within the kitchen (room 203). These partitions were removed in 1935 and the existing square buff tile flooring and wainscot were installed. The common wall of rooms 201 and 202 was built in 1935 with a tile wainscot on both sides to match existing finishes. A central pair of swing doors was installed (since removed).

c. Description

The eastern half of the first floor was originally the "bath and laundry". These rooms, 101-112 and hall 105, have concrete flooring. Rooms 103, 104, 110-112 and H105 have cement plaster wainscots (photo 27). The walls are plastered terra-cotta block and the hung ceilings are plaster on metal lath. Recent alterations in rooms being used by the National Park Service include plywood partitions and lowered ceilings forming rooms 105, 106 and 107 and first-aid room, 110 (photos 28-29). Temporary wood railings and overhead protection exist in hallway 105 as tourist

safeguards (photo 30). Vinyl floor tiles have been installed in room 108, Denver Service Center office.

Finishes in the remainder of the first floor vary from room to room. Room 118, previously a dining room, has been divided into a number of smaller rooms by gypsum board wall partitions and a plywood ceiling (photo 31). The 1" square white hexagonal tile flooring has been covered with red carpeting in front of the partitioned area continuing into the southern partitioned room. A wood dado rail lines the room. Acoustic ceiling tiles were applied to the original plastered terra-cotta block ceiling in 1939.

The second floor of the kitchen and laundry building also consists of a mix of finishes other than the plaster walls and ceiling on metal frame and lath. The largest room, dining room 201, is finished with white hexagonal floor tile and white rectangular tile wainscot. A solid east-west plywood and wood stud partition divides the room from floor to ceiling. Temporary wood railings exist on both sides of the partition. Room 202 has a vinyl floor with an incised compass design in the center (photo 32) and a white tile wainscot covered with a painted canvas wallcovering. Room 203 has a buff-brown 6" square tile floor and wainscot. The partitioned room in the northeast corner is formed by masonite sheets over exposed stud framing and 6" square base tile (photo 33). Room 204 (toilet) has a concrete floor and painted brick on three of the walls. The west wall, created when the stairway behind it was blocked off with terra-cotta block, is finished on the room side with a rough cement plaster. The attached hallway on the north (H201) has a concrete ceiling and ramped floor with concrete-encased beams (photo 34) The south brick wall is the former exterior wall of the building and the north and east end walls are painted concrete.

d. Existing Conditions

In August and September 1984 an "Existing Condition Survey" of the interior spaces was conducted to evaluate existing conditions. The survey consisted of a room-by-room analysis of all visually accessible finishes, decorative trim, doors, lighting, plumbing, heating and ventilation equipment. Forms were completed for each space (exhibits 30 and 31 are sample forms). The surface materials and fixtures in each space are described on these forms and assessed for their existing condition and approximate date. A summary condition and date was tabulated based on this information. Photographs of each room supplement the written description.

The condition of each space was evaluated according to criteria that were specifically developed for the buildings on Ellis Island. A range of conditions was defined for each material in the building following careful field inspection. The condition of a finish was evaluated relative to other similar finishes in this building using the standard terms "good", "fair", "poor", and "destroyed". Since the Ellis Island buildings have experienced extensive deterioration, no surfaces or fixtures were considered to be in "excellent" condition (exhibit 32 represents an example of the definitions that were used for a particular finish).

The results of the condition survey for the kitchen and laundry building have been plotted on graphically-coded floor plans which illustrate the relative condition of each space (exhibits 33 and 34). The complete survey with a full discussion of methodology and criteria is included in Appendix D.

The kitchen and laundry building's interior finishes are generally in fair to poor condition. The plaster finish is deteriorated along the perimeter of the ceiling and at the walls; large areas of metal lath and terra-cotta block are exposed (photo 35). Concrete and tile floors are in good condition. Linoleum flooring in the dining room (room 115) and room 202, installed in 1939, is severely cracked and is buckling. Tile wainscots are also generally in good condition with few missing tiles, except where the wall itself is visibly wet.

Some rooms in the building have experienced more extensive deterioration. For example, all plaster finishes on walls and ceilings in room 119 (ice plant) have been destroyed, exposing metal framing and structural terra-cotta block. The square tile flooring in this room displays extensive discoloration and cracking (photo 36).

At the other extreme, the "reclaimed" rooms in the southeast corner of the first floor, in use by the National Park Service, are in good condition. Plastered walls and ceilings have been patched and repainted and new plywood partitioned rooms have been added to subdivide the space.

e. Architectural Significance

The "Existing Condition Survey" (Appendix D) also evaluated the rooms for architectural significance. A range of significance was developed for existing architectural spaces in each structure. The ranking of spaces for architectural significance is relative to the specific architectural context of each building. Certain factors were considered in evaluating the spaces:

- Volume, size, monumentality, proportions
- Quality of materials
- Overall design
- Uniqueness of the design, rare features.

The classification of "most architectural significance" was assigned to spaces which have the greatest architectural character in the building. Such spaces generally exhibit monumental proportions and their design, materials, and workmanship are of a high quality. They are often unique volumes. Room 201, formerly the dining room, was determined to be of "most" significance for the building. This large volume is distinguished by three oval-shaped windows and a ceiling and column cove.

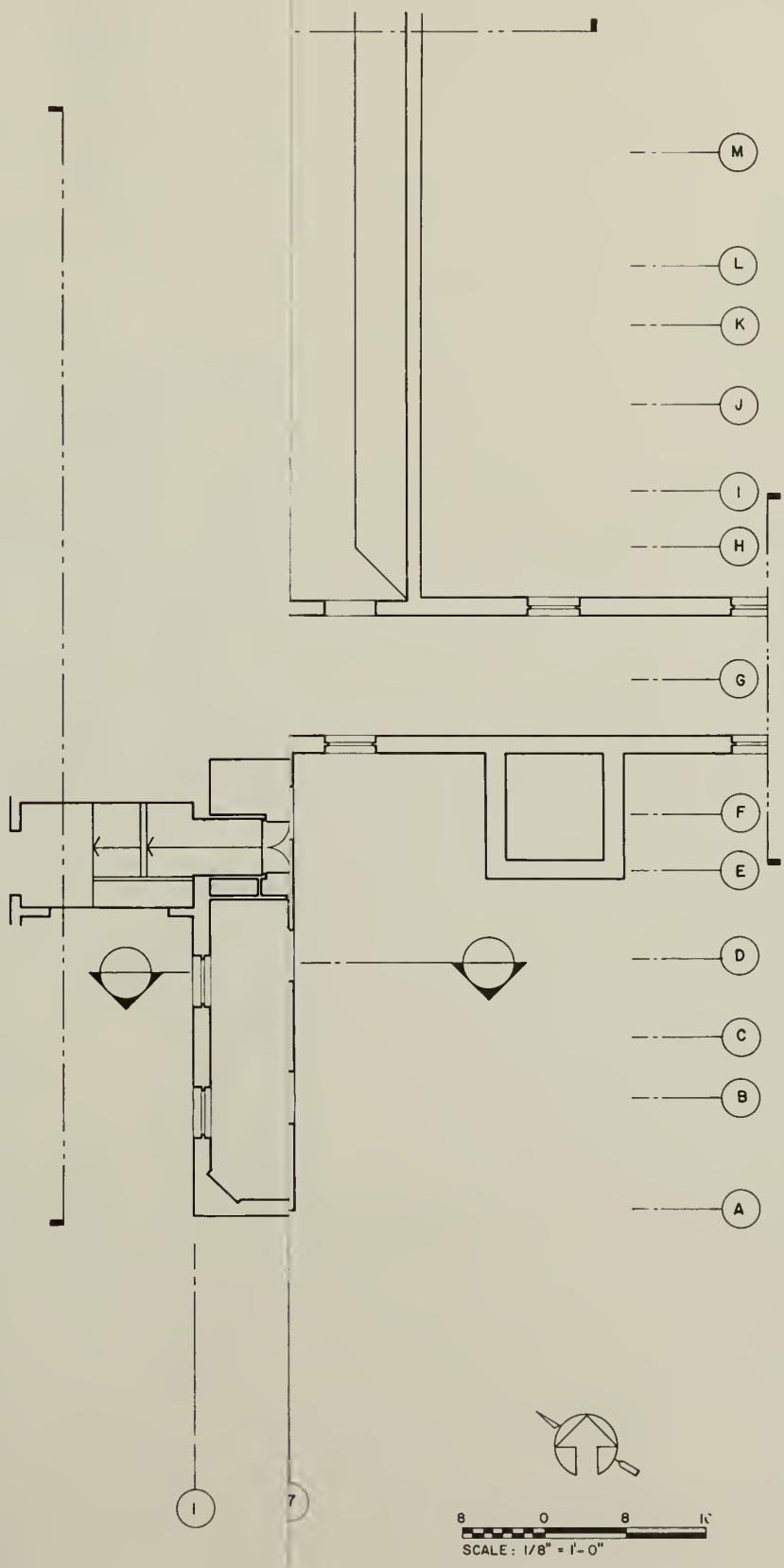
The classification of "some architectural significance" was assigned to spaces which have a moderate amount of architectural character. Volume, size, monumentality, and proportions may distinguish them from the more common and generally smaller spaces in the building. Careful attention was given to the use of materials and the execution of details. For example, room 115, although small in size, features wood picture rail and panel mouldings unlike the plaster and tile wainscot wall finishes throughout the remainder of the building.

The classification of "minor architectural significance" was assigned to spaces which exhibit few architectural pretensions. Materials and workmanship are standard. Volume and proportions are relatively undistinguished. Rooms are common for their type.

The classification "negligible architectural significance" was assigned to spaces which have no architectural character. They are often very small and of standard materials and design.

The findings of architectural significance for the kitchen and laundry building have also been plotted on graphically-coded floor plans (exhibit 35 and 36).

Exhibit 12



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ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

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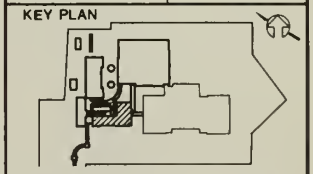
DESIGNED:	DATE:
DRAWN:	TECH REVIEW:

KEY PLAN



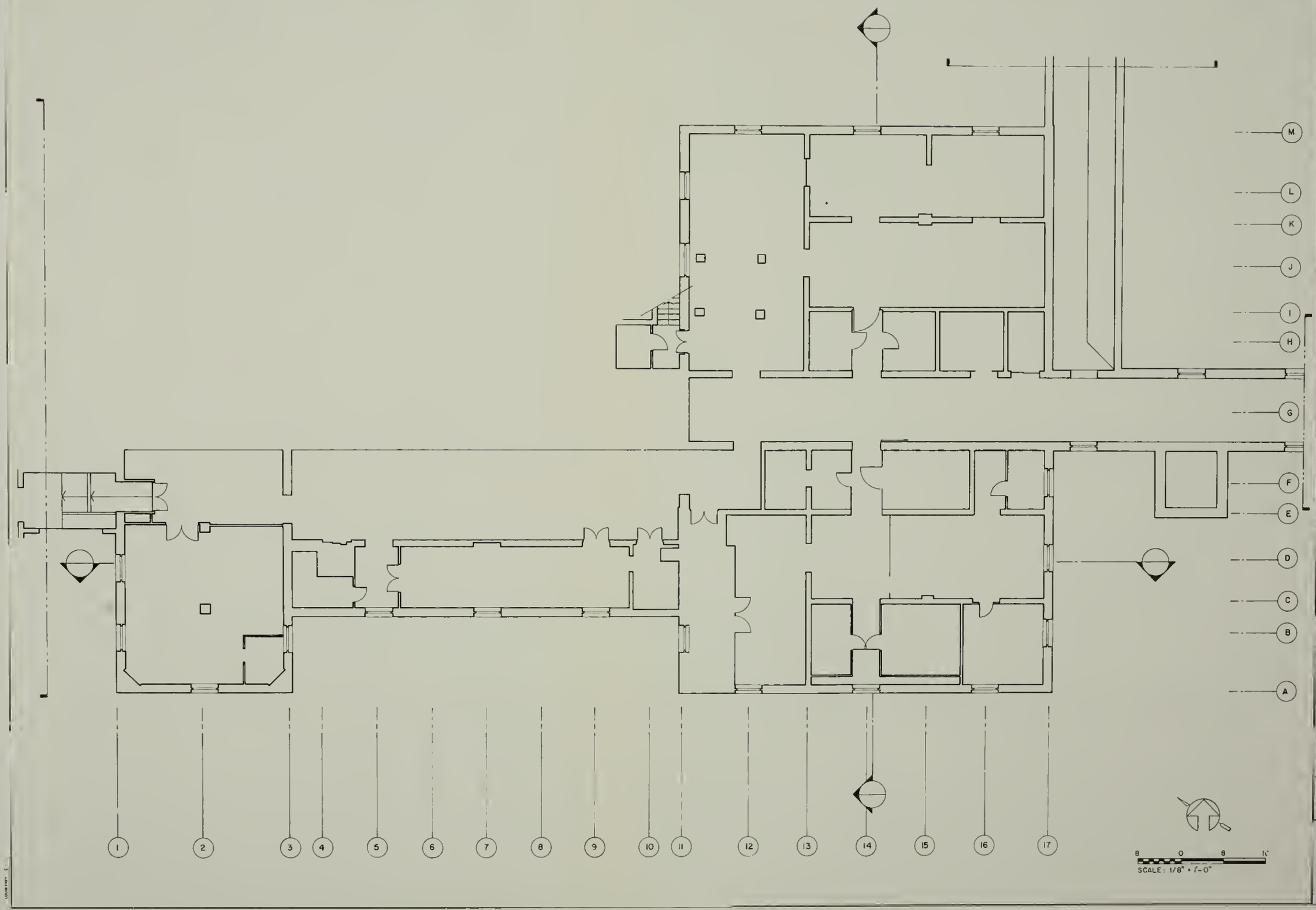
TITLE OF SHEET

KITCHEN & LAUNDRY BASEMENT PLAN

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

LOUIS FREY

Exhibit 12



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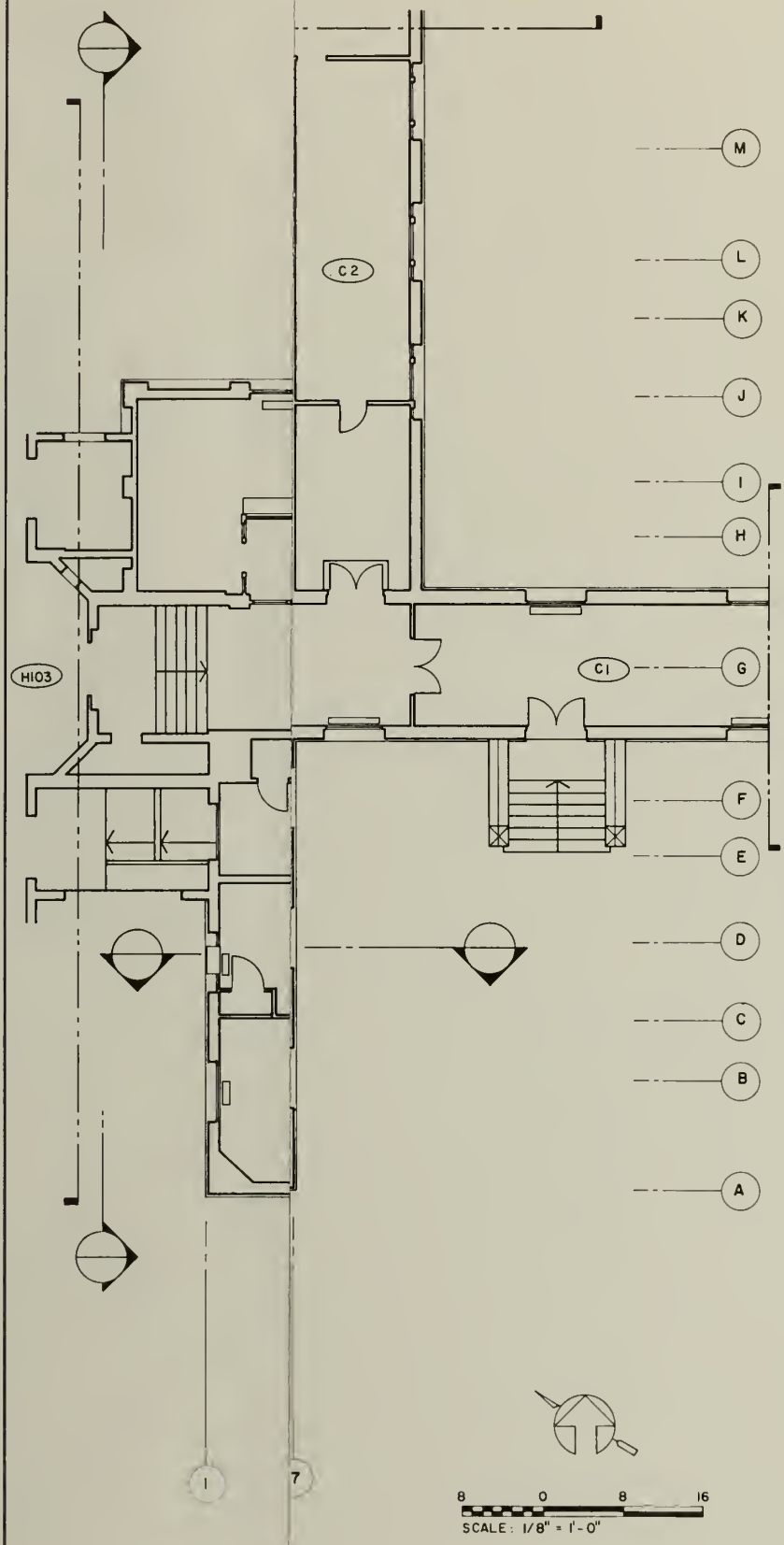
TITLE OF SHEET
KITCHEN & LAUNDRY BASEMENT PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 13



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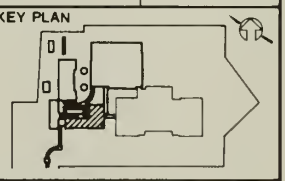

TITLE OF SHEET
KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO.	DRAWING NO.

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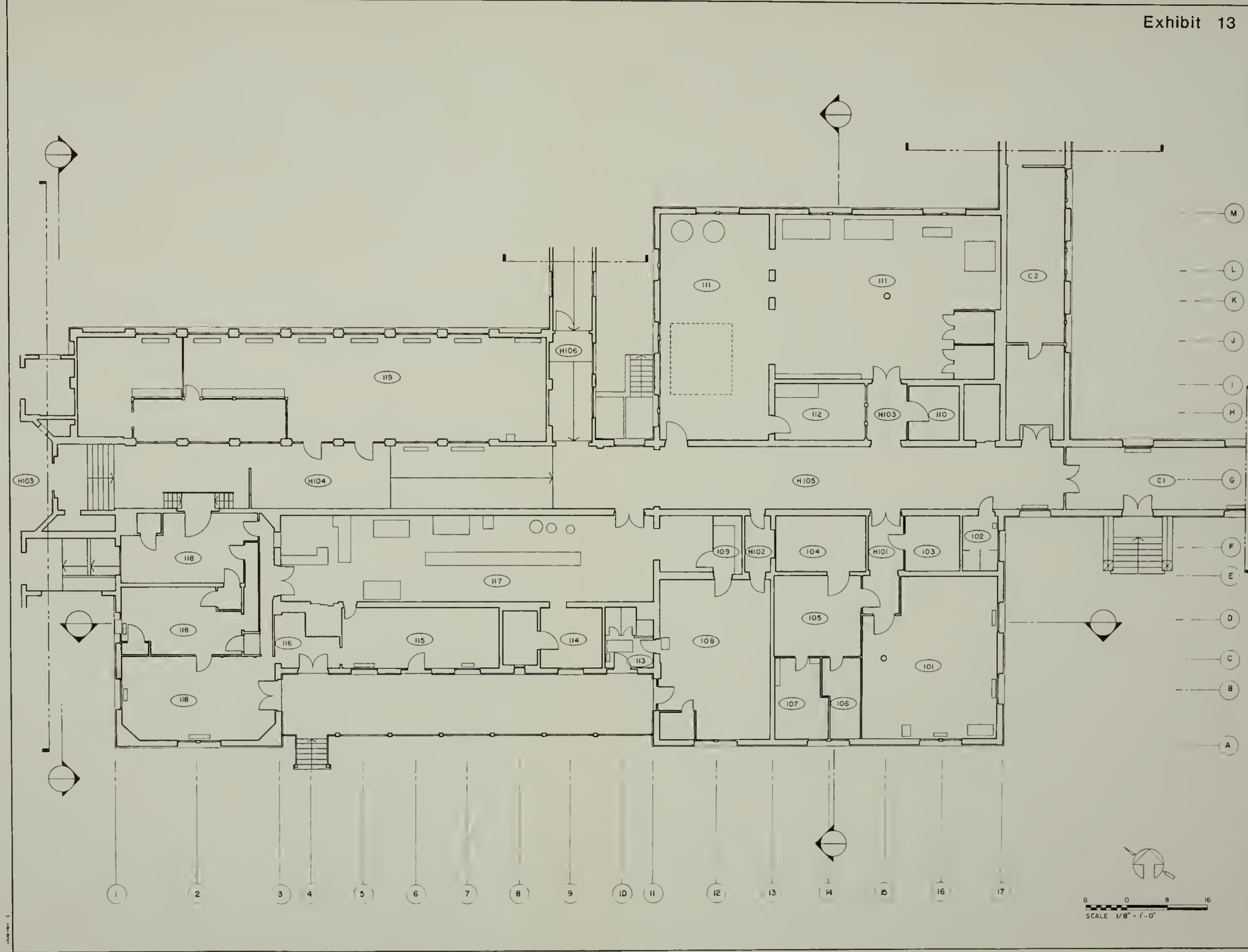
Exhibit 13



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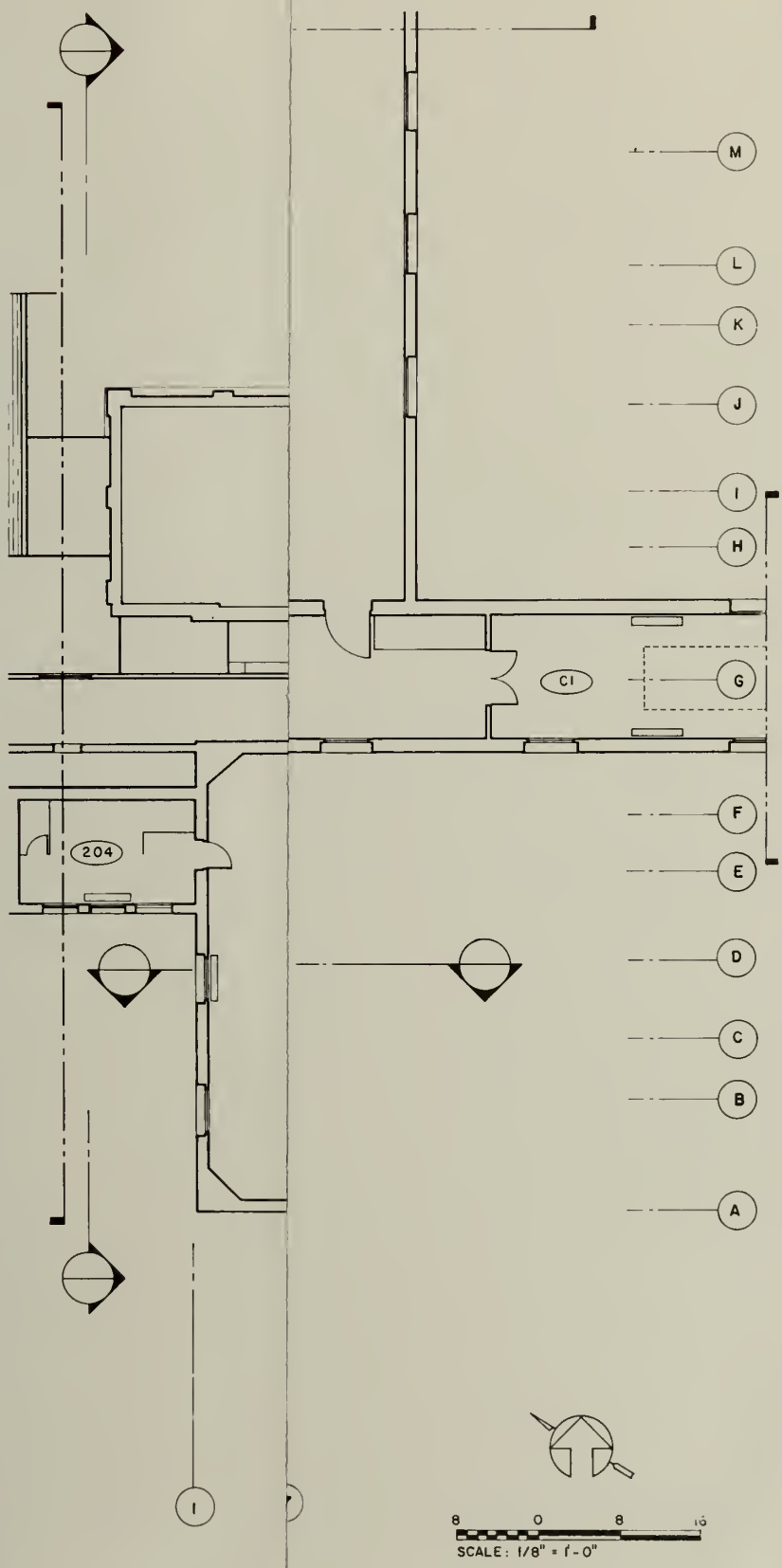
TITLE OF SHEET
KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO DRAWING NO.

PKG NO SHEET OF

Exhibit 14



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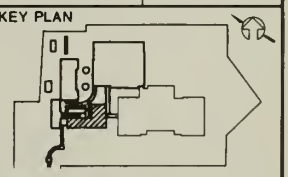


TITLE OF SHEET

KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO.

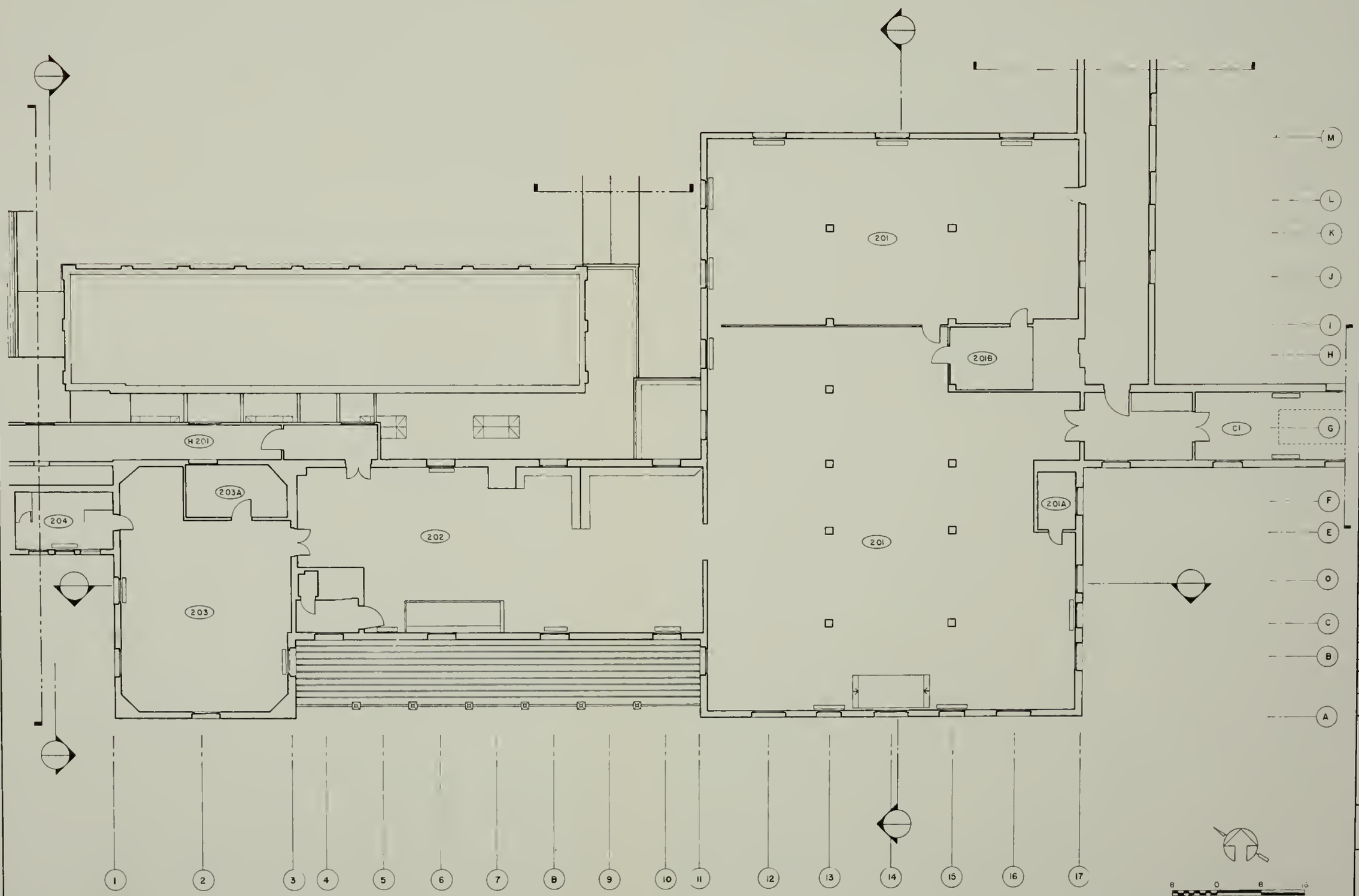
DRAWING NO.

PKG. NO.

SHEET

OF

Exhibit 14



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KEY PLAN

TITLE OF SHEET

KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO. DRAWING NO

PKG. NO. SHEET OF

Exhibit 15

8 0 8 16

SCALE : 1/8" = 1'-0"

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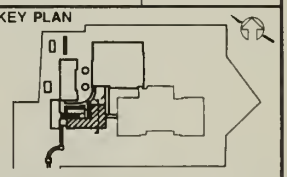


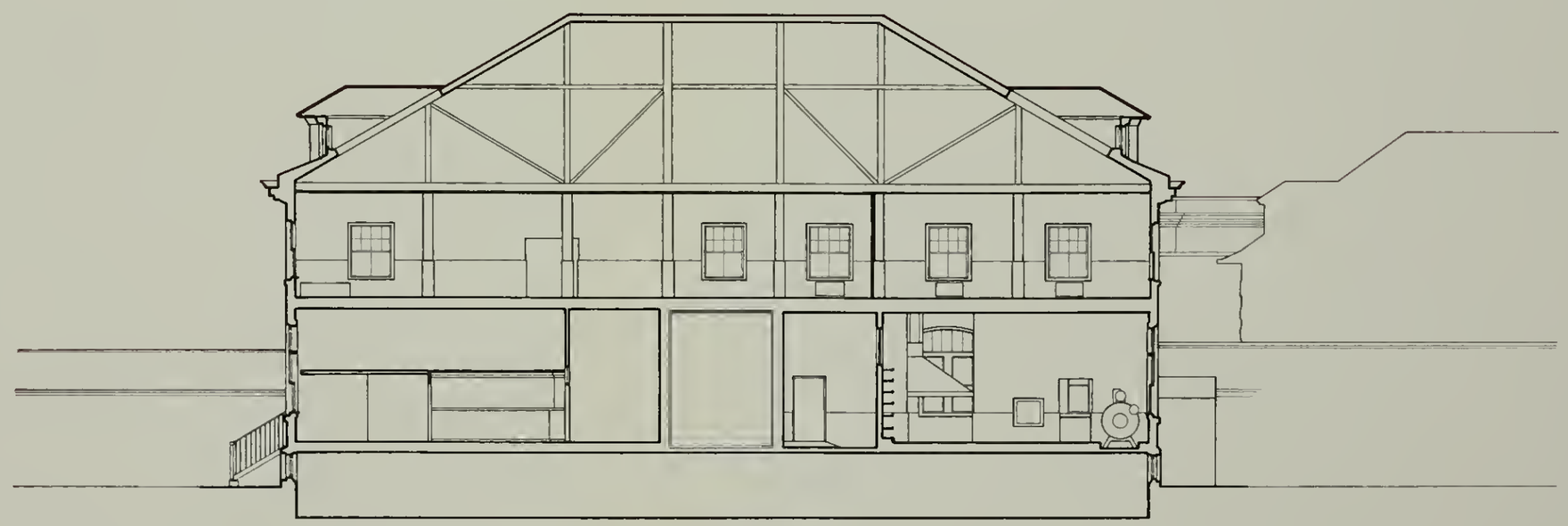
TITLE OF SHEET

KITCHEN & LAUNDRY
SECTION B-B

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

LOUIS FREY

Exhibit 15



SCALE 1/8" = 1'-0"

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TITLE OF SHEET

KITCHEN & LAUNDRY
SECTION B-B

SUB SHEET NO. DRAWING NO

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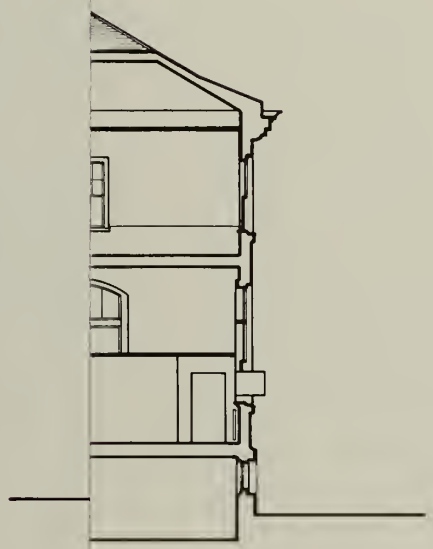
OF

Exhibit 16



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SCALE : 1/8" = 1'-0

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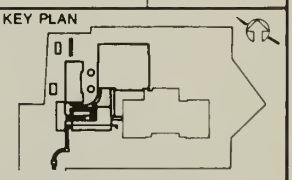

TITLE OF SHEET

KITCHEN & LAUNDRY SECTION A - A

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 16

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SCALE 1/8" = 1'-0

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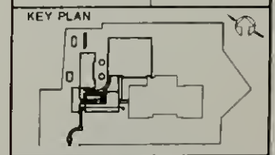
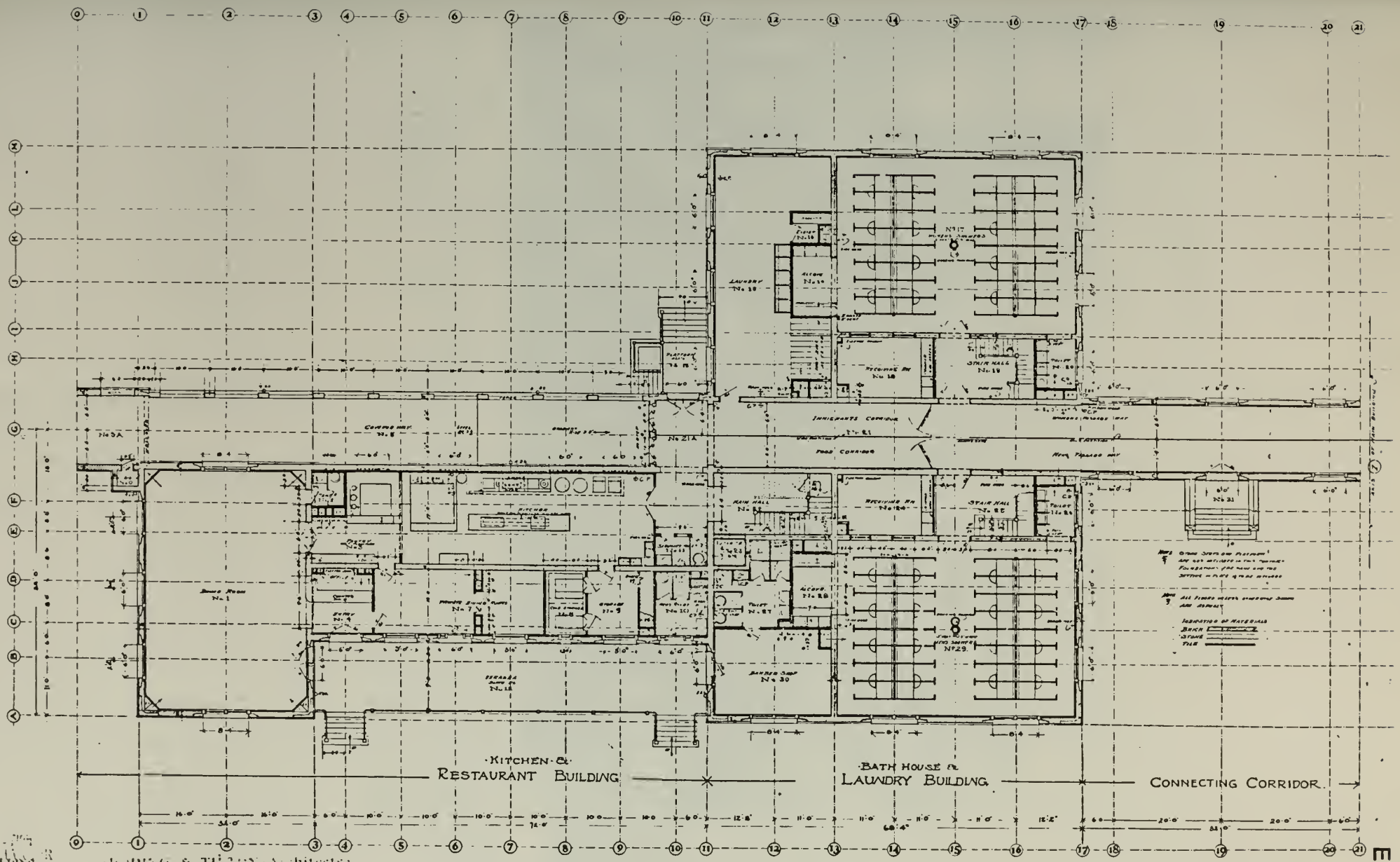


TITLE OF SHEET

KITCHEN & LAUNDRY
SECTION A - A

SUB SHEET NO DRAWING NO.

PKG. NO. SHEET OF



HORSLEY & TILTON Architects
126 Broadway New York
Client: Heinfelt
Drawn by Goodman
Checked by W.H.K. Elt.

356	41,937 / Sheet 11
DSC	JUL 88

FIRST FLOOR

SCALE: 1/8 INCH = 1 FOOT

Approved: James Knox Taylor
Supervising Architect
TREASURY DEPARTMENT.

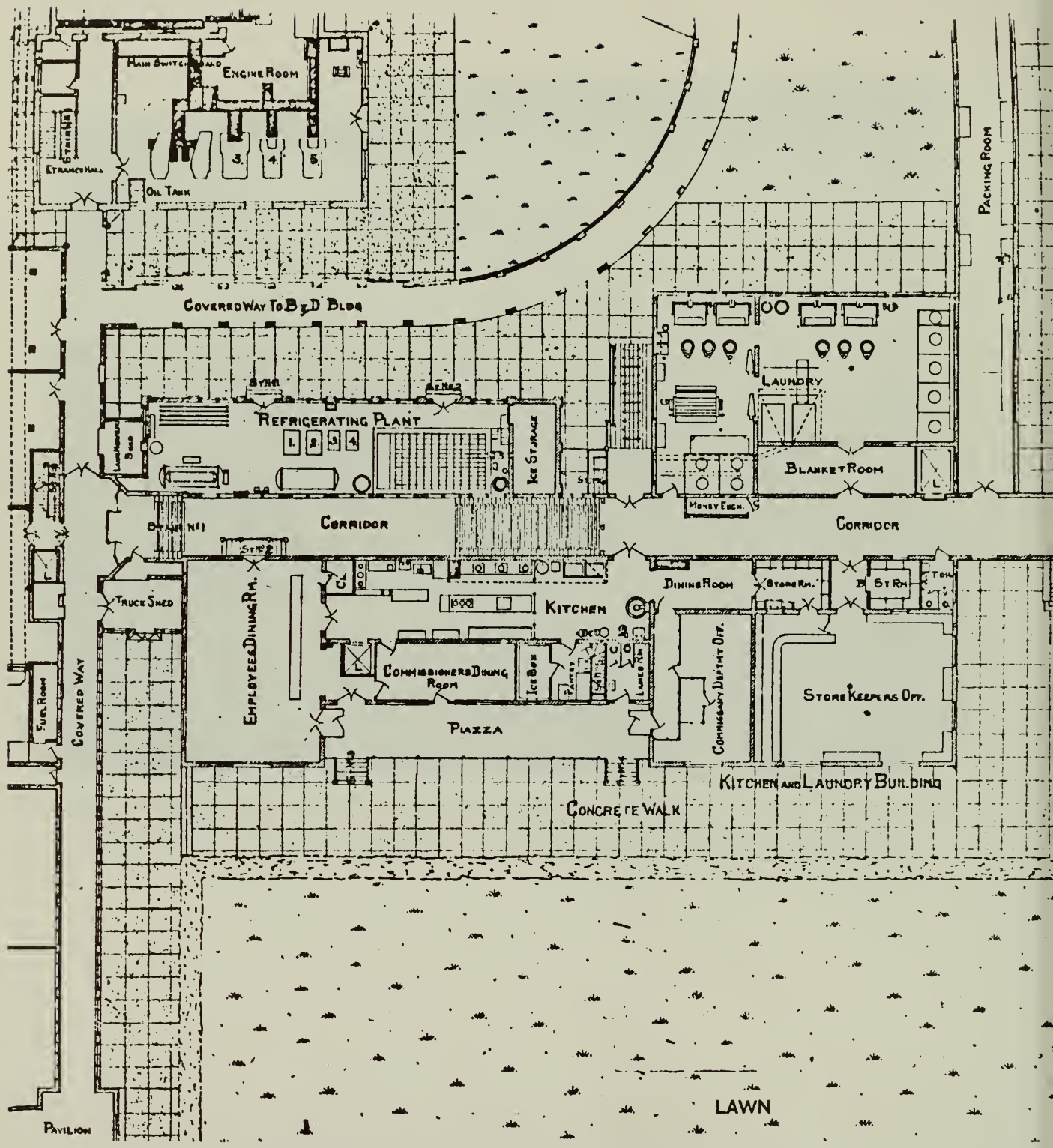
Exhibit 17

1. "Photo of immigrants employed in kitchen, Dec. 17, 1901. Persons numbered 1, 2, 3, 5, 6 and 8 are alien immigrants detained. No.4 is an employee on the ferryboat and is not an immigrant. No. 7 is a regular employee of the restaurant privilege holder." Room 118-dining room. Powderly Papers and Photographs, Department of Archives & Manuscripts, The Catholic University of America.

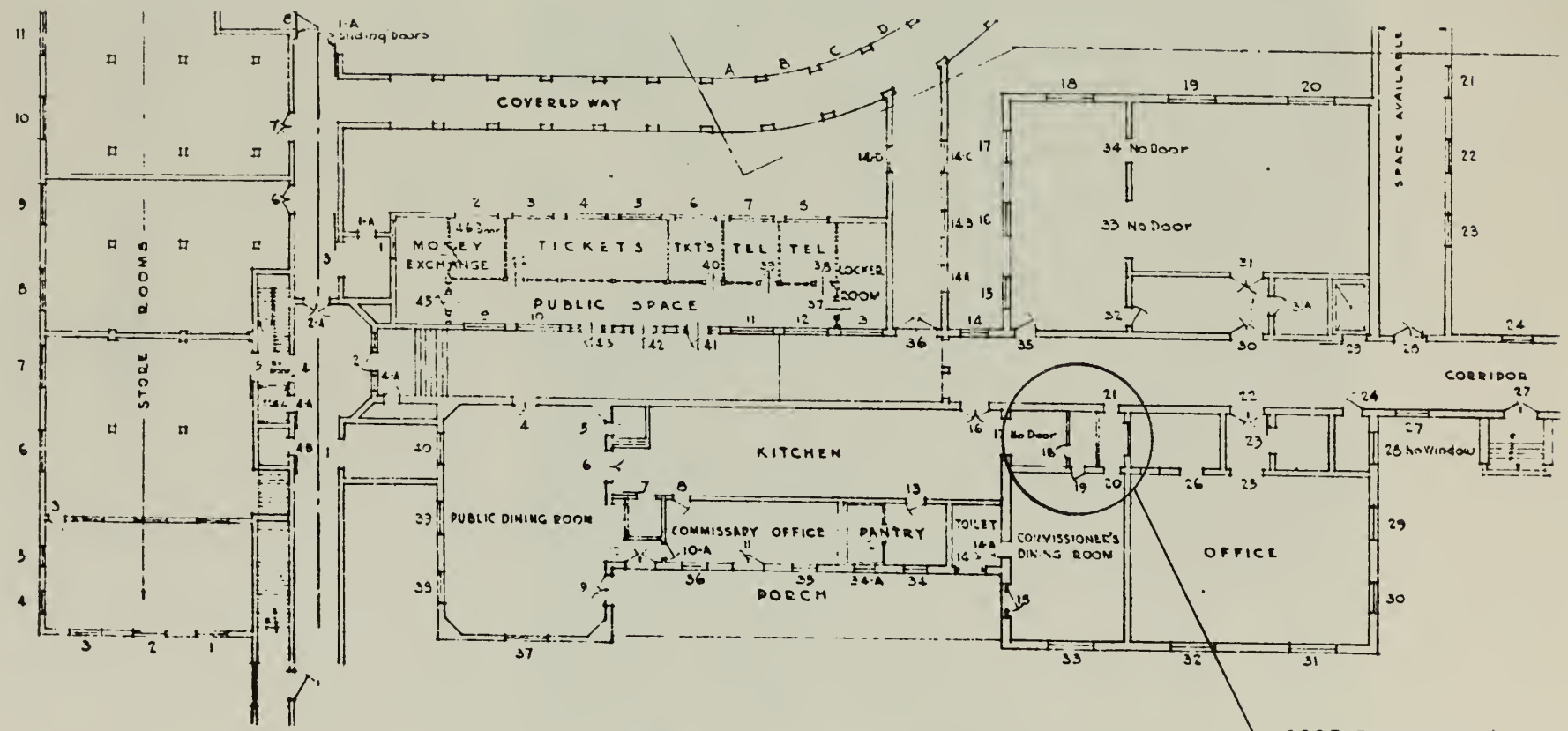
2. "Photograph of immigrants working in kitchen, Dec.18, 1901. The other persons in the picture are employed about the station in different capacities, but are regular employees." The Powderly Papers and Photographs, Department of Archives & Manuscripts, The Catholic University of America.

3. Room 118, dining room, looking toward northeast corner, c. 1901-1908. Powderly Papers and Photographs, Department of Archives & Manuscripts, The Catholic University of America.

4. Room 118, dining room, view northwest corner. c. 1901-1908. Powderly Papers and Photographs, Department of Archives & Manuscripts, The Catholic University of America.



Portion of Block Plan, first floor, kitchen and laundry building, 1916.



K & L BUILDING

356	26,004 / 15 of 56
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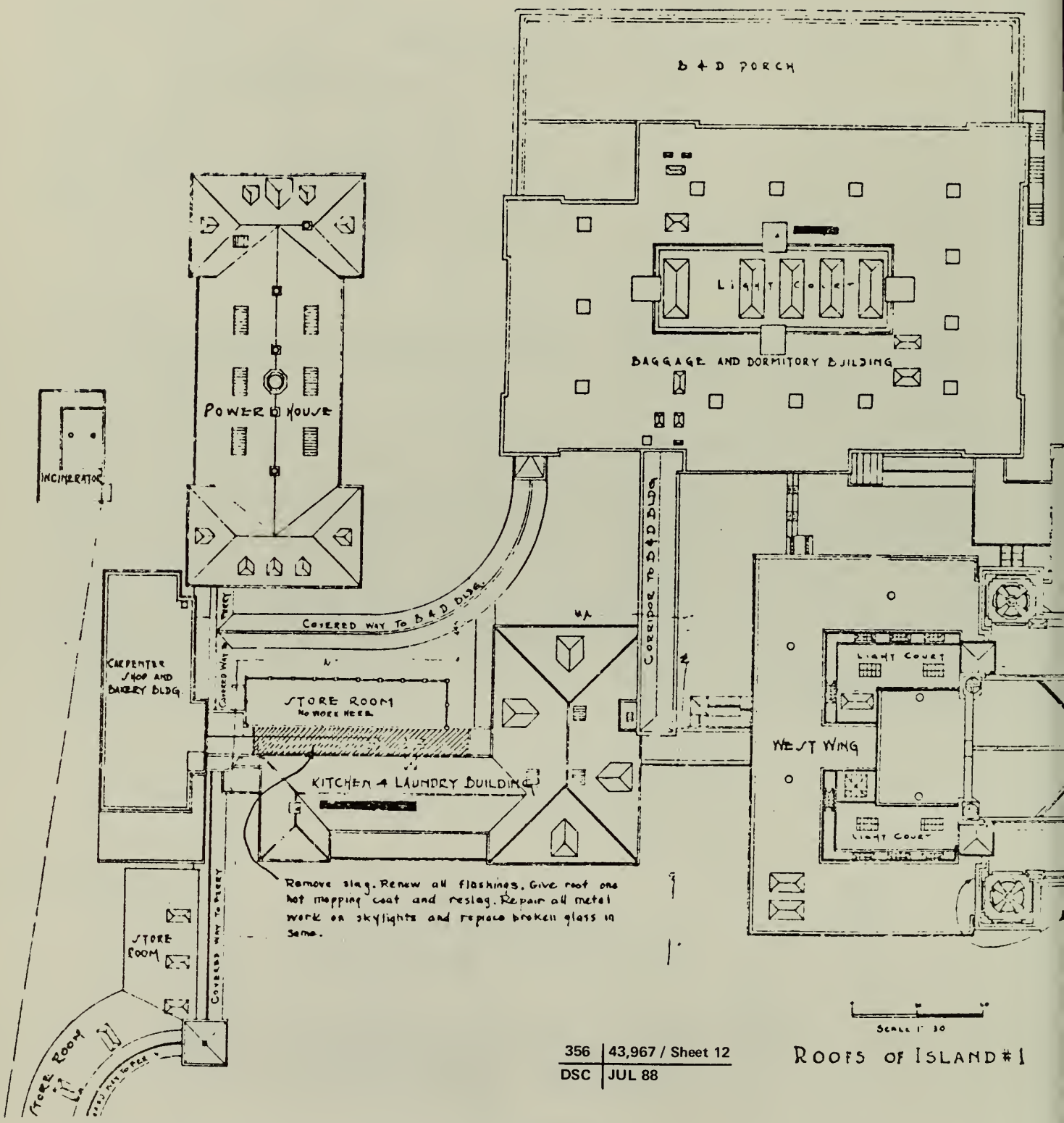
Exhibit 19

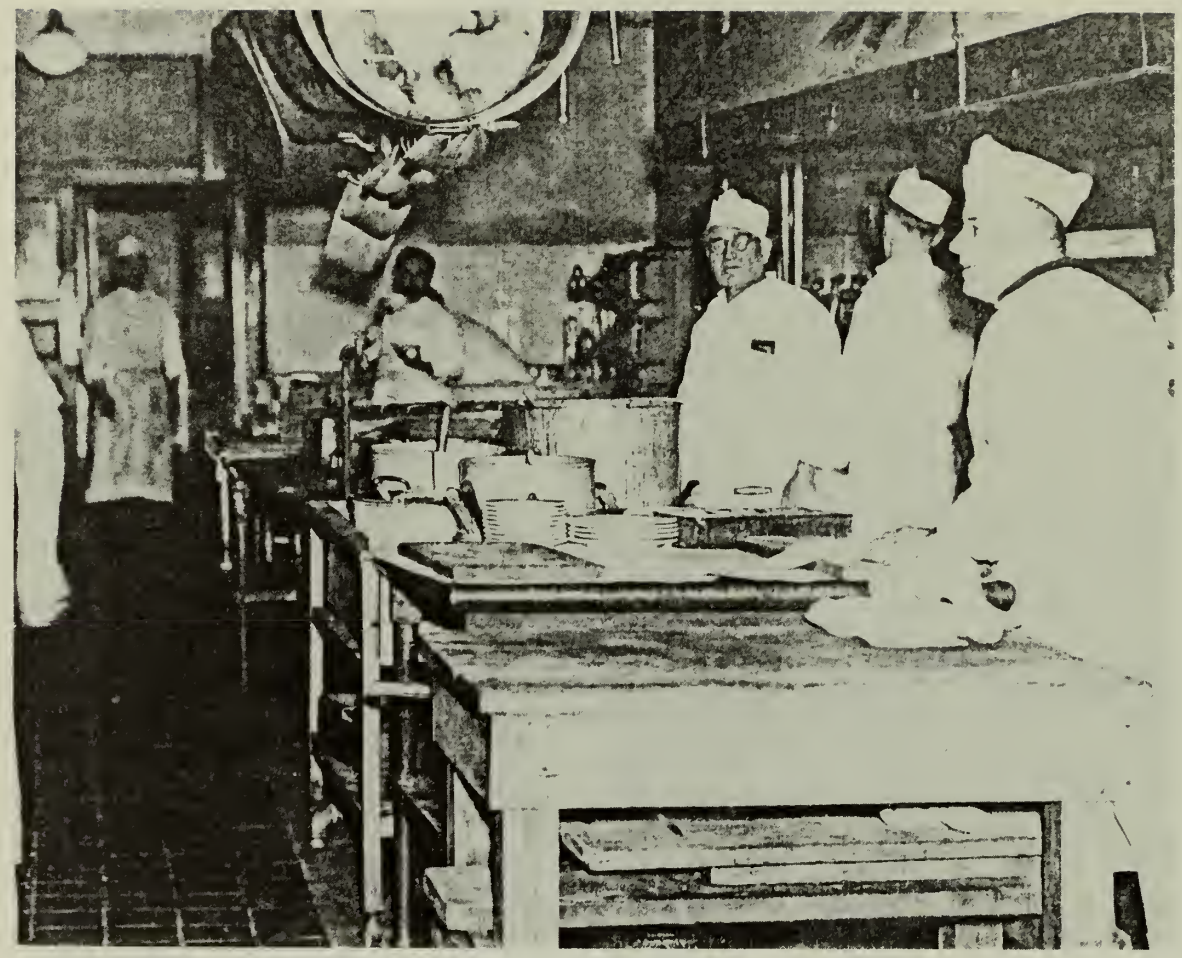


Roof plans for Island #1, 1932. (Drwg. 1168)

5. Room 118-dining room, southeast corner. "Employee's Dining Room-Alien enemies bussing", WWII. Offical U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

6. Room 118- northeast corner. "Employee's dining room", WWII. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

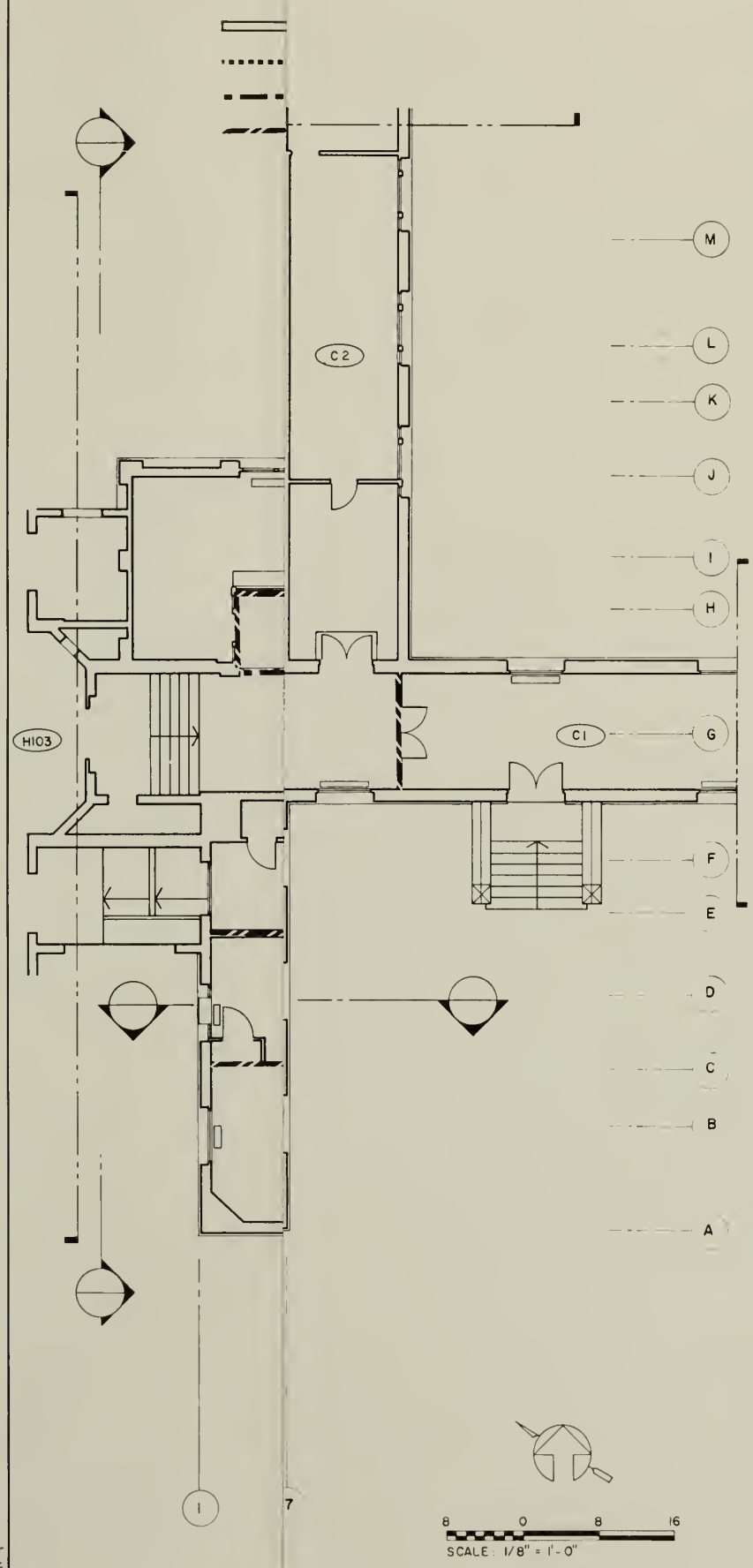
7. Room 117, toward southeast corner. "Employees' kitchen, alien enemies employed". WWII. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.



8. Room 117, toward northwest corner. "Kitchen- enemy alien staff". WWII. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

9. Room 117- looking west toward dining room. "Vegetable cleaning and pot-washing". WWII. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

Exhibit 21



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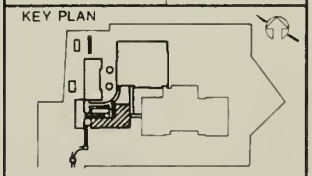
KEY PLAN



TITLE OF SHEET

KITCHEN & LAUNDRY FIRST FLOOR PLAN

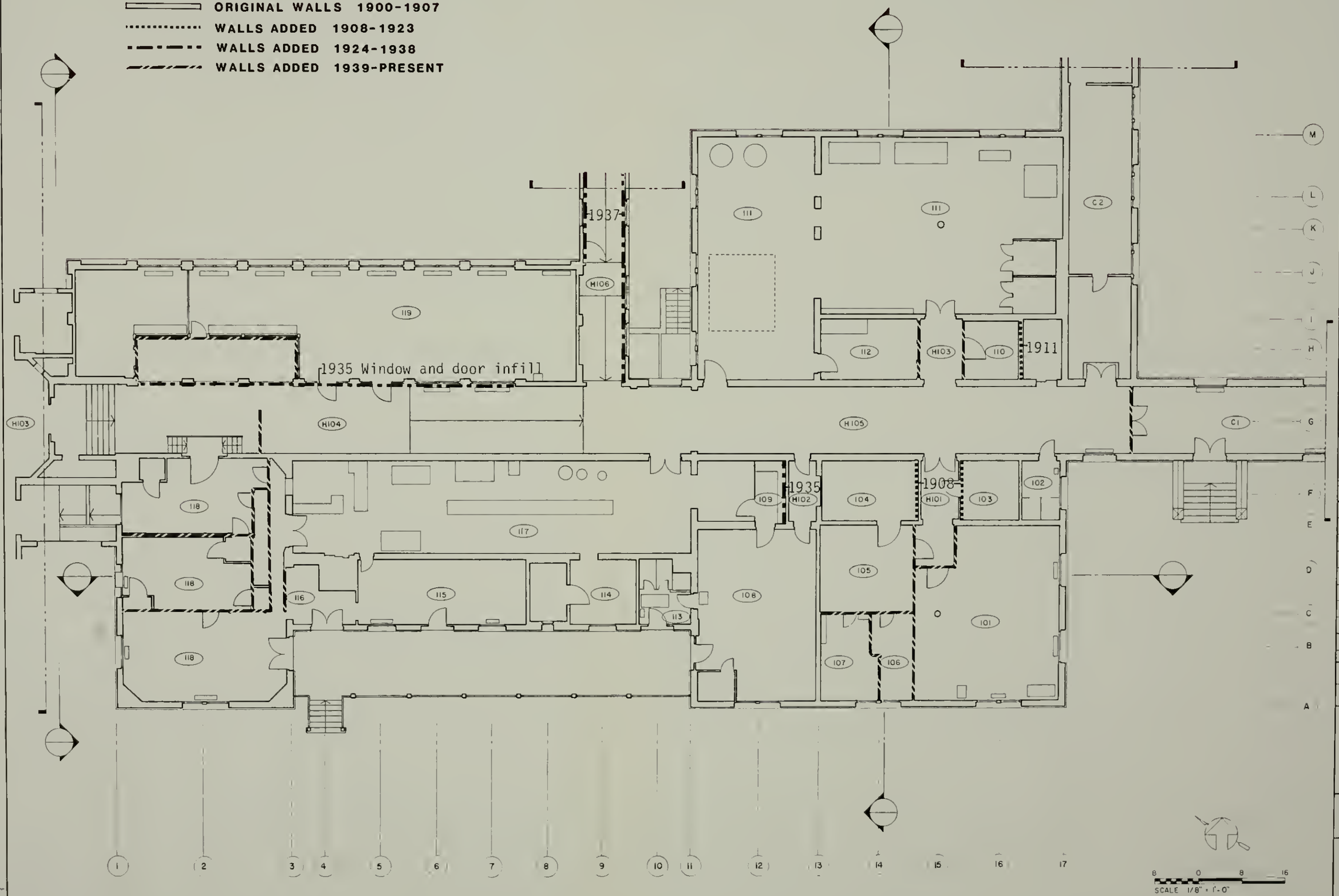
SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

Exhibit 21

HISTORICAL DEVELOPMENT

ORIGINAL WALLS 1900-1907
WALLS ADDED 1908-1923
WALLS ADDED 1924-1938
WALLS ADDED 1939-PRESENT



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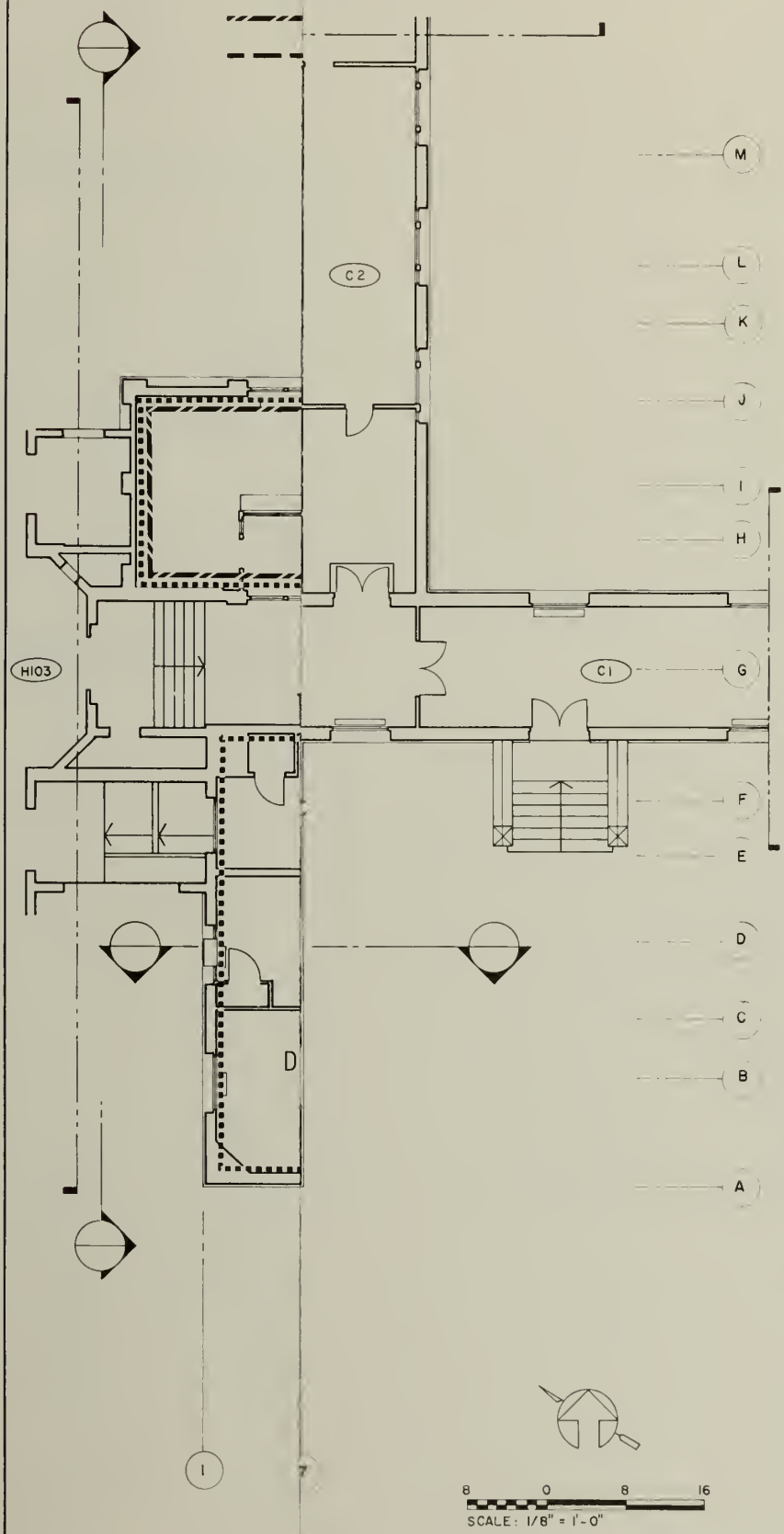
KEY PLAN

TITLE OF SHEET
KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO | DRAWING NO

PKG. NO. | SHEET OF

Exhibit 22



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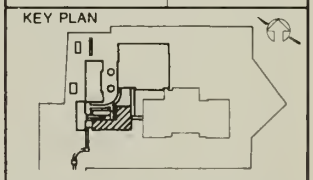
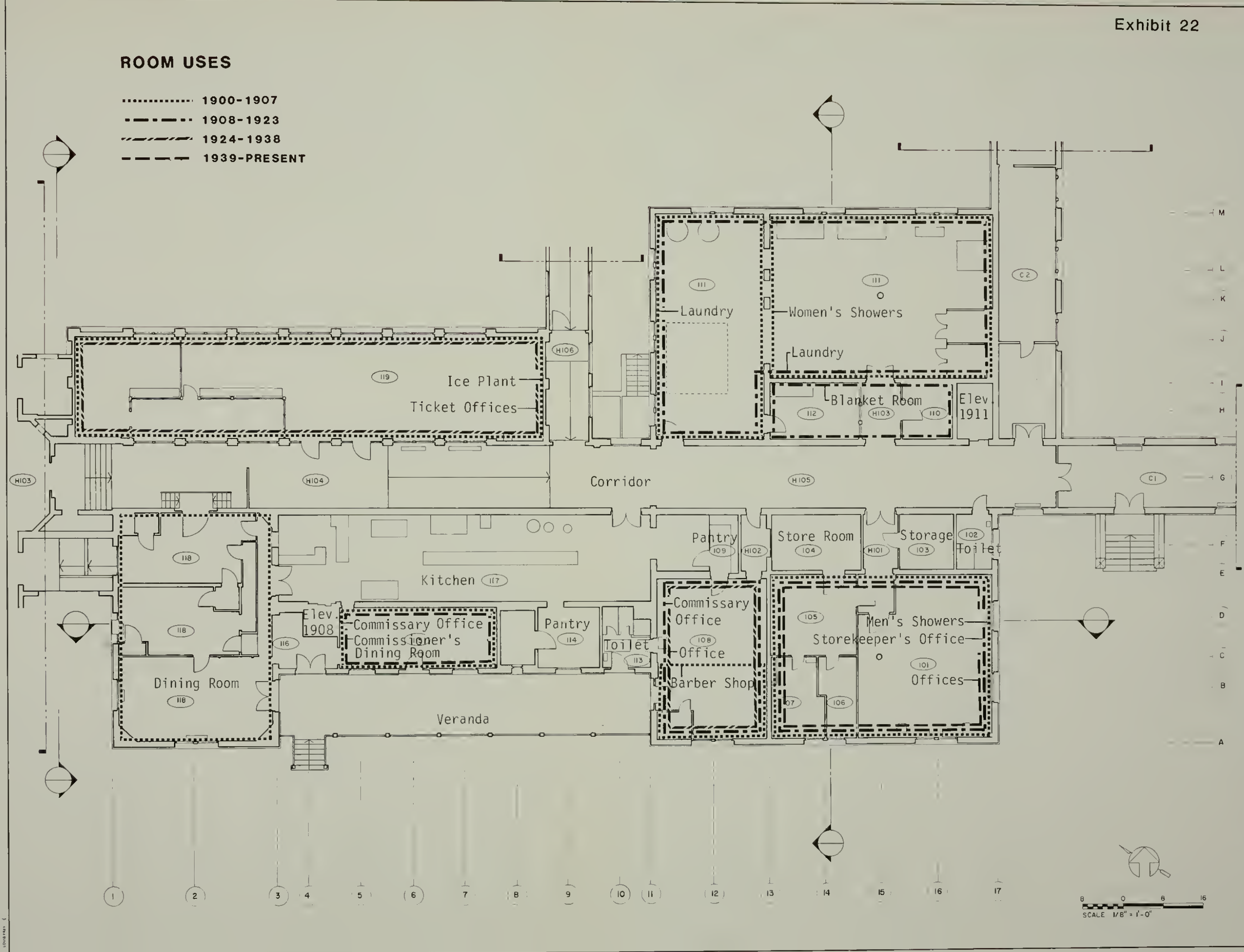


TITLE OF SHEET

KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

Exhibit 22



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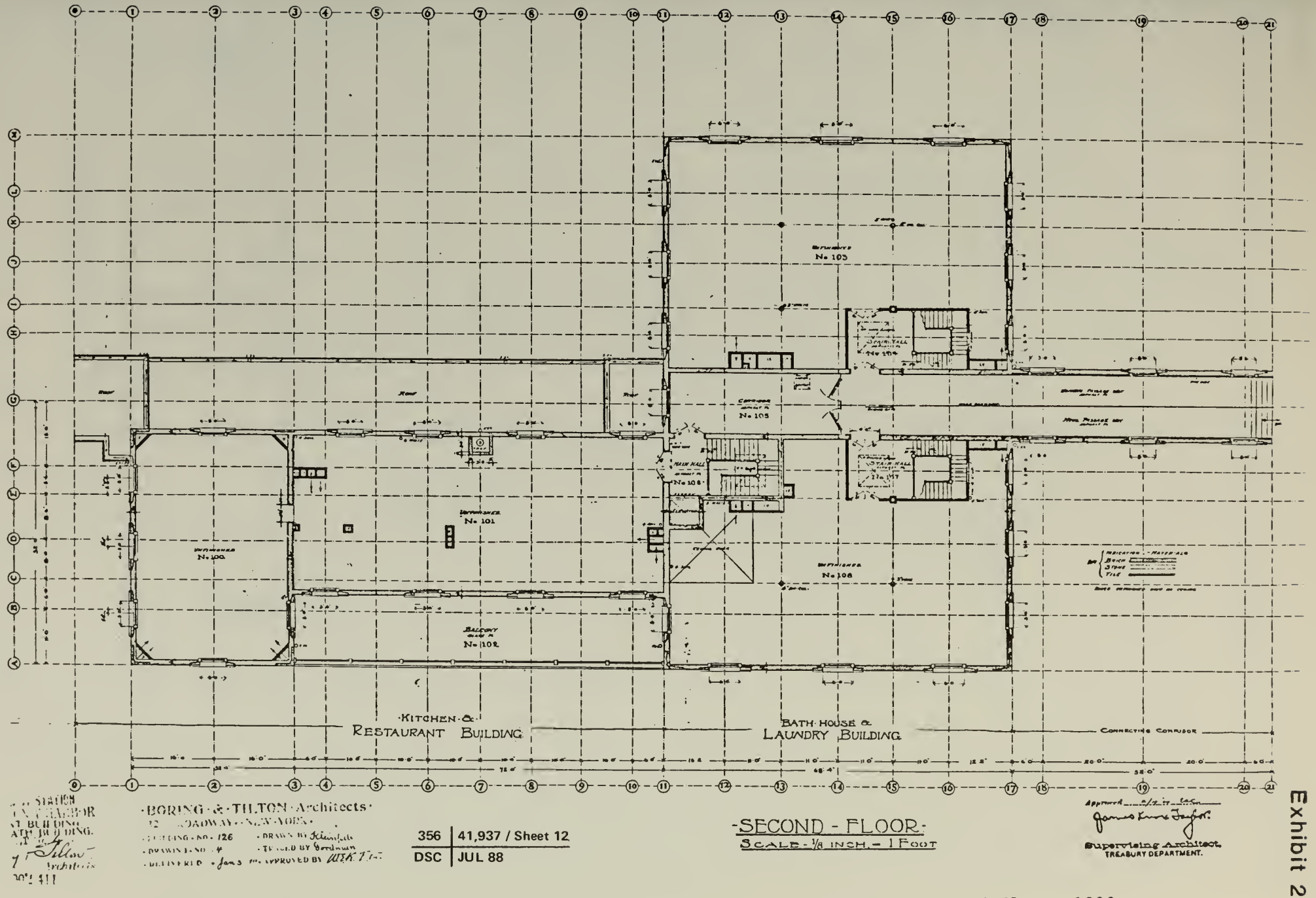
KEY PLAN

TITLE OF SHEET
KITCHEN & LAUNDRY FIRST FLOOR PLAN

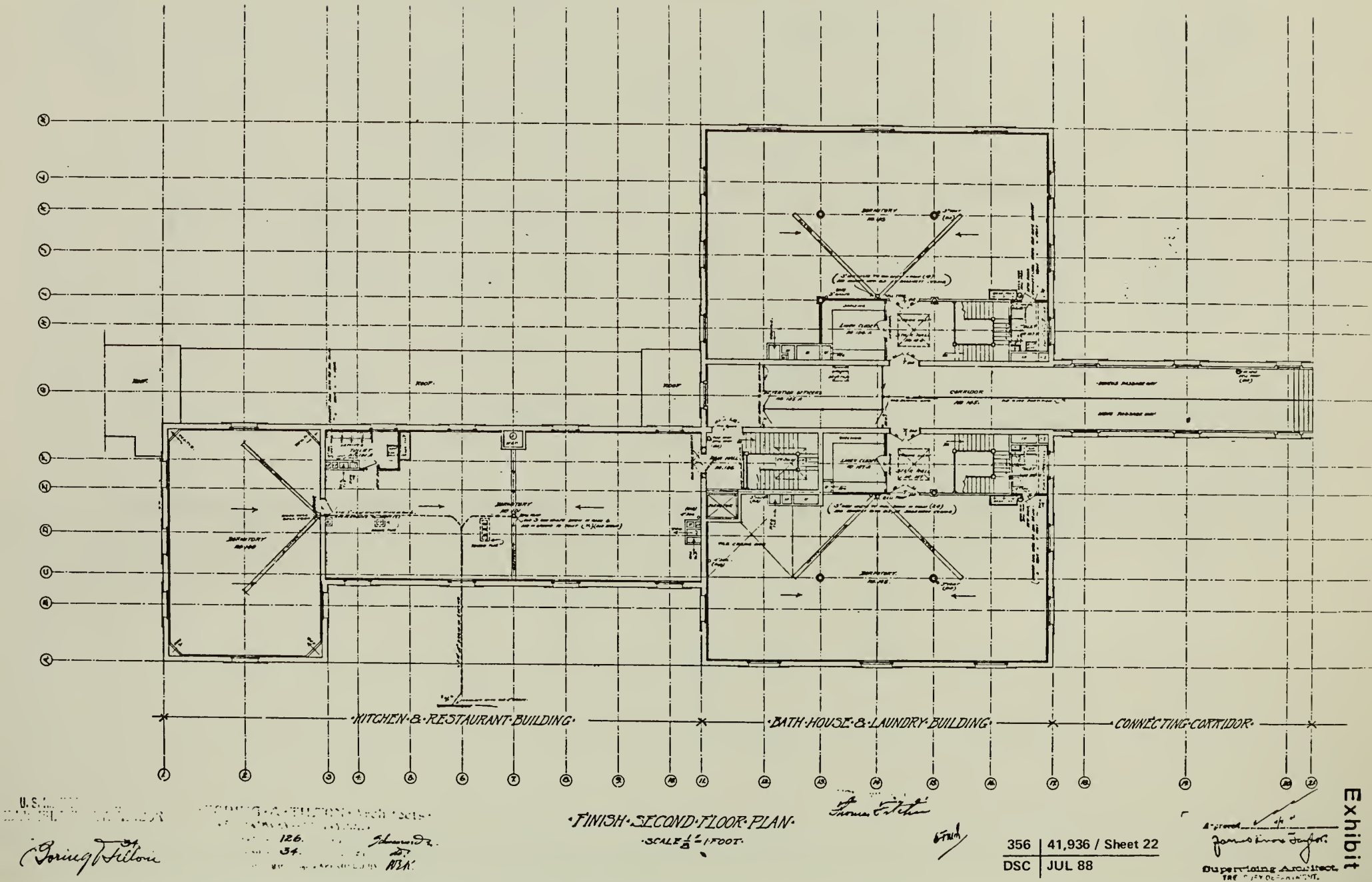
SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF



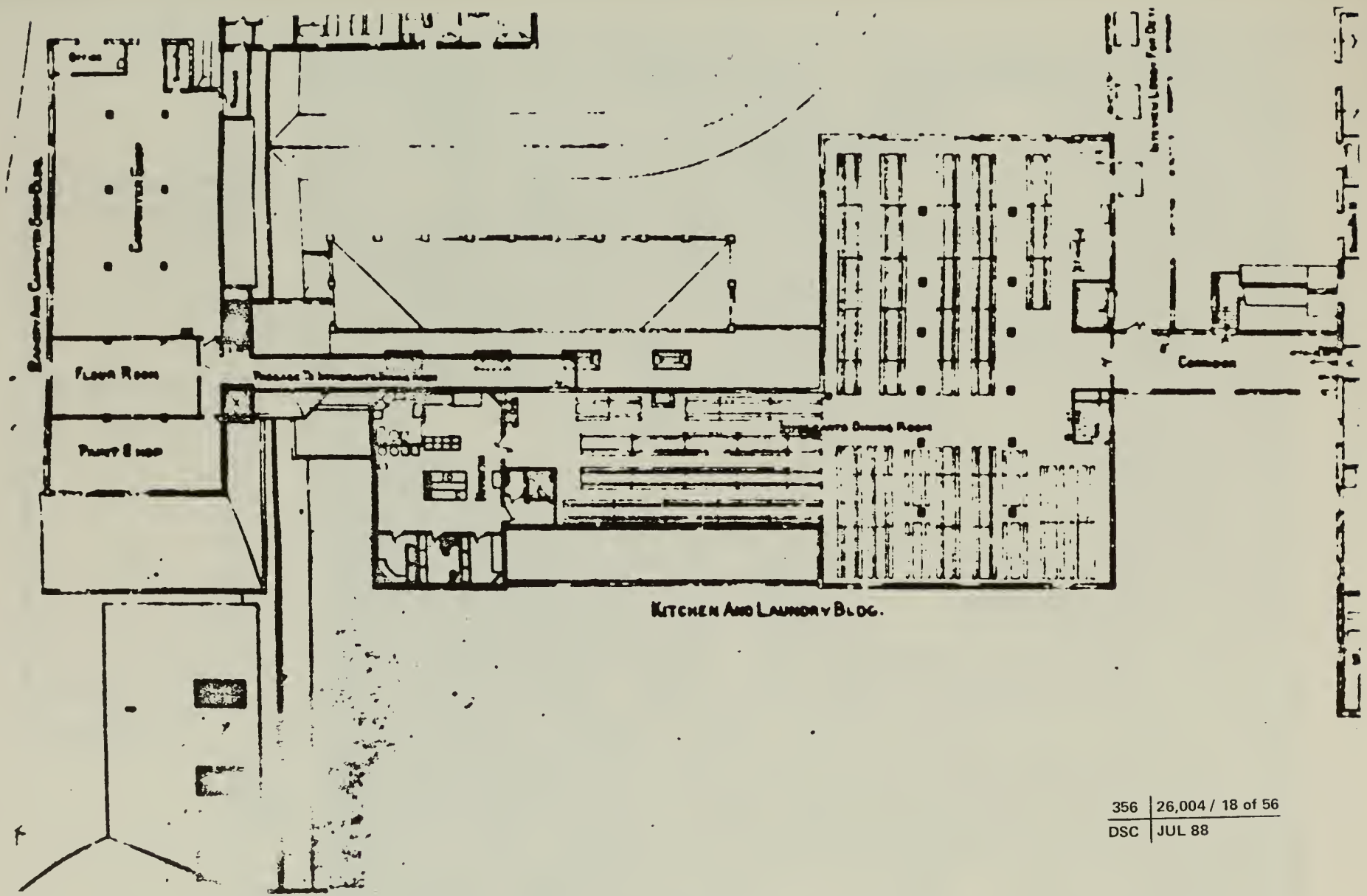
"Kitchen and Restaurant" and "Bath House and Laundry Building", unfinished second floor, 1900.

Exhibit 23



Plan for four dormitories on second floor- "Kitchen and Restaurant" and "Bath and Laundry", 1901.

Exhibit 24



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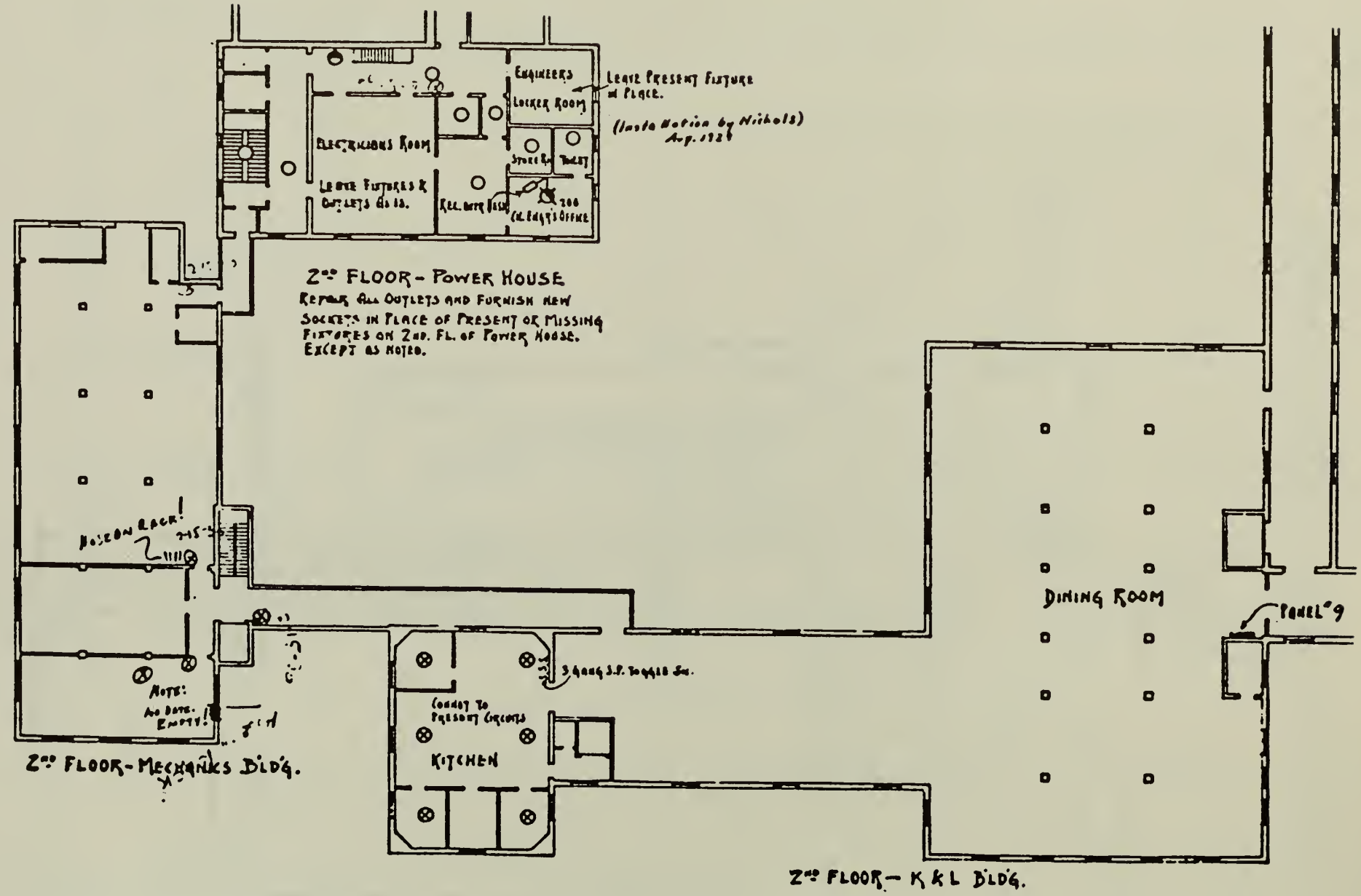
Portion of 1916 plan- second floor of kitchen and laundry building showing table arrangement in dining room, with kitchen at left.

Exhibit 25



Portion of 1927 plan, second floor of kitchen and laundry building.

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Exhibit 26

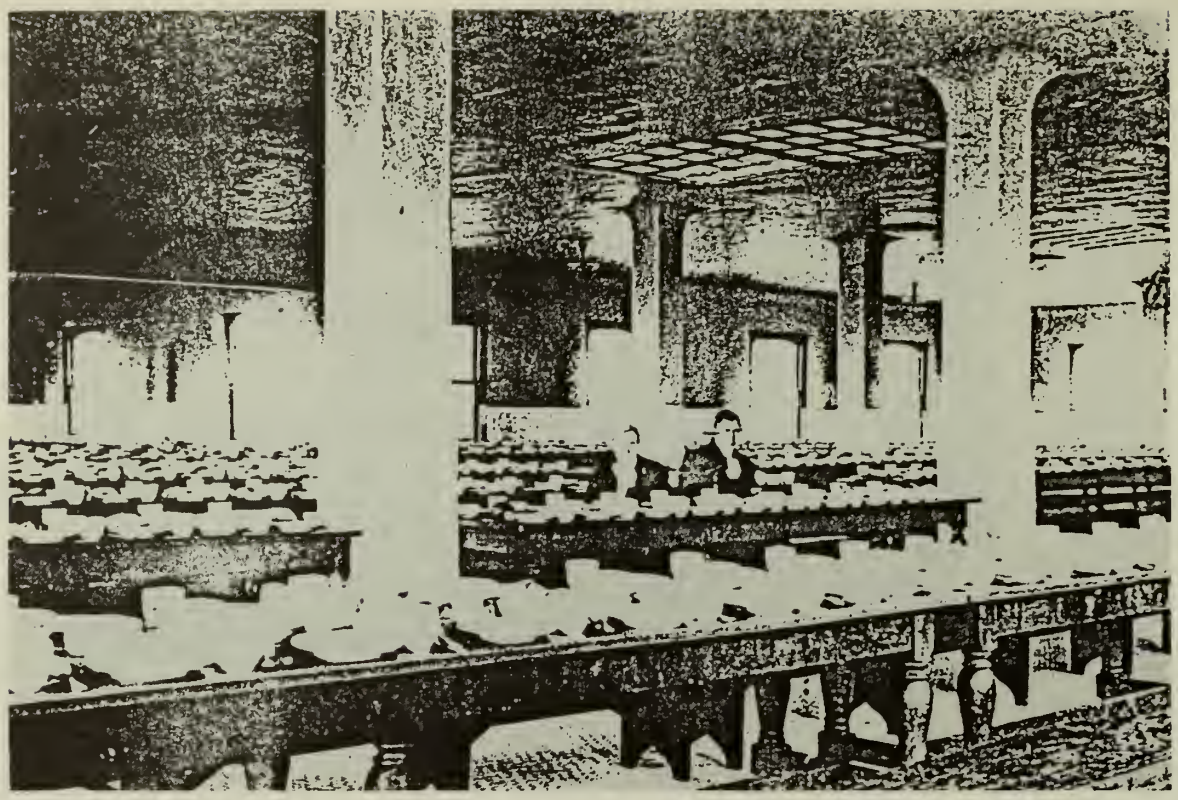
10. Room 201- view southeast of recently converted dining room, c. 1907-1908. (Note pressed metal ceiling cornice at upper left corner of photo.) Library of Congress, Prints and Photographs Division.

11. Room 201-toward east wall. Dining hall, c. 1910, Edwin Levick, photographer. New York Public Library.

12. Room 201- east wall, "Immigrants' Dining Room", c. 1910. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

13. Room 202-view northwest. "Second Floor Dining Room", c. 1910. William Williams Collection, Scrapbook 2, p. 58. New York Public Library,, Manuscript Division.

14. Room 201- view north. "Dining Room for Newcomers, Ellis Island", c. 1910. The Bettmann Archive Inc., N.Y.C., New York.



15. Room 201- view west. "Dining Room", c. 1910. State Historical Society of Wisconsin.

16. Room 201-south wall of dining room. "Feeding the Immigrants at Ellis Island", c. 1920's. The Bettmann Archive Inc. N.Y.C., New York.

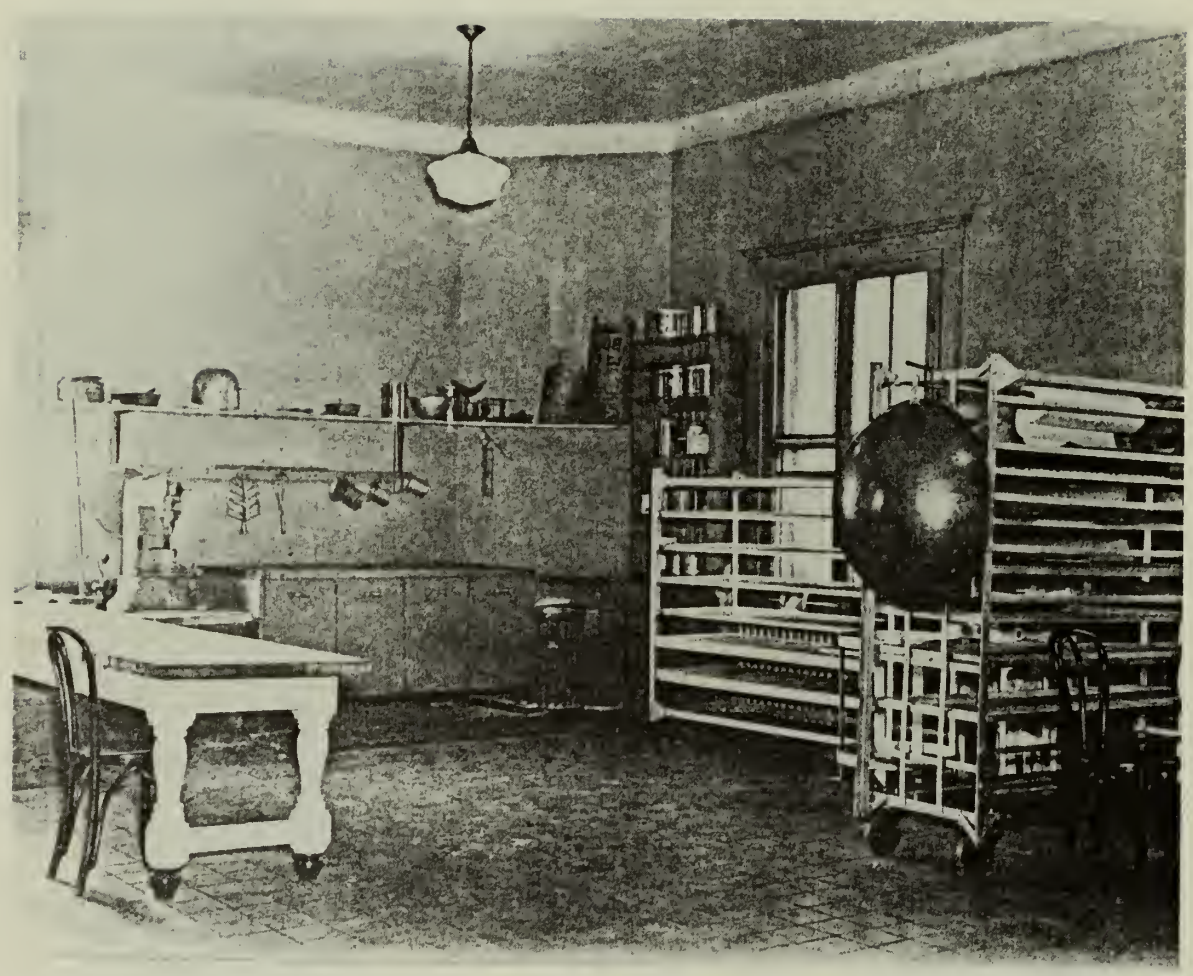
17. Room 201-view toward southwest corner, partial view of room 202. c. 1920's. Second floor dining room. United Press International.

18. Room 201- view north, "Jewish passover seder", 1920. Photo from: Mary Black, Beyond the Golden Door- A Brief History of the Jews of New York, catalogue of the exhibition, Beth Hatefutsoth, Tel-Aviv, (New York: Bank Leumi, Le-Israel BM & Bank, Leumi Trust Company of New York, 1978).

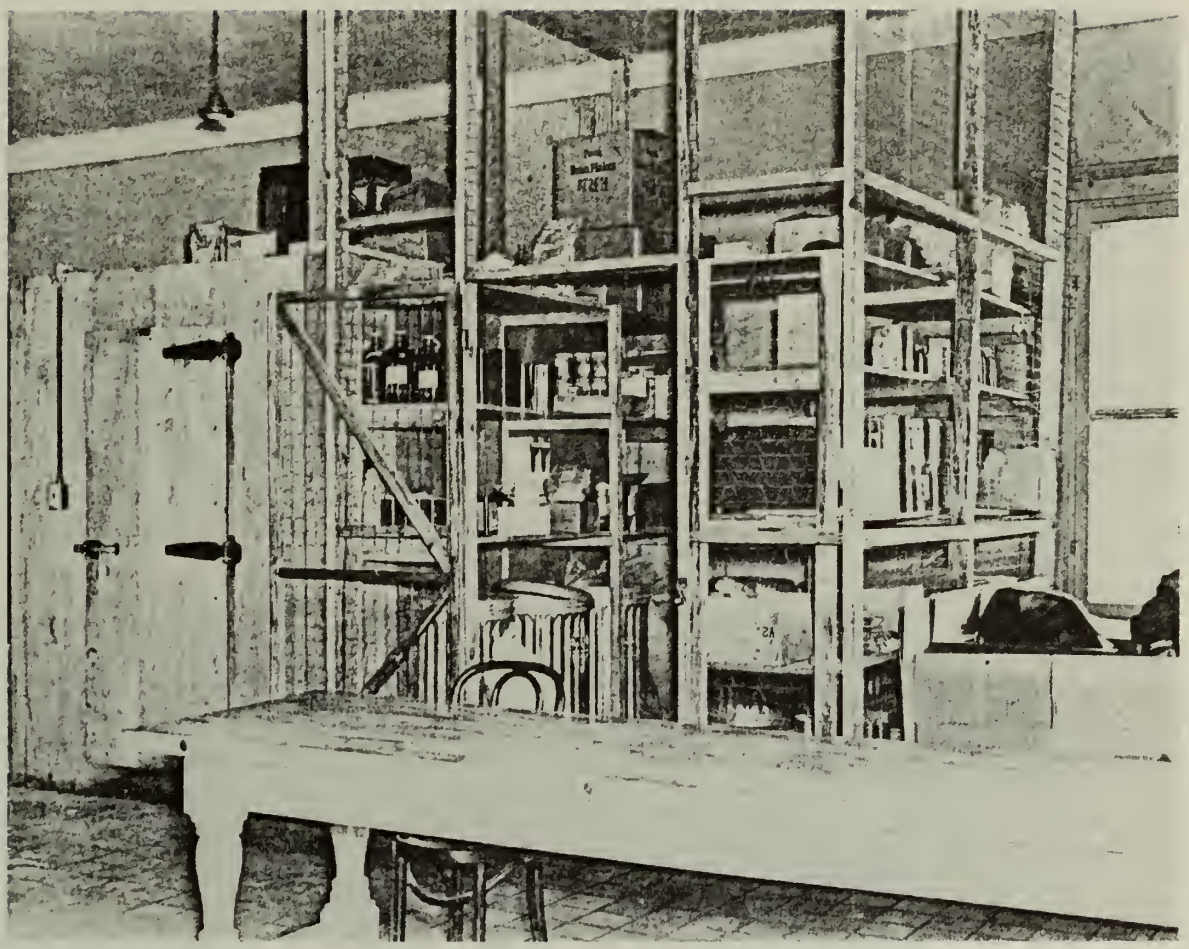
U. S. IMMIGRATION STATION ELLIS ISLAND NEW YORK

DINING ROOM.

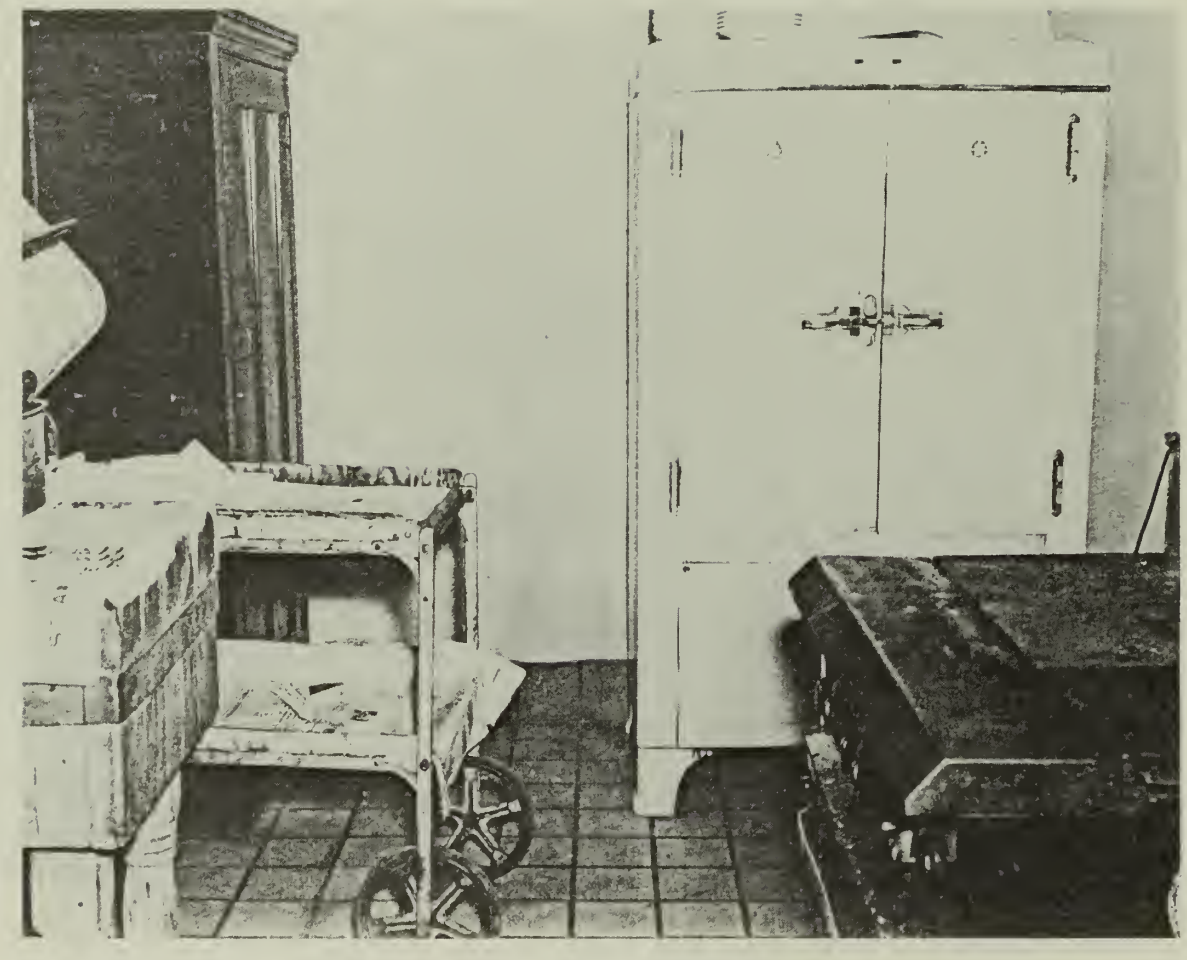
19. Postcard, ca. 1925- "U.S. Immigration Station, Ellis Island, New York. Dining room, seating 400. Those detained are furnished three meals daily during the period of their detention. Also crackers and milk are served throughout the day and at bedtime to women and children."



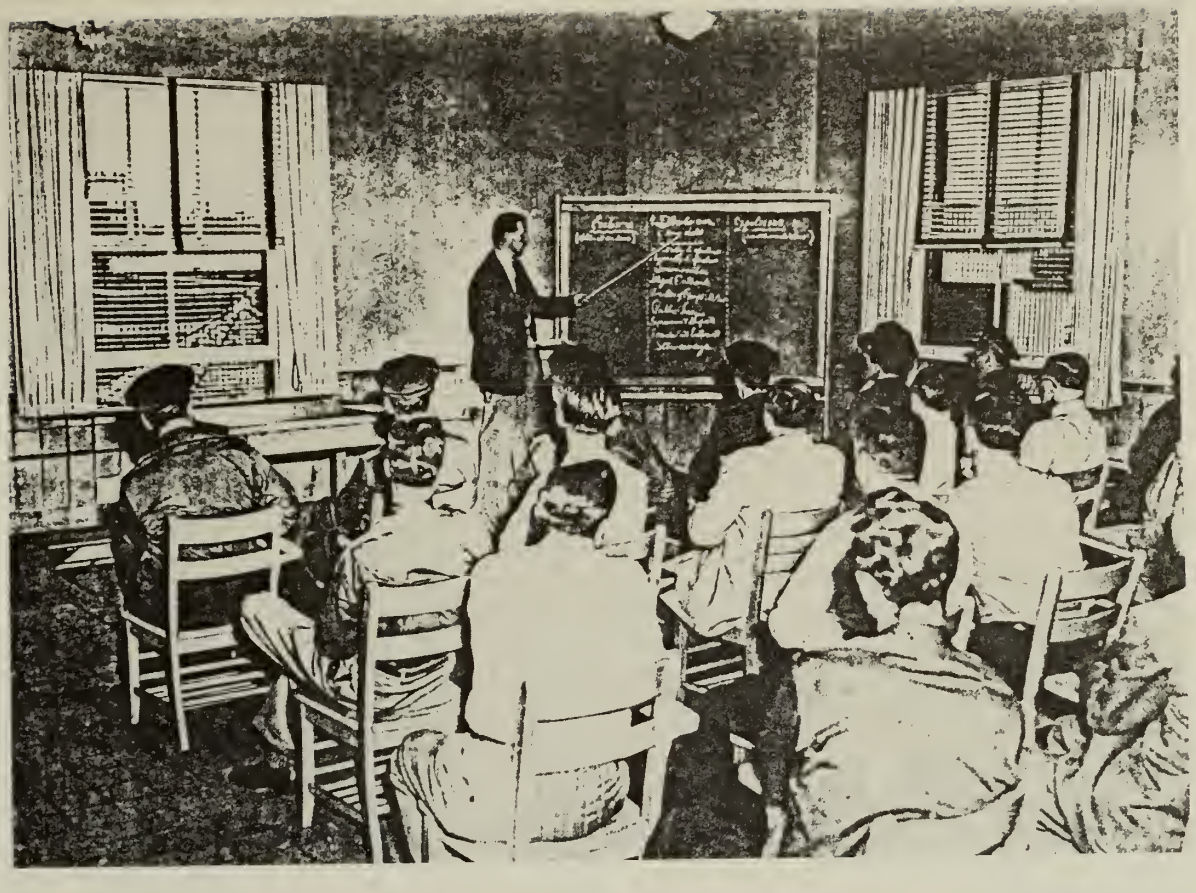
20. Room 203-view southwest, WWII. "Bake Shop operated by Alien Enemy Detainees". Official U.S. Immigration & Naturalization Photograph, Washington, D.C.



21. Room 203- view of east wall. WWII. "Pantry and ice box-detention kitchen area". Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.



22. Room 203- west wall of partitioned room. "Section of kosher kitchen", WWII. Official U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

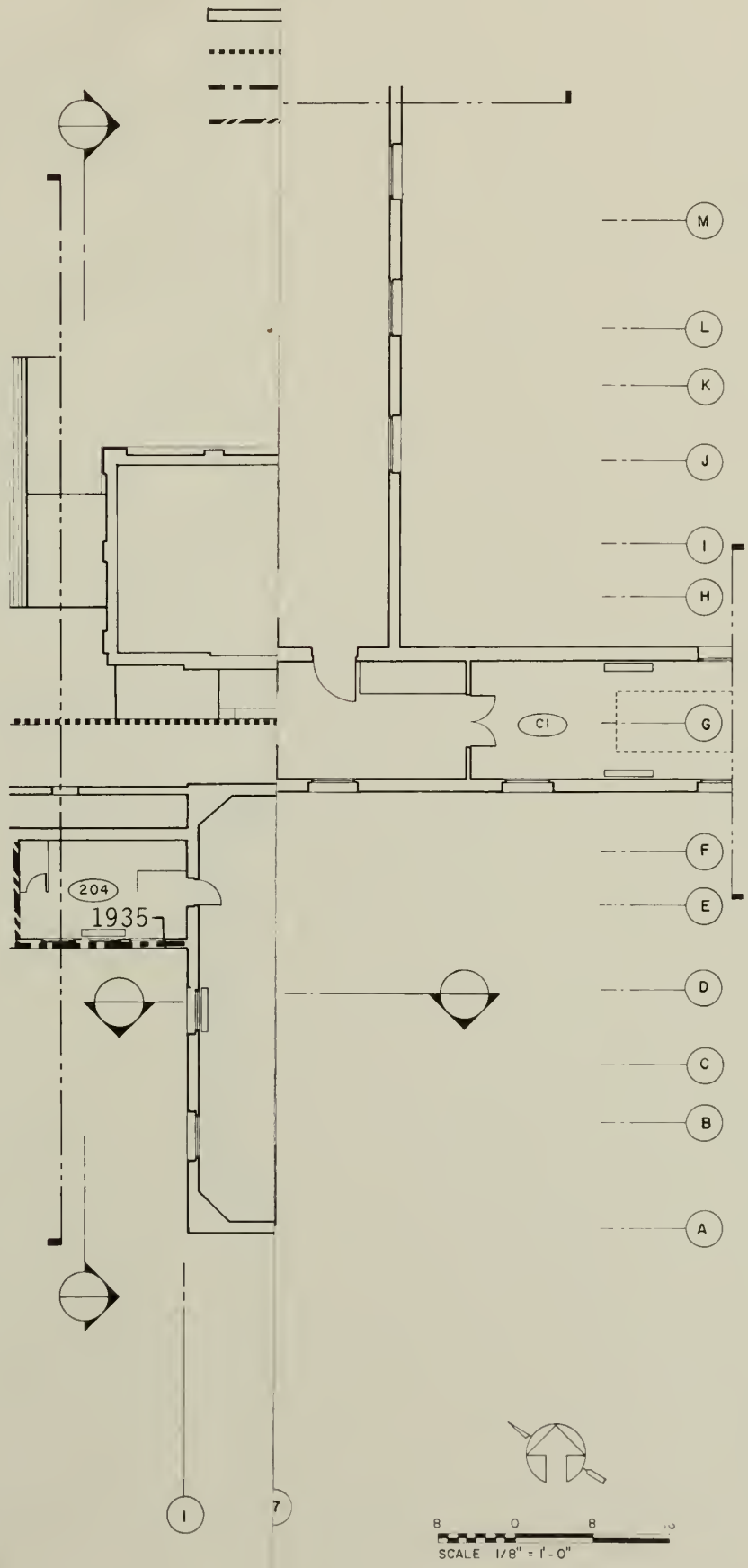


23. Room 203-view southwest. "Immigration classes for detention personnel", c. 1950's. U.S. Immigration & Naturalization Service Photograph, Washington, D.C.

24. Room 203-view northwest. "Immigration classes for detention personnel", c. 1950's (same day as photo above). U.S. Immigration & Naturalization Service, Washington, D.C.

Exhibit 27

HIST



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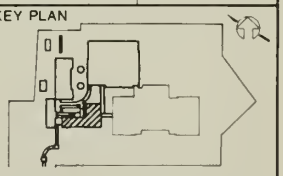

TITLE OF SHEET

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SUB SHEET NO. DRAWING NO.

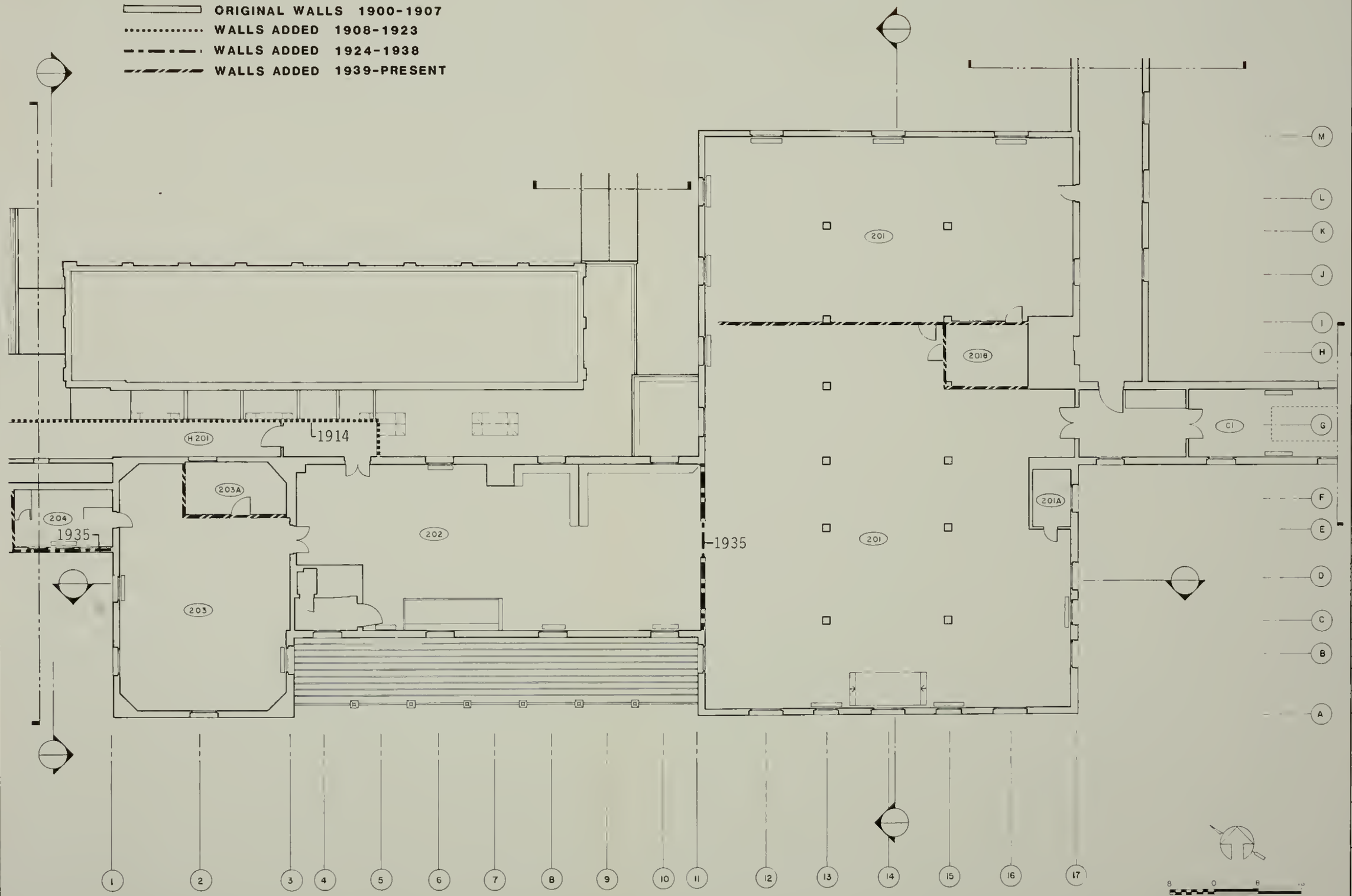
PKG NO. SHEET

OF

Exhibit 27

HISTORICAL DEVELOPMENT

ORIGINAL WALLS 1900-1907
WALLS ADDED 1908-1923
WALLS ADDED 1924-1938
WALLS ADDED 1939-PRESENT



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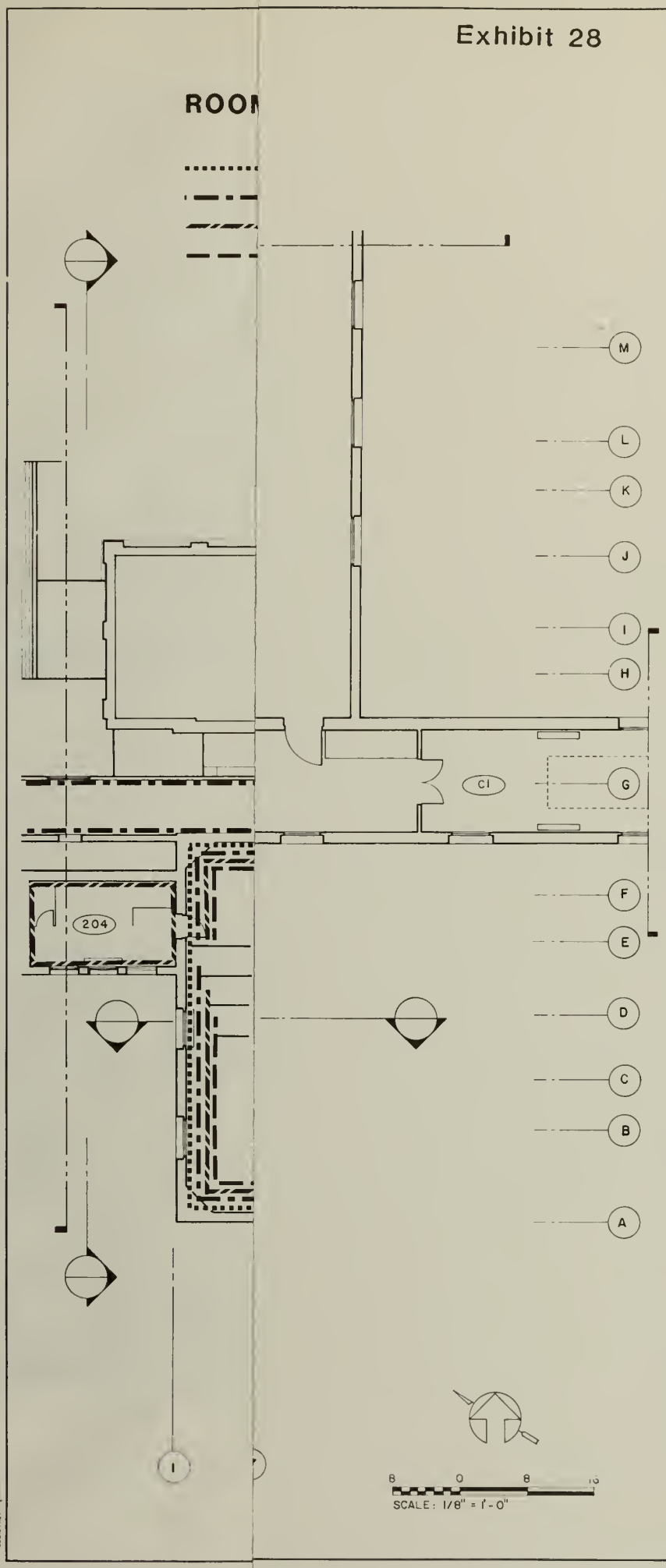
SUB SHEET NO DRAWING NO
PKG NO SHEET OF

Exhibit 28



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TITLE OF SHEET

KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO. DRAWING NO.

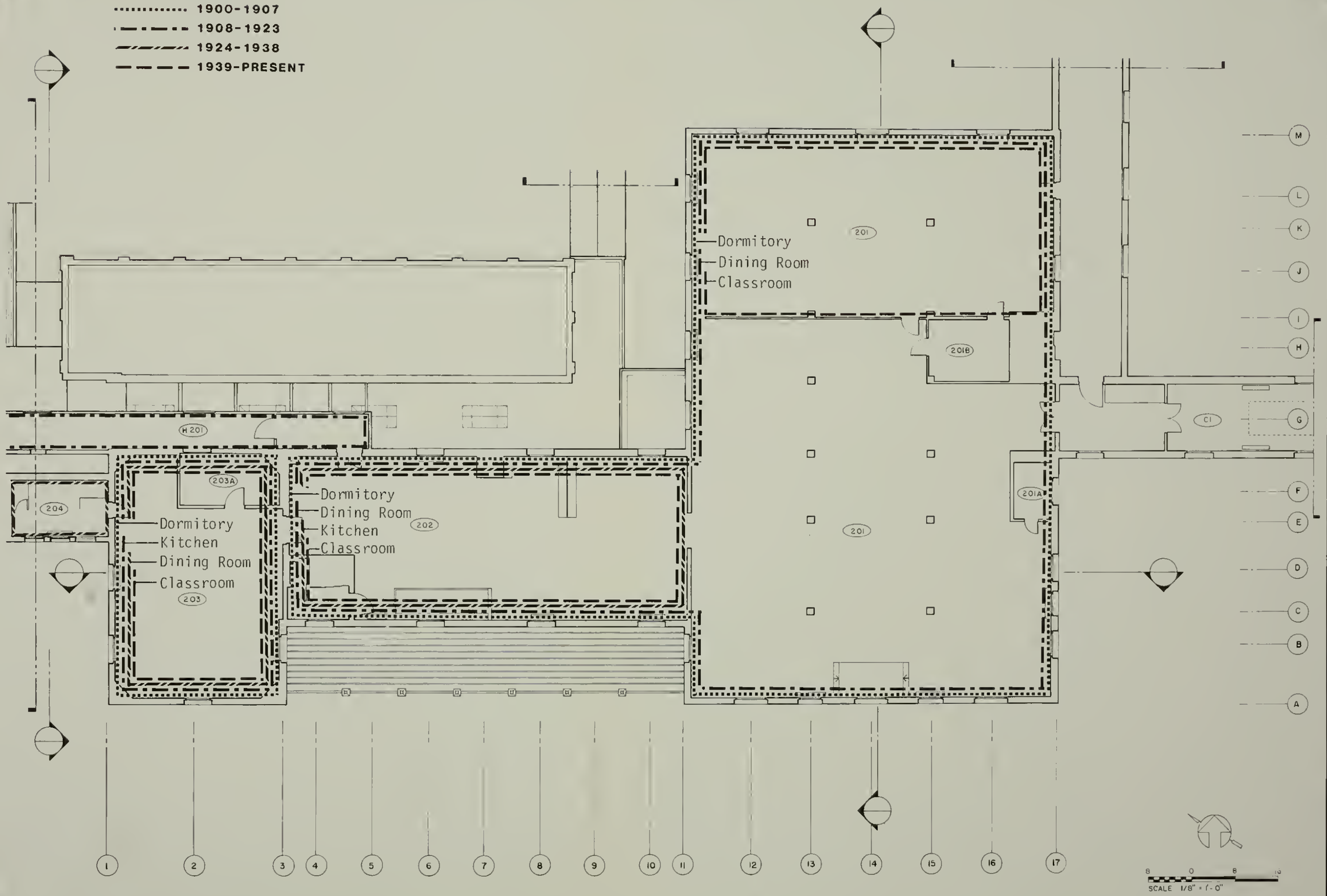
PKG. NO. SHEET

OF

Exhibit 28

ROOM USES

- 1900-1907
- 1908-1923
- 1924-1938
- 1939-PRESENT



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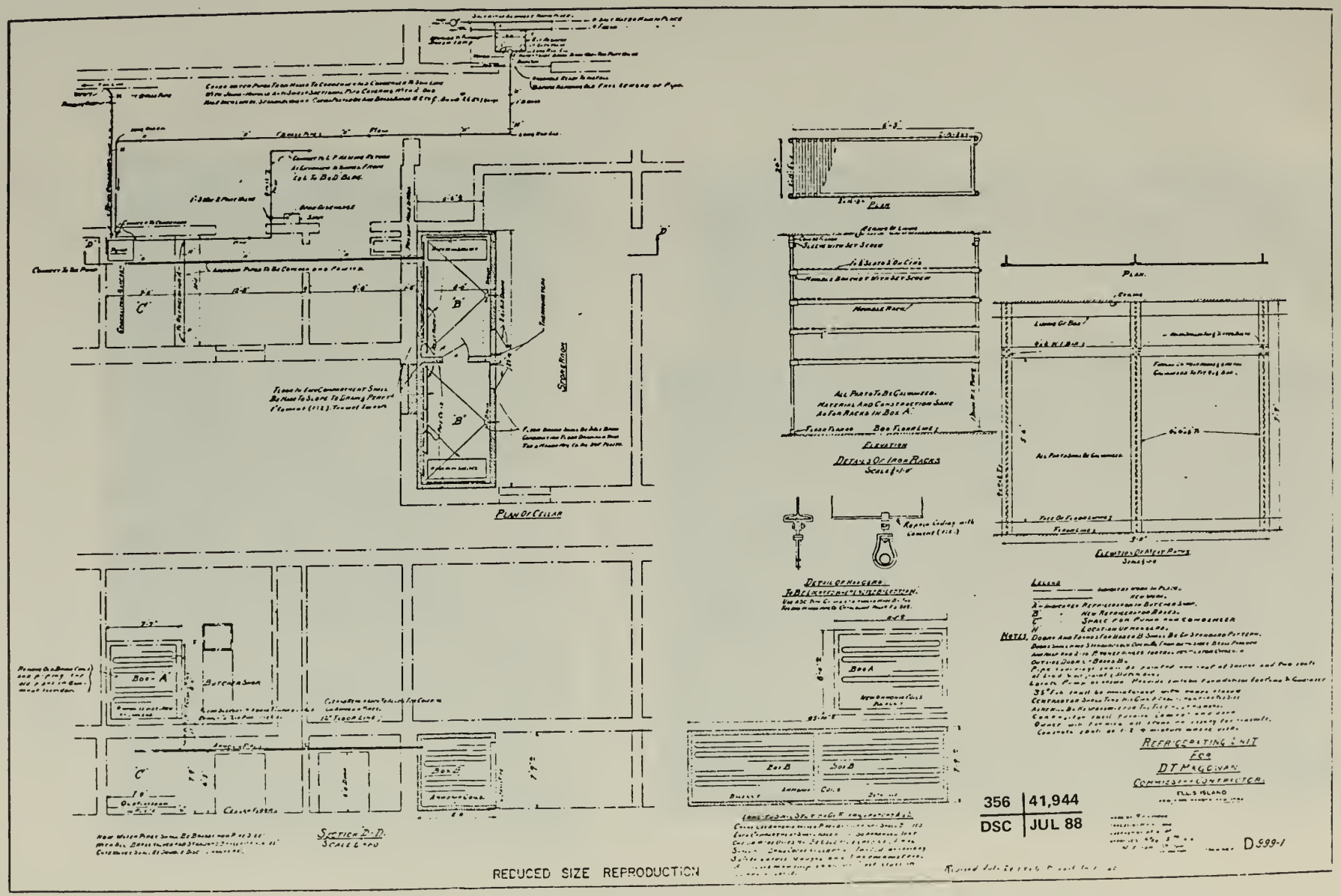


Details of installation of refrigerating unit in basement of kitchen and laundry building, 1926.

Exhibit 29

25. Room 115- west wall panel, location of 1930's mural under paint layers.

26. Detail of above- portion of hand-painted mural revealed under layers of paint- ear of corn visible in upper portion of area.

27. Room 111- concrete flooring and cement concrete wainscot, typical in eastern half of the building.

28. Room 101- looking southwest to recently formed rooms- 105 and 106.

29. Room 106- plywood partitions forming a National Park Service office.

30. Hallway 105- temporary wood railings and overhead protection.

31. Room 118- subdivision of room with gypsum board wall partitions.

32. Room 202-vinyl floor with incised compass design.

33. Room 203- masonite partitions in northeast corner. Buff tile floor and wainscot installed in 1935.

34. Hallway 201- north hallway looking west into the bakery and carpentry shop.

35. Room 201- deteriorating plaster and exposed terra-cotta block in northeast corner.

36. Room 119- destroyed plaster finishes and extensive moisture penetration.

ELLIS ISLAND EXISTING CONDITION SURVEY KITCHEN & LAUNDRY page:

ROOM NO: 202 LAST KNOWN USE: CLASSRM. SQUARE FEET: CEILING HEIGHT: DATE: 8/2

	FINISHES:	CONDITION:	DATE:	NOTES:
FLOOR:	Tile X Vinyl Concrete Other:	Good Fair X Poor Destroyed	1900-1907 1908-1923 1924-1938 X 1939-Present	BUCKLED AT E. ENTRY LOOSE, CRACKED INCISED COMPASS DESIGN AT CENTER
BASE:	Wood Tile X Tile Wainscot Other:	X Good Fair Poor Destroyed	1900-1907 X 1908-1923 1924-1938 1939-Present	WHITE TILE COVERED BY PAINTED CANVAS - PEELING (ON S. + E. ONLY)
WALLS:	X Plaster Gypsum Board Partitions Other:	Good X Fair Poor Destroyed	1900-1907 X 1908-1923 1924-1938 1939-Present	EXP. T.C.
CEILING:	X Plaster w/ COVE Acoustic panels Cove Other	Good X Fair Poor Destroyed	X 1900-1907 1908-1923 1924-1938 1939-Present	LARGE BULGE + CRACK PERPEN-DICULAR TO CENTER BAY EXP. LATH
DOORS/ OPENINGS:	Wood/Glass Panelled X Wood Veneer W. X Galvanized Metal X Other: WIRE MESH TO 202A	Good X Fair Poor Destroyed	1900-1907 1908-1923 X 1924-1938 X 1939-Present W.	N - G.M. OVER WOOD - WIRE GLASS PAN OVER 3 PANELS W. - VENEER DOUBLE DR. - 1 LT. @ - OBSCUR GLASS
LIGHTING:	Incandescent/Type A X Incandescent/Type B Incandescent/Type C Other:	Intact / Destroyed 1 Intact / 7 Destroyed Intact / Destroyed Intact / Destroyed	Pre-1924 X Post-1924 In Question	
HEATING/ VENTILATION PLUMBING:	X Radiators X Vents/Fans Sink/Toilet/Urinal Other:	6 Intact / Destroyed 2 Intact / Destroyed Intact / Destroyed Intact / Destroyed	X 1900-1907 RAD 1908-1923 1924-1938 X 1939-Present	2 WOOD SLAT VENTS TO ATTIC
MISCELLANEOUS:		Good Fair Poor Destroyed	1900-1907 1908-1923 1924-1938 1939-Present	
SUMMARY:		Good X Fair Poor Destroyed	1900-1907 X 1908-1923 1924-1938 1939-Present	**ARCHITECTURAL SIGNIFICANCE:** Most / Some / X Minor

Exhibit 30

PHOTOGRAPHS:

ROOM NO. 202

S.W. CORNER

VIEW E.

VIEW N.E.

VIEW NW

ELLIS ISLAND EXISTING CONDITION SURVEY KITCHEN & LAUNDRY page:

ROOM NO: - LAST KNOWN USE: BASEMENT SQUARE FEET: CEILING HEIGHT: DATE: 9/11/84

Description:

The basement has concrete flooring, rubble stone and brick walls and a white-washed terra-cotta block low ceiling. A series of mechanical pipes from the power-house are suspended from the ceiling and from the north wall. The space is divided into rooms with a connecting corridor. The eastern section of rooms originally housed refrigeration and ice storage. Access from the west is via a ramped enclosure branching off covered way 5. This passage has been temporarily enclosed with a plywood ceiling and gypsum board south wall. The corridor continues to the east into the basements of corridor 1 and the main building. Lighting consists of ceiling mounted bulbs on conduit and ceiling mounted fluorescent troughs.

Condition:

Concrete flooring appears to be in generally good condition. Whitewash on some areas of walls and ceiling have flaked off. The walls appear to be damp along the base with some brick efflorescence and mortar deterioration.

Exhibit 31

SUMMARY:						ARCHITECTURAL SIGNIFICANCE:	
		X	Good	X	1900-1907		Most
			Fair		1908-1923		Some
			Poor		1924-1938	X	Minor

PHOTOGRAPHS:

ROOM NO. BASEMENT

ENTRY - VIEW E.

CORRIDOR - VIEW E.

S.W. CORNER ROOM. - VIEW S.

CORRIDOR - VIEW E.

BASE
Tile / Tile Wainscot

GOOD

85-100% intact.
Few or no cracks forming. Minimum number of tiles missing.

FAIR

60-85% intact.
Some cracks in localized areas.
Some tiles missing.

POOR

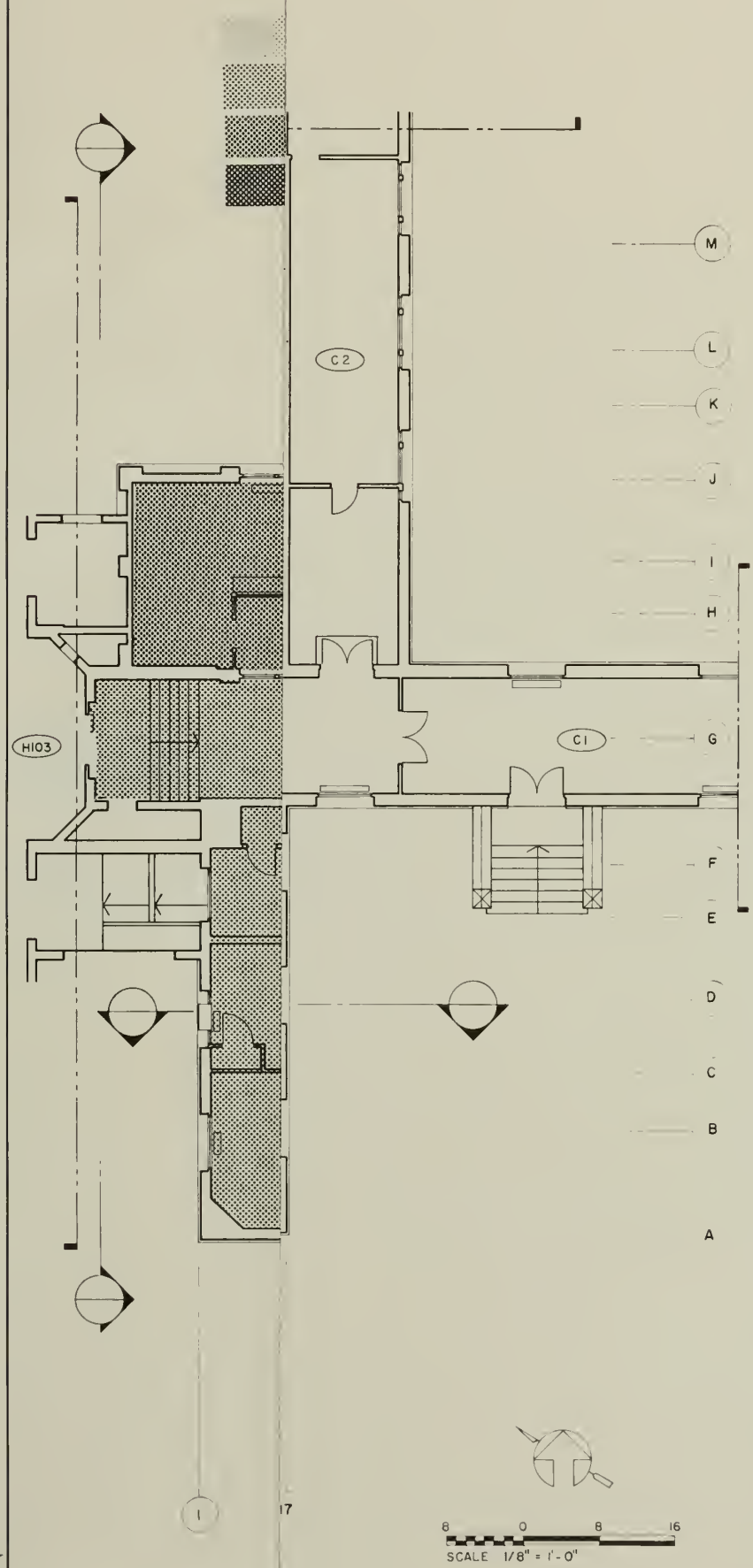
30-60% intact.
Large areas missing, sizable cracks present.

DESTROYED

0-30% intact.
Material is completely missing or is destroyed beyond practical retrieval.

Exhibit 32

Exhibit 33



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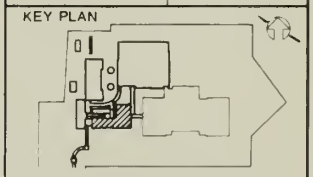


TITLE OF SHEET

KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO.	DRAWING NO.

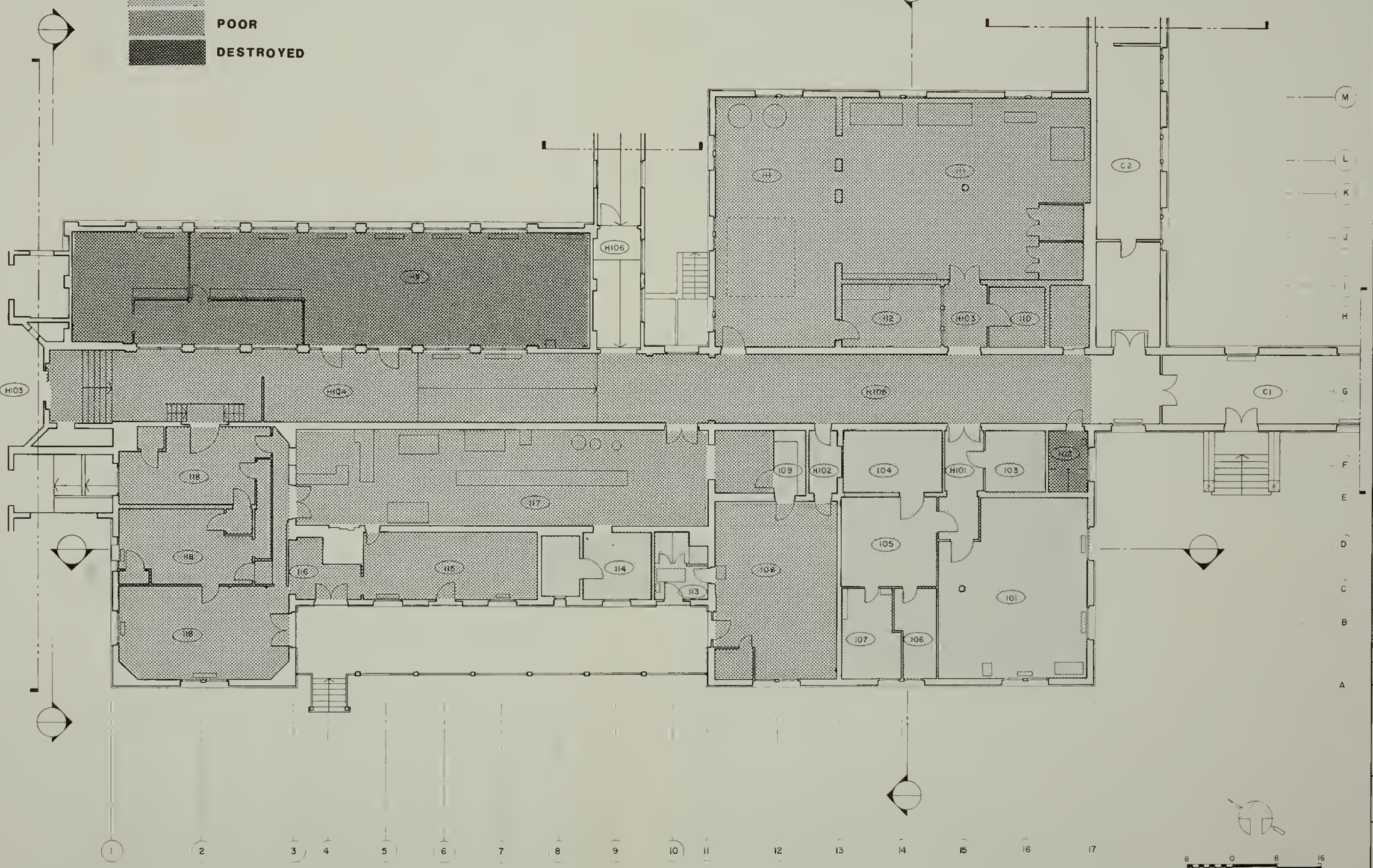
PKG. NO. | SHEET | OF

LOUIS FREY

Exhibit 33

EXISTING CONDITIONS

GOOD
FAIR
POOR
DESTROYED



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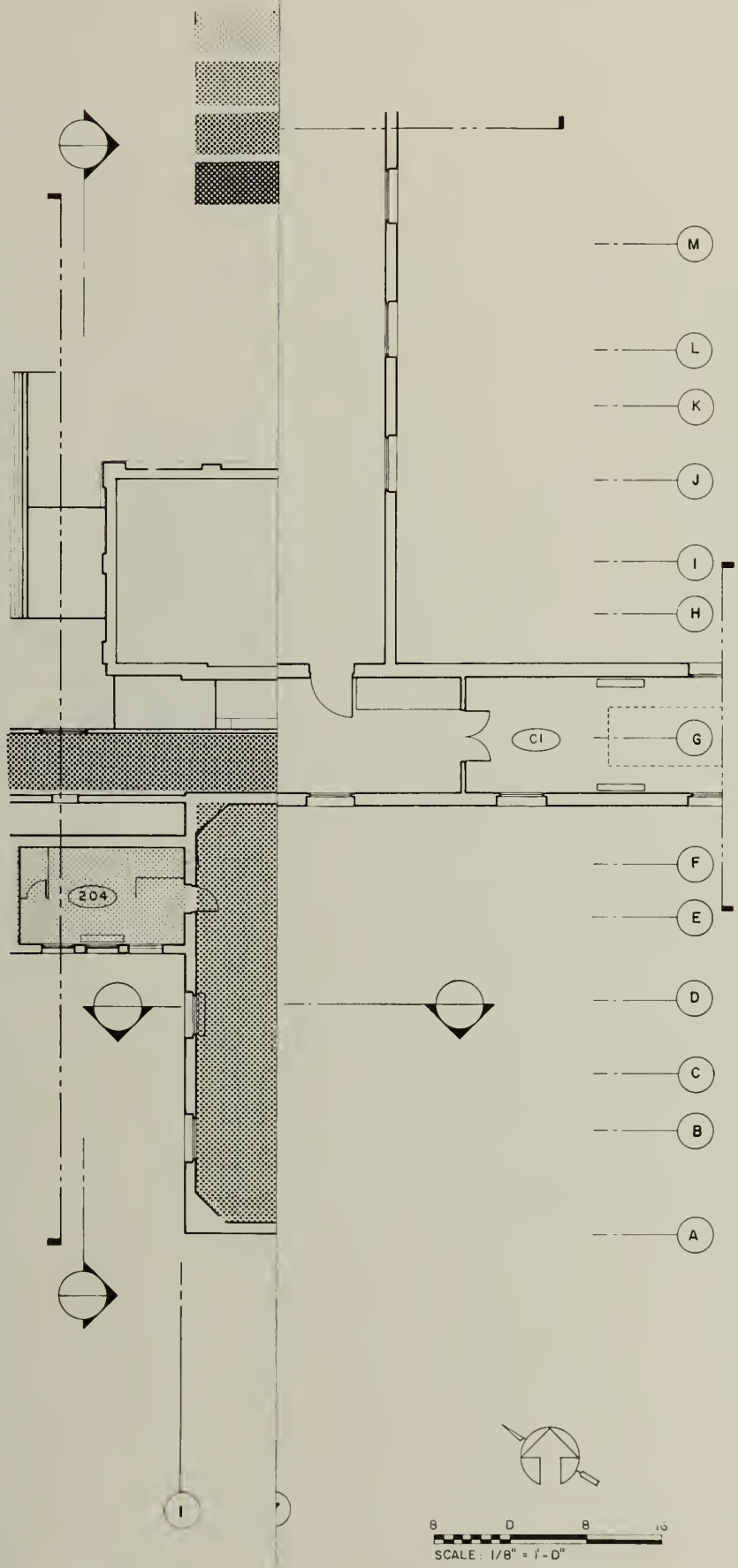
SUB SHEET NO DRAWING NO

PKG NO SHEET OF

Exhibit 34

EXIST



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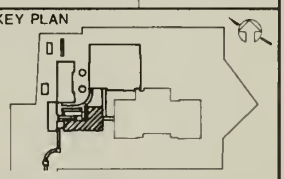


TITLE OF SHEET

KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO. DRAWING NO.

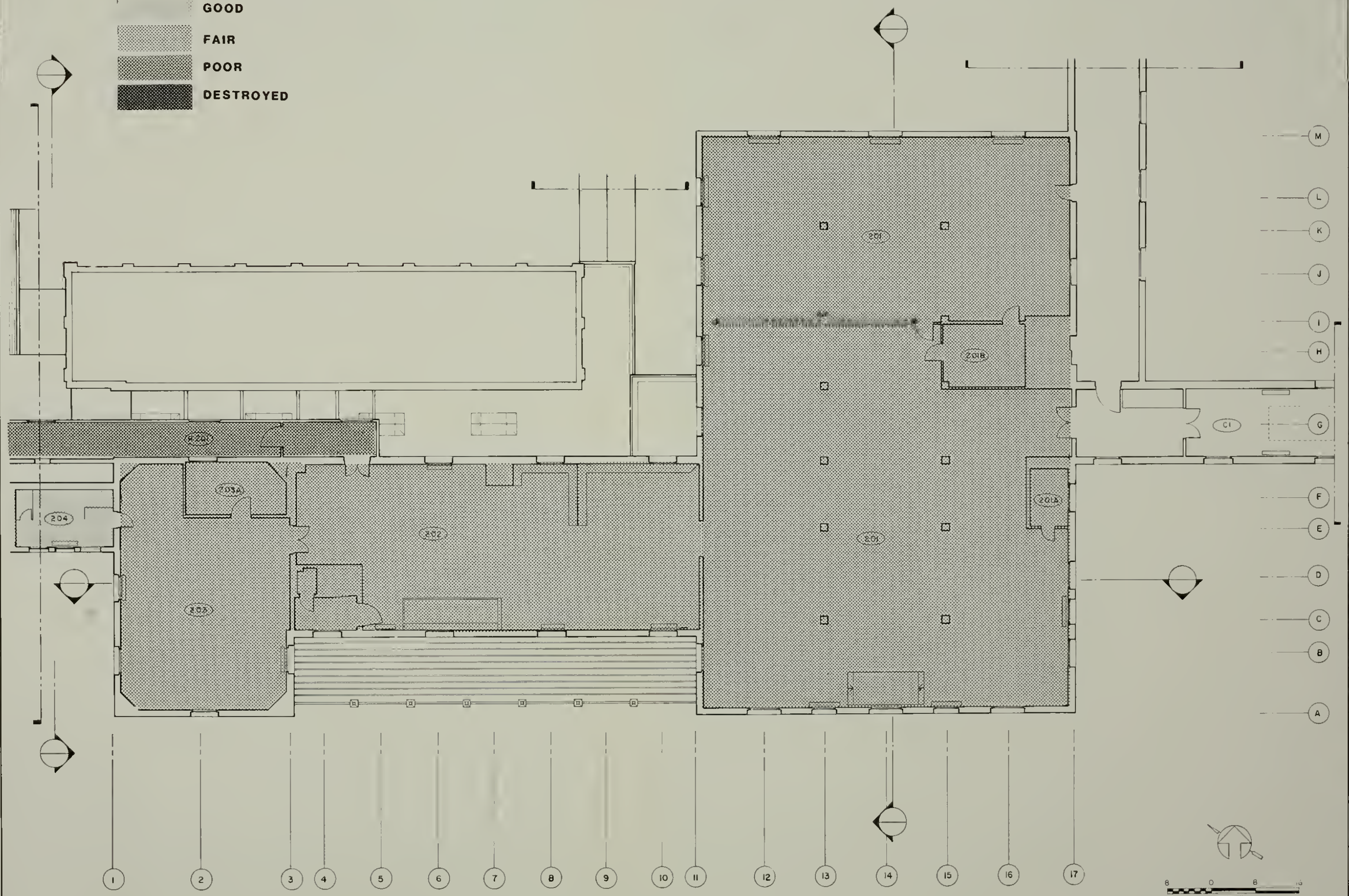
PKG. NO. SHEET

OF

Exhibit 34

EXISTING CONDITIONS

- GOOD
- FAIR
- POOR
- DESTROYED



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KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO. DRAWING NO

PKG. NO. SHEET OF

Exhibit 35

ARC
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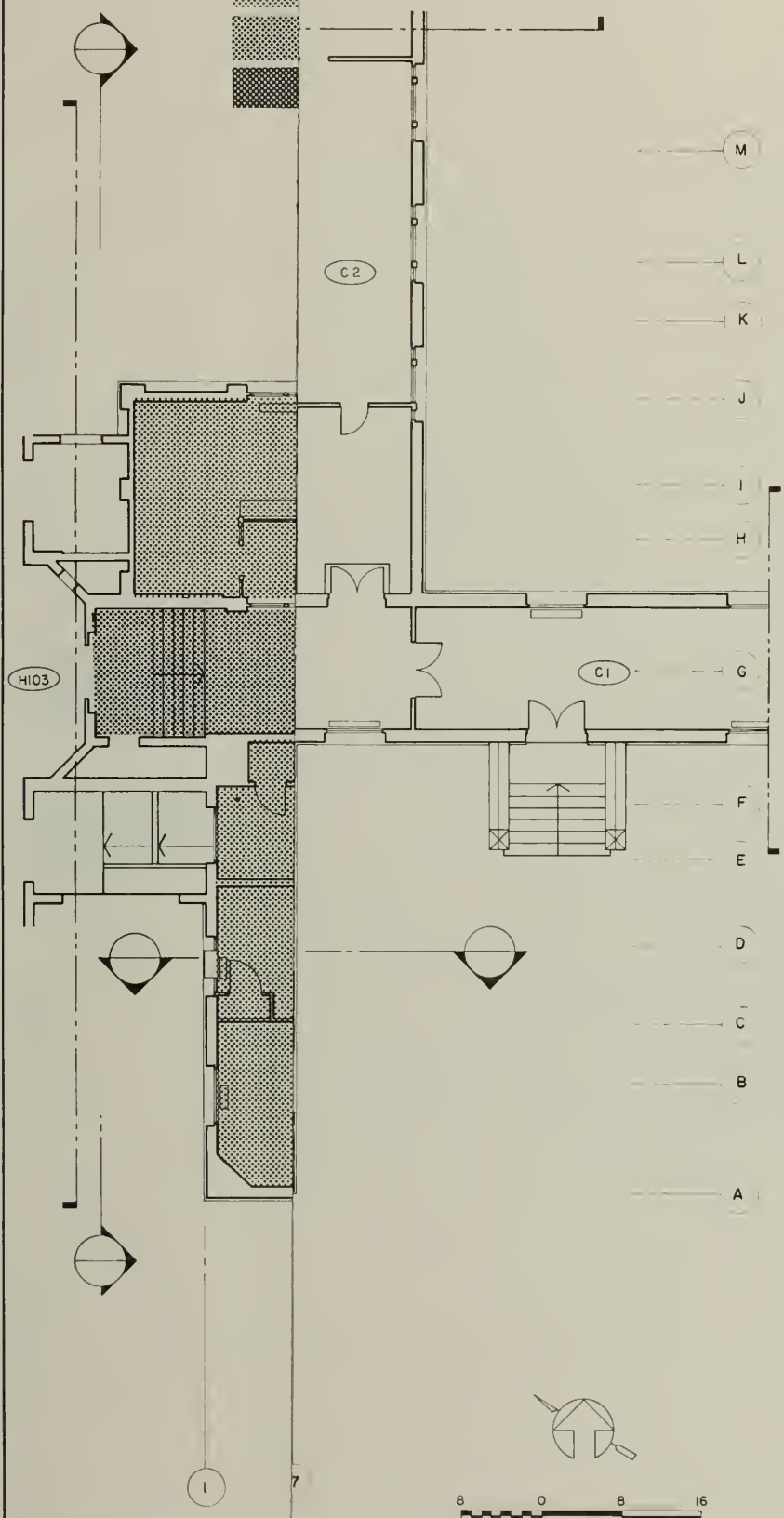

UNITED STATES DEPARTMENT OF THE INTERIOR

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DENVER SERVICE CENTER

ARCHITECTS

BEYER BLINDER BELLE /
ANDERSON NOTTER FINEGOLD

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NEW YORK, NY 10114

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356	26,004 / 24 of 56
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SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

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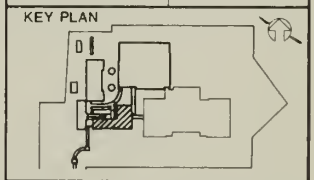
mk	sht	REVISIONS	date	inl

DESIGNED:	DATE:
DRAWN:	TECH REVIEW:

KEY PLAN



TITLE OF SHEET

KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO.	DRAWING NO.

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Exhibit 35

ARCHITECTURAL SIGNIFICANCE

- MOST
- SOME
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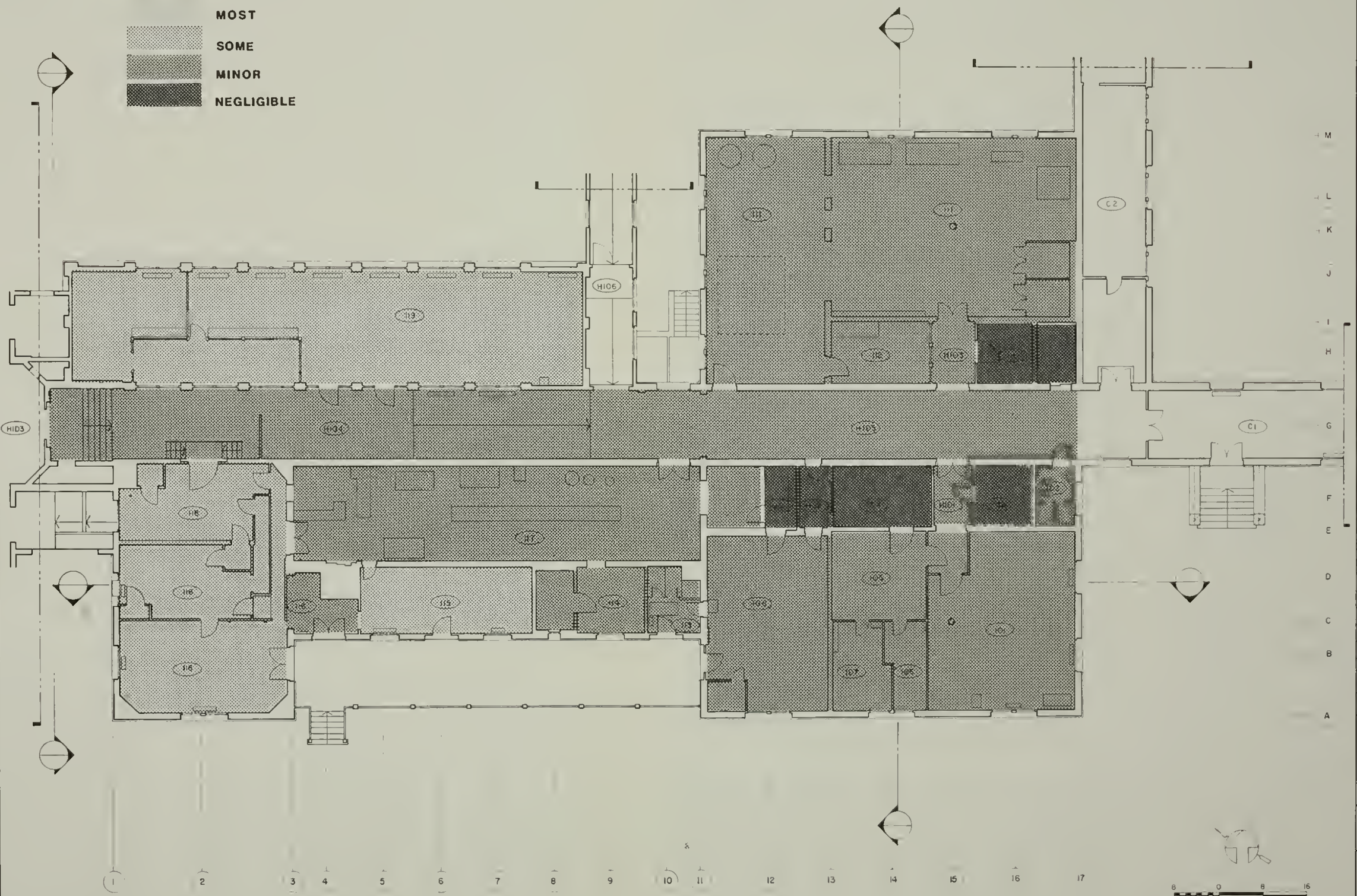

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KEY PLAN

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KITCHEN & LAUNDRY FIRST FLOOR PLAN

SUB SHEET NO. | DRAWING NO

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Exhibit 36

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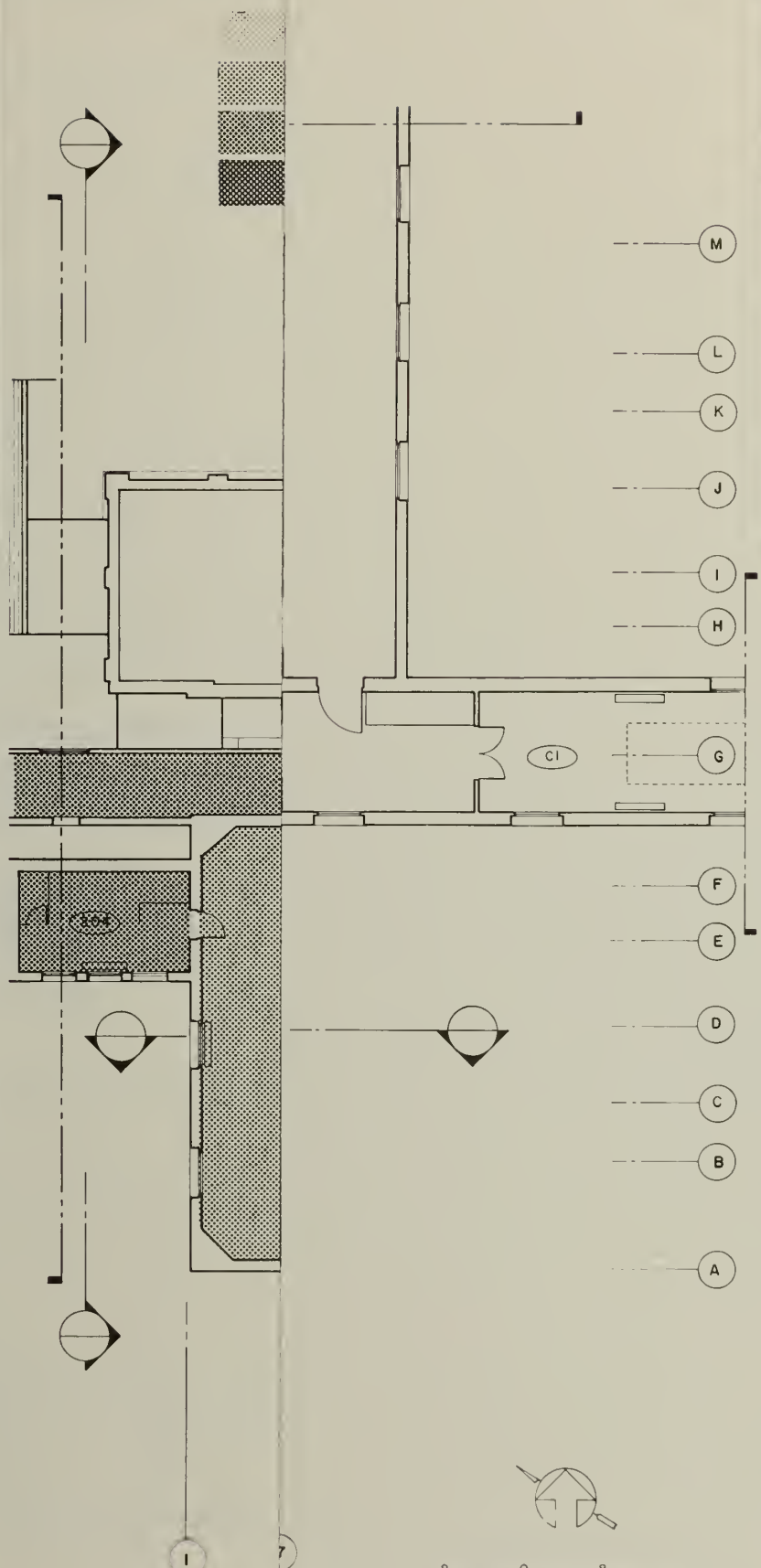

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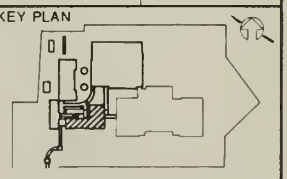

TITLE OF SHEET

KITCHEN & LAUNDRY SECOND FLOOR PLAN

SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

Exhibit 36

ARCHITECTURAL SIGNIFICANCE

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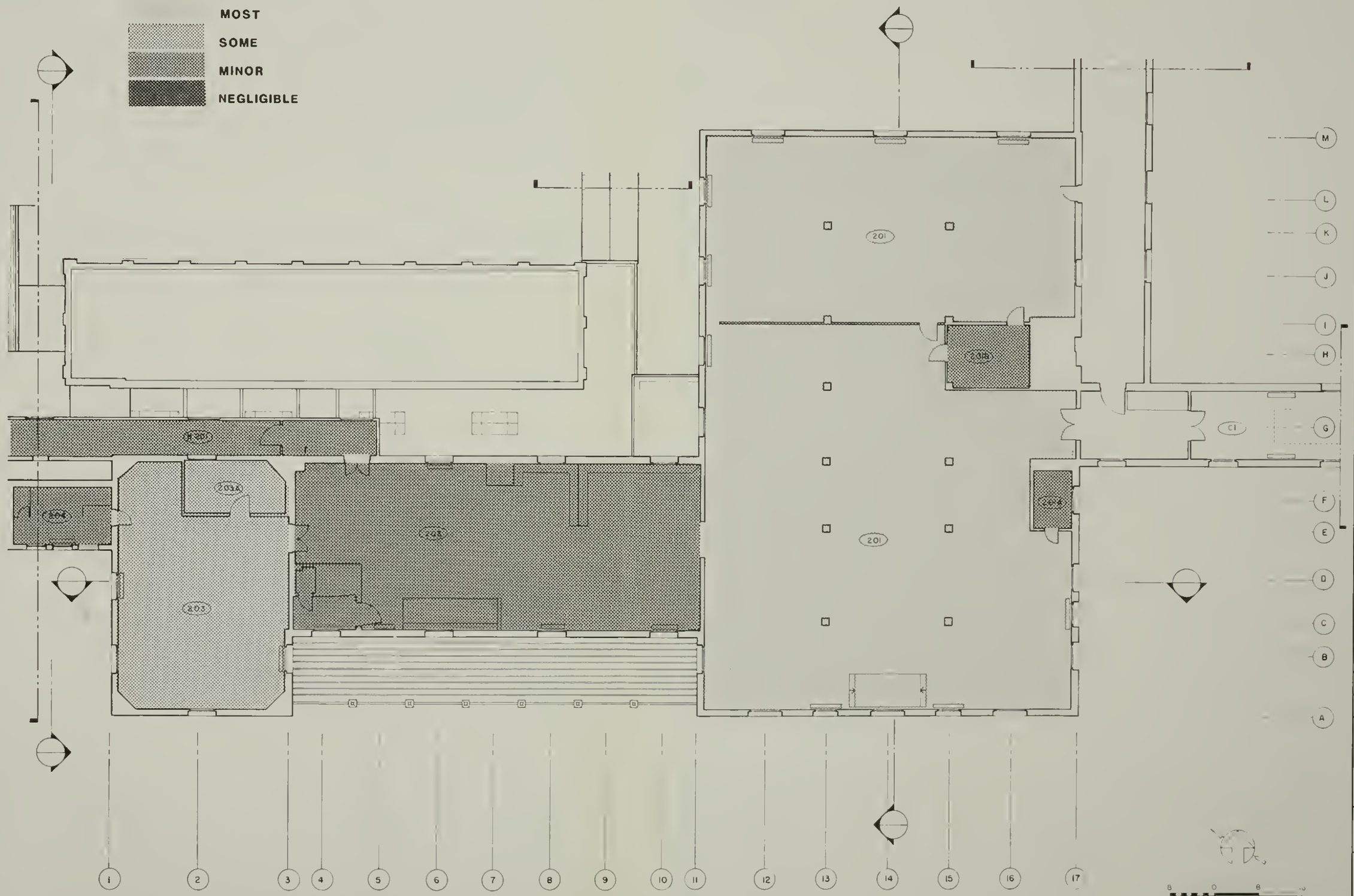
- SOME
- MINOR
- NEGLIGIBLE



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KEY PLAN

TITLE OF SHEET
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SUB SHEET NO | DRAWING NO
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4. Mechanical Systems

a. Electrical

1. History

A contract for electrical work on a number of buildings was let to Frederick Pearce of New York City in March 1901 at a total cost of $25,005. Of this amount, $593 was allocated for the kitchen and restaurant and $693 for the bath and laundry. In June 1901, electrical work on the second floor was added to the contract. An electrical lighting system was installed when the second floor was converted to a dining room and kitchen in 1907. This work was part of a contract for the installation of plumbing, heating, and electrical systems which was awarded to George Sykes of New York City in December. Replacements and alterations in the electric light and power system included the installation of panel boards, conduits, junction, and pull boxes, receptacles and lighting fixtures in 1934. In 1936 a new 200-ampere, 250-volt double-pole single-throw fused switch was installed in the basement to meet the power needs of the laundry. Panel boards were overhauled and obsolete electric lines were removed in 1939.[3]

2. Description and Existing Conditions[4]

Electrical power was delivered from the powerhouse via conduits above the ceiling of corridor 5 (C-5). From the northwest corner of the building the

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[3]Ibid., pp. 232-234, 247, 267, 271, 273.

[4]Based on Syska & Hennessy, Inc., "Ellis Island; Historic Survey Report; Mechanical Systems," December 1984.

feeders dropped down to the basement. Incoming conduits are connected to power panels near the west entrance to the building. Wiring is copper with rubber/cambric insulation and is installed in galvanized or black enamel conduit. While the building generally has combination lighting-power panels, the kitchen and laundry rooms have dedicated power panels. Lighting consists of a combination of RLM type incandescent fixtures, open lampholders and glass globe type fixtures (photos 1-6).

At present, AC power is provided by two 75 KW AC diesel generators that were installed in 1982-83. From these generators in the northeast corner of the powerhouse, power is distributed to the kitchen and laundry building through a system of EMT conduit and multiconductor cable. New distribution equipment and some new lighting have been installed. Branch circuits have been connected in lighting panels and junction boxes to activate lighting in tour areas and National Park Service offices.

The power panels are badly deteriorated through corrosion and vandalism. Backboxes may be reusable after thorough inspection and cleaning. Conduits, pullboxes and other raceway components are generally rusty and not serviceable. All wiring is useless. Many of the fixtures on the second floor have been destroyed. The RLM type fixtures are generally intact.

The obsolete fire alarm system used coded pull stations and bells. All equipment is in poor condition and not serviceable.

b. Heating and Ventilation

1. History

The contract for the heating and ventilation apparatus in the building was let to E. Rutzler of New York City and was completed in October 1901. The following materials were to be used:

National direct radiators - American Radiator Company
Indirect heaters - H.B. Smith Company (later changed to Bundy pin indirect radiators)
Deane steam pumps
Kieley steam traps
Deane pump governor
Kennedy gate valves
Jenkins Bros. globe and angle valves
Jenkins Bros. radiator valves
Kieley pressure reducing valves
Jenkins air valves
Kieley back pressure valves
Eddy Electric Manufacturing Company's electric motors
Black on white japanned registers

A contract for pipe covering included asbestos fire-felt sectional covering for the high pressure steam service and asbestos sectional covering called "Asbestocel" for the low pressure steam service.

A complete heating system was installed by George Sykes of New York City when the second floor was converted to a dining room and kitchen in 1907. Approximately 2,500 square feet of direct radiation were to be installed for heating purposes and the cast-iron

radiators were to be set on brass castings extending six inches above the floor.

The heating apparatus was renewed in 1918. The iron hot water pipes had corroded due to the continual reuse of the water in the boilers.

Renewal of the steam return mains was completed in 1925 by Alfred Beyrodt of New York City. The new water pipes were to be covered with antisweat sectional pipe coverings and the new steam return mains with 85% magnesia sectional pipe covering.

In 1931 a new steam and ventilating system for the kitchen equipment was installed, a contract for a steam supply and return system was given to John F. LeBaeu Inc. of New York and a contract providing for the installation of a range hood and vent stack was let to Smith of New York Company.

In 1939 the renewal of the heating system included the overhaul of a high-pressure steam system in the basement.[5]

2. Description and Existing Conditions[6]

Both high-pressure steam and low-pressure steam were supplied to the basement from the powerhouse central piping distribution system. Steam connections were made through twelve-inch supply mains above the ceiling of covered way 5 (C-5), These mains run down a shaft into the

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[5]Unrau, pp. 227-30, 247-49, 253, 257-59, 271.

[6]Based on Syska & Hennessy.

west side of the basement, through a central corridor to the east end of the building and on into the main building. Several branch connections distributed the low-pressure steam through a system of eight, four and one or one-and-one-half-inch supply lines to the sectional cast iron radiators that provided heat to the perimeter of the building (photos 7 and 8). Connections to the high-pressure steam main were made at various points to provide steam for kitchen and laundry equipment. A branch connection from the low-pressure steam main runs from the basement through an underground tunnel to the baggage and dormitory building.

Various small wall-mounted propeller fans provided air circulation (photo 9). Hood exhaust systems served the kitchen and laundry areas. The kitchen hoods along the north wall have been removed but the large laundry room hood is still intact (photo 10).

Existing piping cannot be reused due to its advanced state of deterioration. Some asbestos insulation has been removed. Radiators probably could be reused after thorough cleaning. The fans and exhaust hood could be reused in an historical restoration though their functional value is limited.

c. Plumbing

1. History

The system of saltwater and freshwater piping in covered way 5 (C-5) and the first floor of the kitchen and laundry building was installed in January 1901 by Kieley and Stahl of Albany, N.Y. The system was to allow the alternative use of either freshwater or saltwater for flushing purposes. Exhibit 37 depicts showers and toilet details.

Nonconducting coverings to be used included asbestos air-cell block for ducts, tanks, and water heaters, and felt covering for cold water piping. The completion of the second floor of the building, including plumbing fixture installation, was completed in 1901 by William & Gerstle of New York City.

A complete plumbing system was installed by George Sykes of New York City when the second floor was converted to a dining room and kitchen in 1907-08.

Repairs made in 1926, by David Brandt, Inc. of New York City, included the replacement of the water lines and renewal of the hot-water system from the manifolds in the powerhouse to and in the kitchen and laundry building.

In 1932 defective pipes and fixtures were replaced by William C. Crowe of New York City. At this time Reuben Isaacson also installed a new house drain line system.[7]

2. Description and Existing Conditions[8]

Domestic cold water is fed from the powerhouse through an eight-inch main running at the ceiling of corridor 5 (C-5). A three-inch main connected to it carries water into the building below the first floor level. The water is distributed via risers to the kitchen, laundry, shower, and toilet facilities on the first and second floors. The sanitary main runs below the first floor,

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[7]Unrau, pp. 235, 238-241, 247-49, 259, 262-63.

[8]Based on Syska & Hennessy.

collecting sanitary risers from the first and second floors. Grease traps are installed below the kitchen.

Existing fixture types are a selection of products manufactured over a span of forty years (photos 11-13).

All water and sanitary piping requires replacement. Existing fixtures probably could be reused after cleaning.

d. Elevators

1. History

The elevator serving the first floor kitchen (room 117) and room 202 was added in 1908 when the second floor was converted for use as a dining hall and kitchen. The new elevator shaft consisted of a 4" terra-cotta block enclosure bonded to existing brickwork. The openings were provided with folding gates.[9]

An electric freight elevator was installed near the laundry (room 111) in 1911 as a means of transporting blankets to and from the second floor dormitories in the baggage and dormitory building. Repairs were made to the elevator in 1931, 1933, and 1939 by the Welsh Elevator and Machine Works. Markato Elevator Company of New York City performed general overhauling on the elevator in 1936 and

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[9]"Specification for All Labor and Materials Required for Alterations Providing for New Dining Room on the Second Floor of Kitchen and Laundry Building, Including Steam, Electric and Plumbing Work at the U.S. Immigration Station, Ellis Island N.Y.H.," 1907, pp. 6-7.

1941. The armature of the 20-horsepower Imperial elevator motor was repaired in 1934 by the Holmberg Electric Co. of Brooklyn. The motor was repaired again in 1941 by the Naumer Electric Co. of New York City.[10] The Watson Elevator Company of New York was contracted to make certain alterations to this elevator including the replacement of one of the sliding entrance doors in 1951.[11]

Drawings dated 1947 provide details of new hollow metal doors for both the kitchen elevator and blanket elevator. The contractor was Welsh Elevator Company and the manufacturer was Williamsburg Steel Products Co. of Brooklyn.[12]

2. Description and Existing Conditions[13]

The west or kitchen elevator has front entrances at the basement and first floor and a rear entrance at the second floor. The east, or blanket elevator has front entrances at the basement and first floor and side entrances at the second and third floors (photo 14).

Both elevators have geared, drum type hoistway machines located adjacent to the hoistway at the basement. Hoistway entrances have manually operated, side sliding metal doors. The operation was of the automatic pushbutton type.

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[10]Unrau, pp. 261, 266-67, 274-75.

[11]National Park Service Drawings 462/41.960 and 41.958A.

[12]National Park Service Drawings 462/21.958, Sheets 1-7.

[13]Based on Syska & Hennessy.

Both elevators' suspension ropes have been disconnected and the cars and counterweights are resting at the bottom of their hoistways. However, some hoistway doors have not been permanently barricaded or sealed in the closed position on the hoistway side as required by the present elevator code. All hoistway equipment such as guide rails, sheaves and overhead sheave beams are rusted. The east elevator pit is flooded with water. The cab interior of the east elevator could not be observed. The cab floor of the west elevator is covered with debris and the interior is badly deteriorated; the collapsible gates are badly rusted.

All machine room equipment, including the hoisting machines and control panels, is badly rusted. The hoisting motor for the east elevator is partially disassembled with some parts missing.

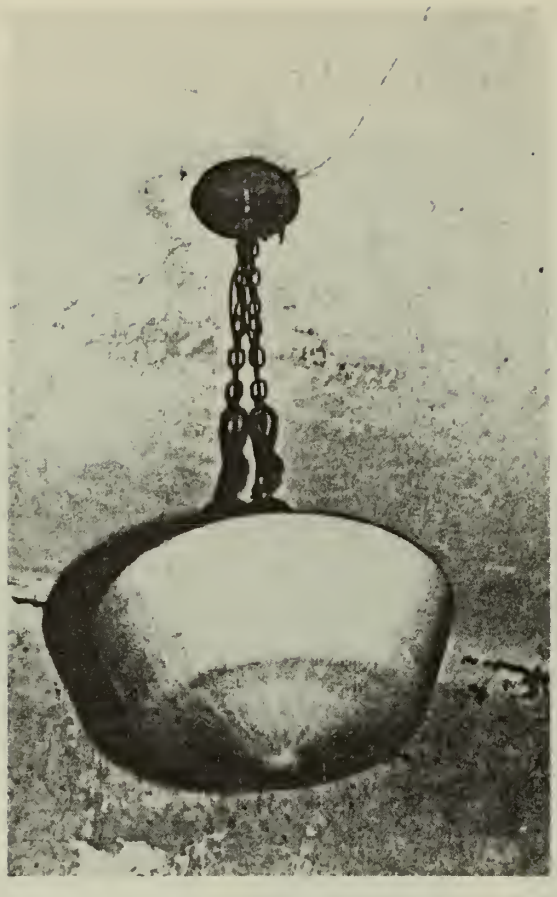
The elevator equipment has no significant historical value. Because the equipment is in such an advanced state of deterioration, none of it should be considered for reuse.

1. Chain-suspended RLM with globe, c. 1935, room 119.

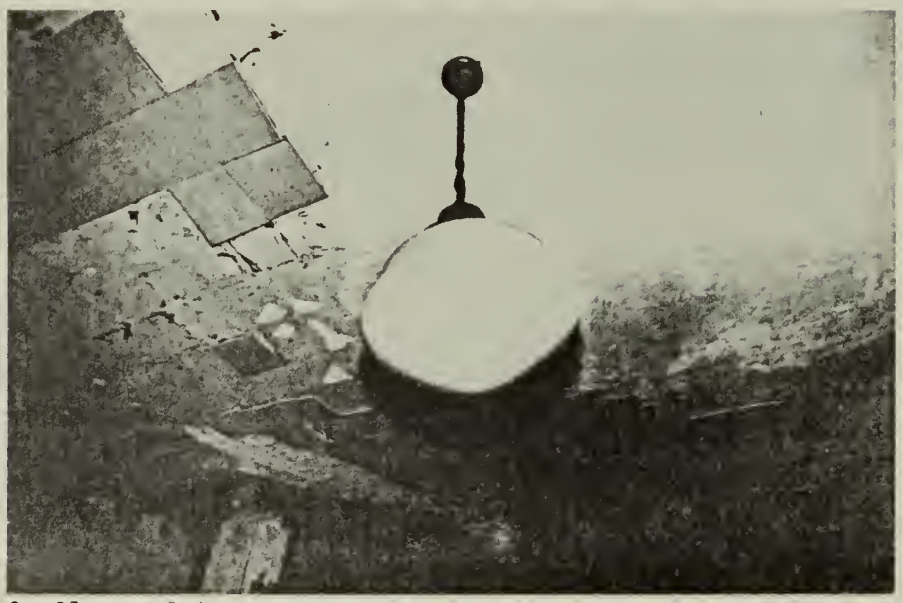
2. Ceiling mounted RLM-type, room 111.

3. Partition-mounted counter lamp- metal directional shade, c. 1940's, room 119.

4. Double lamp ceiling mount, missing shade, H104.

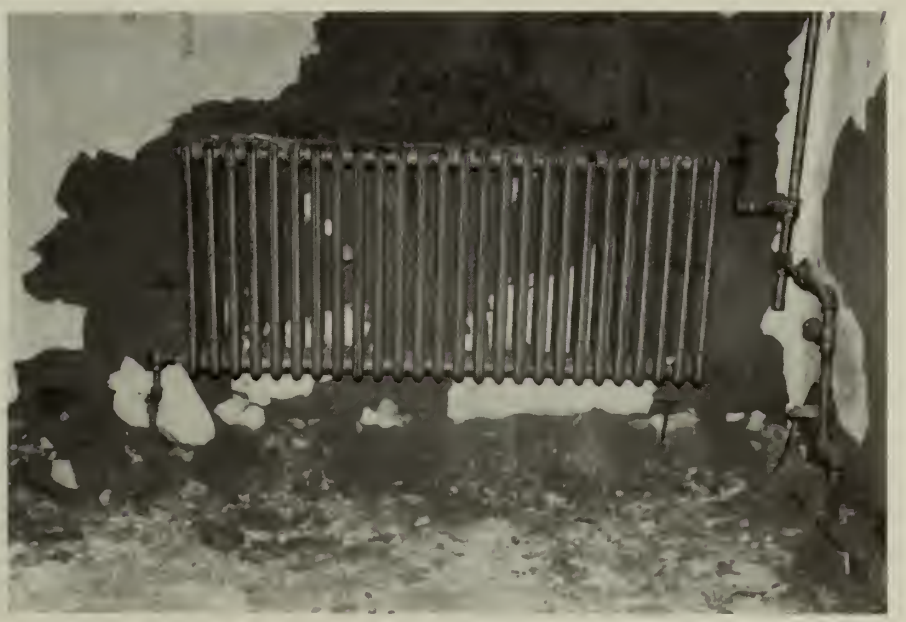


5. Glass globe, second floor.



6. Glass globe, second floor.

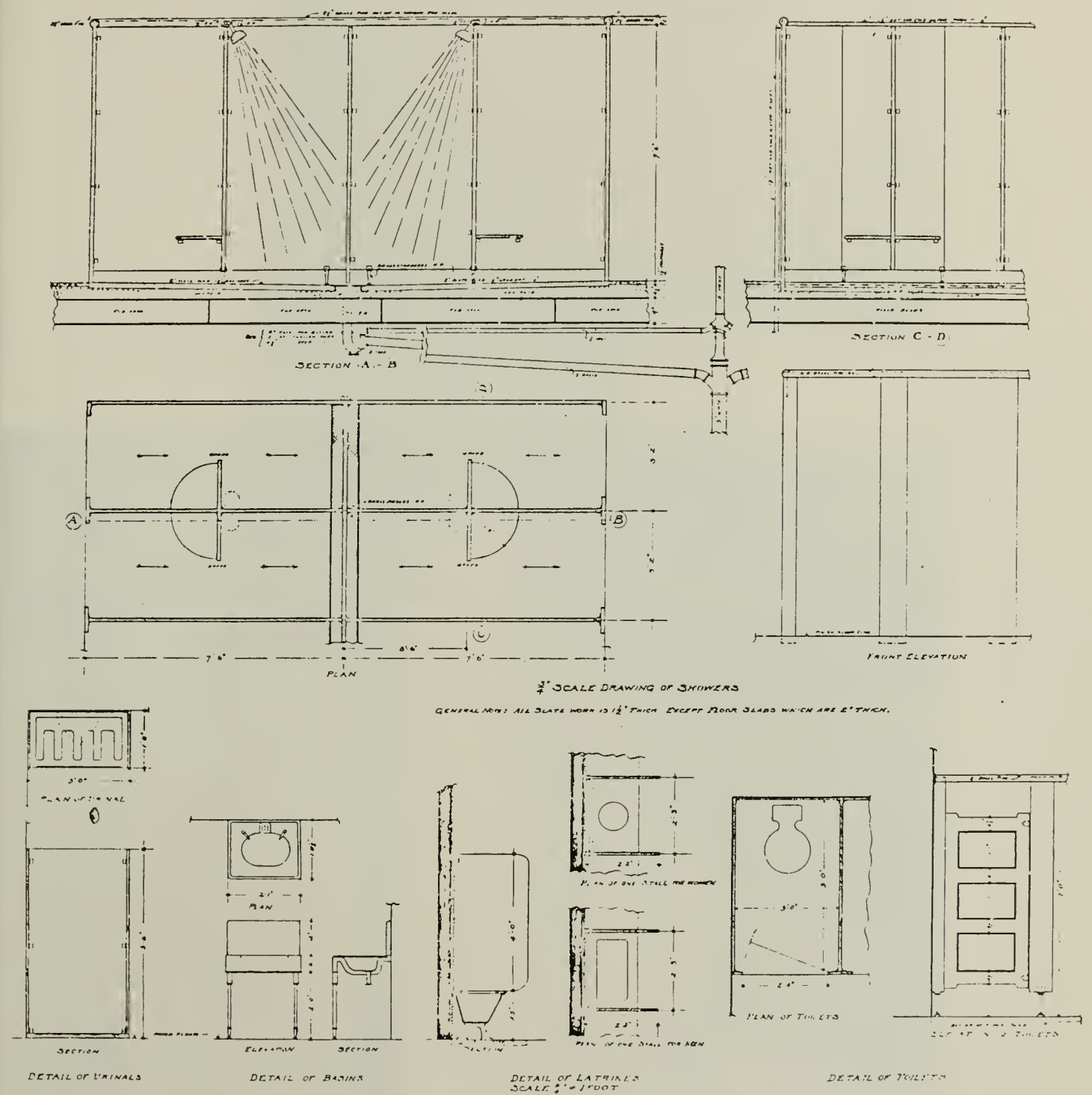
7. Sectional radiator, 4-leg, H201.



8. Sectional wall-mounted radiator, c. 1930's, room 119.

9. Wall-mounted rotary fan, room 119.

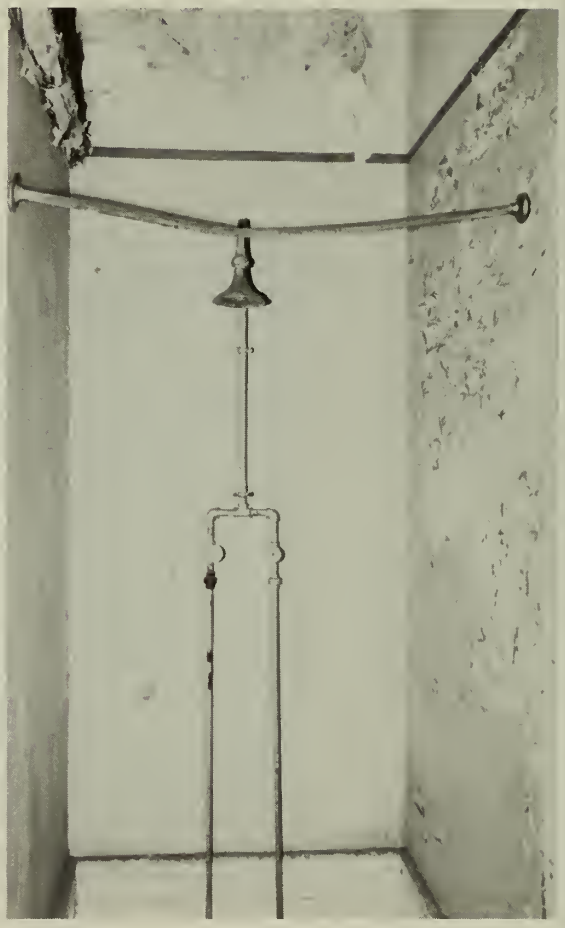
10. Ceiling suspended laundry room copper exhaust hood.



Plumbing details- 1900.

11. Urinal, sinks and slop sink, c. 1940's, room 204.

12. Toilet and urinal, room 102.



13. Shower, c. 1940's, room 113.

14. Elevator door, H105.

5. Structural System[14]

a. Description and Existing Conditions

The structure is two stories plus a basement. Exterior brick walls are bearing walls. The sloping hip roof is framed with wood plank on a steel structure. The first and second floors are framed with flat clay tile arches supported on steel beams embedded in the arches (exhibit 38). Clay tile fireproofing covers the bottom flanges. The structural steel columns are fireproofed with plaster furring.

The exterior walls are generally in good condition except for the north wall where some horizontal cracks have formed near the roof. In addition the gutter and cornice at the north and south walls have partially separated from their wall attachments and are in a state of collapse (photos 1-3).

The south porch is in very poor condition. The floor and roof beams are in advanced stages of corrosion. Major sections of the steel floor channels and I-beams are completely deteriorated and the roof channels and I-beams are badly corroded at their supports (photos 4 and 5). The concrete floor slab has partially collapsed and is temporarily shored. The porch stair is missing and some steel elements and one slate tread are displaced.

The basement has some minor foundation wall cracking. Some pieces of structural clay have broken away

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[14]This section is based on Robert Silman Associates, P.C., "Ellis Island; Historic Structures Report; Structural Systems," November 1984, pp. 2, 5-7, 11-13.

from the bottom of the first floor construction, but are not judged to be a problem since the damage is localized. A first floor steel beam in the northeast corner of the basement ceiling has a badly corroded bottom flange, causing the clay tile to fall off (photo 6). There are two completely exposed steel beams in the room to the west of this beam. These had been added under the floor construction and exhibit delaminating corrosion of the bottom flange (photo 7).

On the first floor no structure is visible in the southern rooms (101-109 and 113-118). In room 101 there is a diagonal crack in the south wall and an east-west straight floor crack that was probably caused by normal slab deflection. Large areas of plaster have fallen off in the corridor (H104 and H105), exposing the underside of the clay tile floor above. Beams are not visible. In rooms 111 and 119 the clay tile ceiling is visible, and some portions of the beam soffits are exposed.

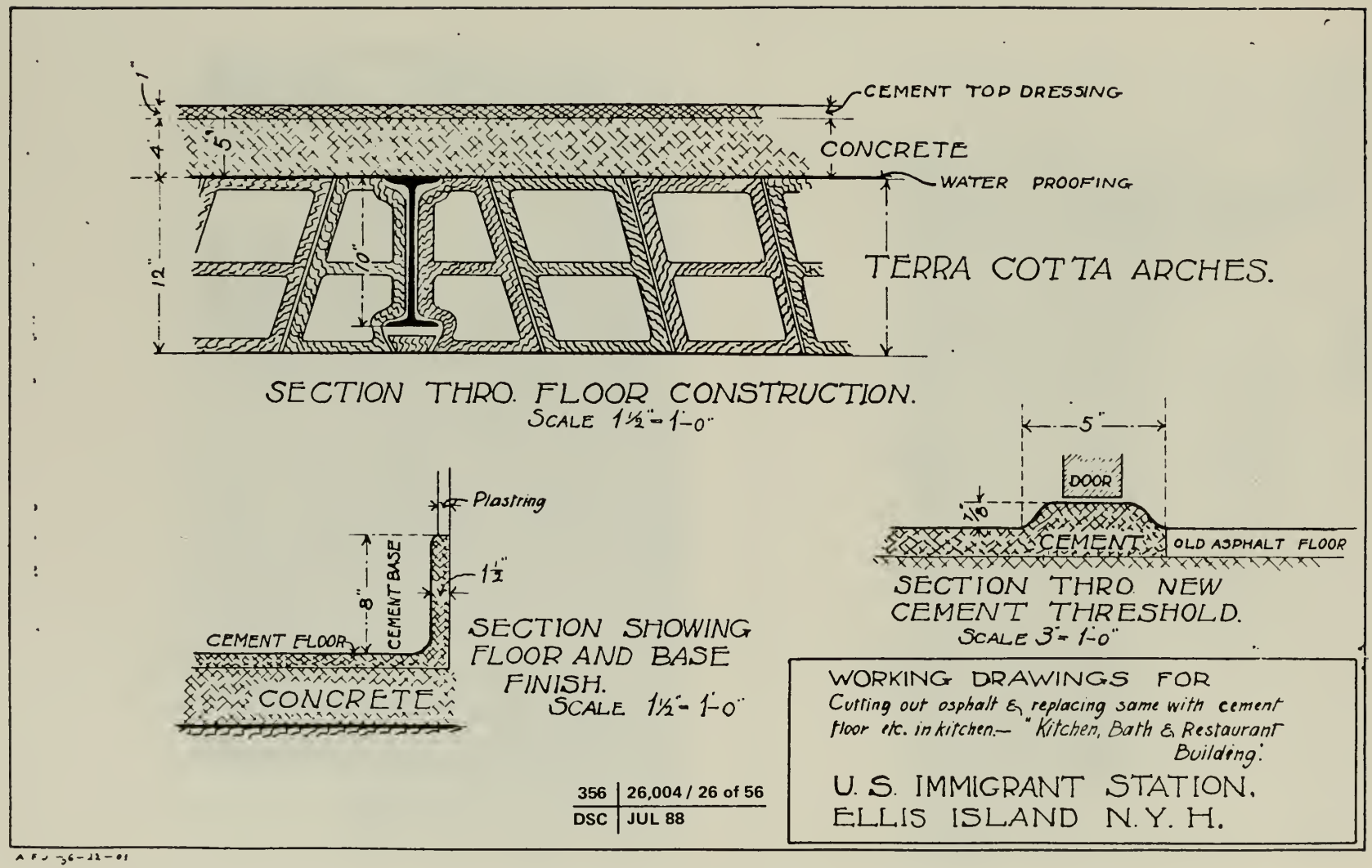
The white ceramic tile floor in room 201 has many cracks in a random pattern that were probably caused by building movement due to temperature changes (photo 8). The ceiling in this room has a large opening through which the roof construction can be seen. No structural deficiencies could be seen in this room. Rooms 202, 203 and 204 also have no visible structural problems. The ceramic tile floor showed little or no cracking. The corner wall furring had been broken open and some of the wall has been damaged by water coming in the missing window. Hall 201 is an enclosed ramp. The exterior stucco wall of this addition is in considerable distress. There are numerous cracks and large horizontal open slots under the windows (photo 9 and 10).

b. Recommendations

Cracks in the exterior were caused by either beam flange corrosion or expansion and contraction resulting from freeze-thaw cycles. Flange corrosion may lead to further deterioration on the wall if not halted. Remedial measures include the removal of outside brick, determining the extent of damage and executing necessary reinforcing, cleaning, corrosion proofing and painting. In the case of thermally caused cracks, patching and rebuilding or installing expansion joint material is recommended.

The south porch represents an unsafe condition and therefore should be completely dismantled and rebuilt with as many new members as required. Sound members should be stored until rebuilding of the porch is undertaken.

The corroded first floor beams found in the basement should be uncovered and cleaned of scaling rust. The beams can then be measured and further action determined through analysis. If reinforcing is required, one solution is the welding of a plate to the bottom flange. Corrosion of the beam in the southeast corner is quite advanced and should not be neglected.



New cement floor and base finish in room 117 (kitchen), June 22, 1903, from Record Group 85, National Archives.

Exhibit 38

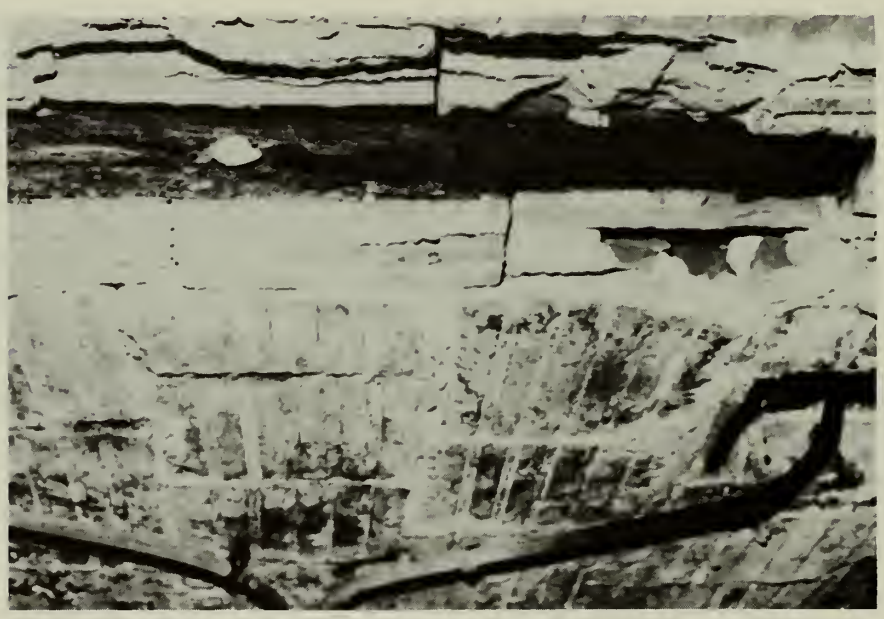
1. South facade. Collapse of copper cornice and gutter.

2. North facade. Collapse of copper cornice and gutter.

3. North facade, western end. Deterioration and sag of copper cornice.

4. South porch. Decomposition of steel supports and I-beams.

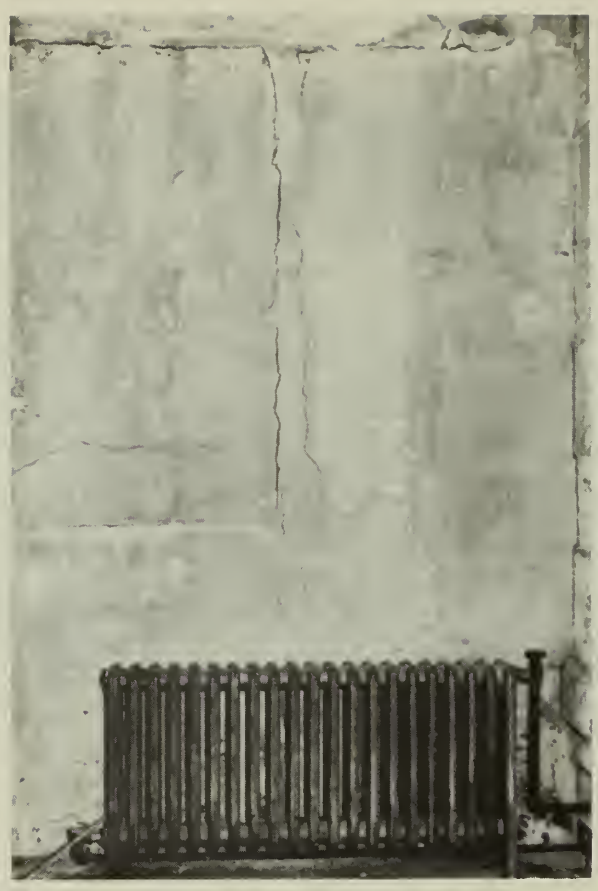
5. South porch. Corrosion of roof beams at second floor level.



6. Corroded bottom flange of first floor steel beam in northeast corner of basement ceiling.

7. Delaminating corrosion of flange of steel beam added under first floor construction.

8. Random cracks in white ceramic tile, room 201.



9. Cracking in cement plaster in north wall of H201.

10. Corrosion of steel sill plate and concrete spalling typical in north wall of H201.

6. Laundry Equipment

a. History

A contract for $3,759 was let in January 1901 to Troy Laundry Machine Co. of New York City to supply and install laundry machinery in the kitchen and laundry building and the hospital outbuilding. This included connections to the steam supply pipes running through the corridor of the building.[15]

In 1924, new laundry equipment was installed. It is not known how much of the following proposed equipment was actually installed:

4-42" X 84" Monel metal cascade washers @ $4,400	$18,000
4-48" humatic extractors @ $3,000	12,000
1-120" eight 12" rooms, flat iron worker	9,900
1-120" feeding device	500
1 national marking machine	600
5 galvanized iron hoods	1,300
	$48,300
Pipes, coverings, and freight	2,000
Concrete materials	1,500
Changing floors and drains	2,500
Vents from hoods	1,334
Labor and foreman	2,500
	$ 9,834
Laundry company's estimate of their work	$52,134

[15]Unrau, p. 237.

Additional piers to support machinery and additional floor construction by construction contractor	7,866
Total	$60,000

The new equipment was to increase capacity from 1,600 pieces to 15,000 pieces daily.[16]

In 1936, the laundry equipment was to be renewed; a drying tumbler of the "once through" type with a 42-inch diameter by 60-inch-long cylinder (Industrial Laundry and Machinery Corp.) was installed in the laundry.[17] Exhibits 39 and 40 represent plans of a 4-ton self-contained unit for ammonia in 1935 and 1945.

Photographs 1-5 show views of the laundry room during the World War II period.

b. Description

Existing laundry equipment includes two "American Humatic Extractors" (photos 6-9), two washing machines ("The American Laundry Mach'y Co.") (photos 10-13), three pressing machines (photos 14-15), and one large cylinder drum ("SMITH DRUM", Phil. Pa.) (photos 16-17). The age of this equipment is unknown.

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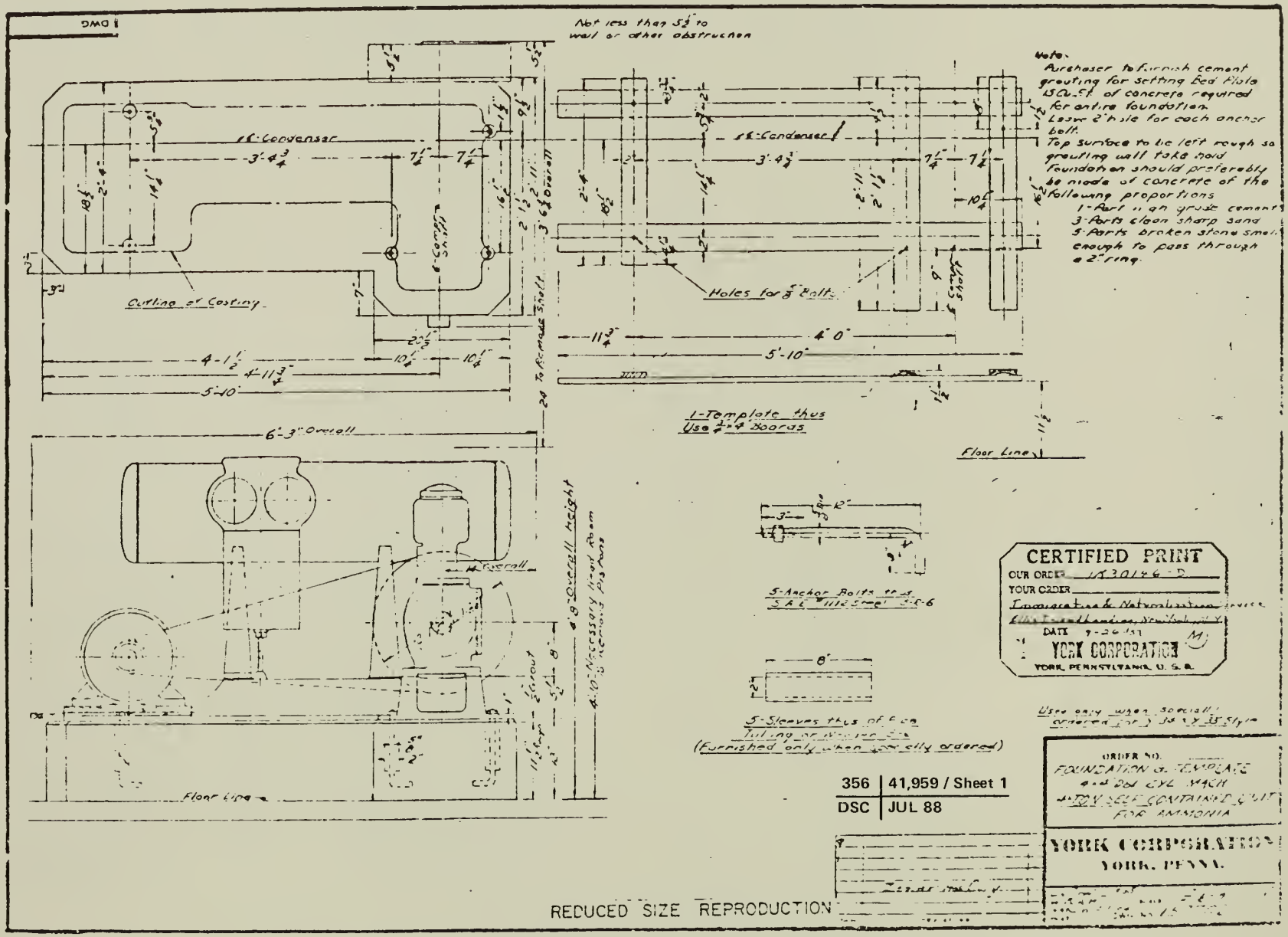
[16] Curran to Commissioner-General of Immigration, Dec. 17, 1923, Record Group 85, National Archives.

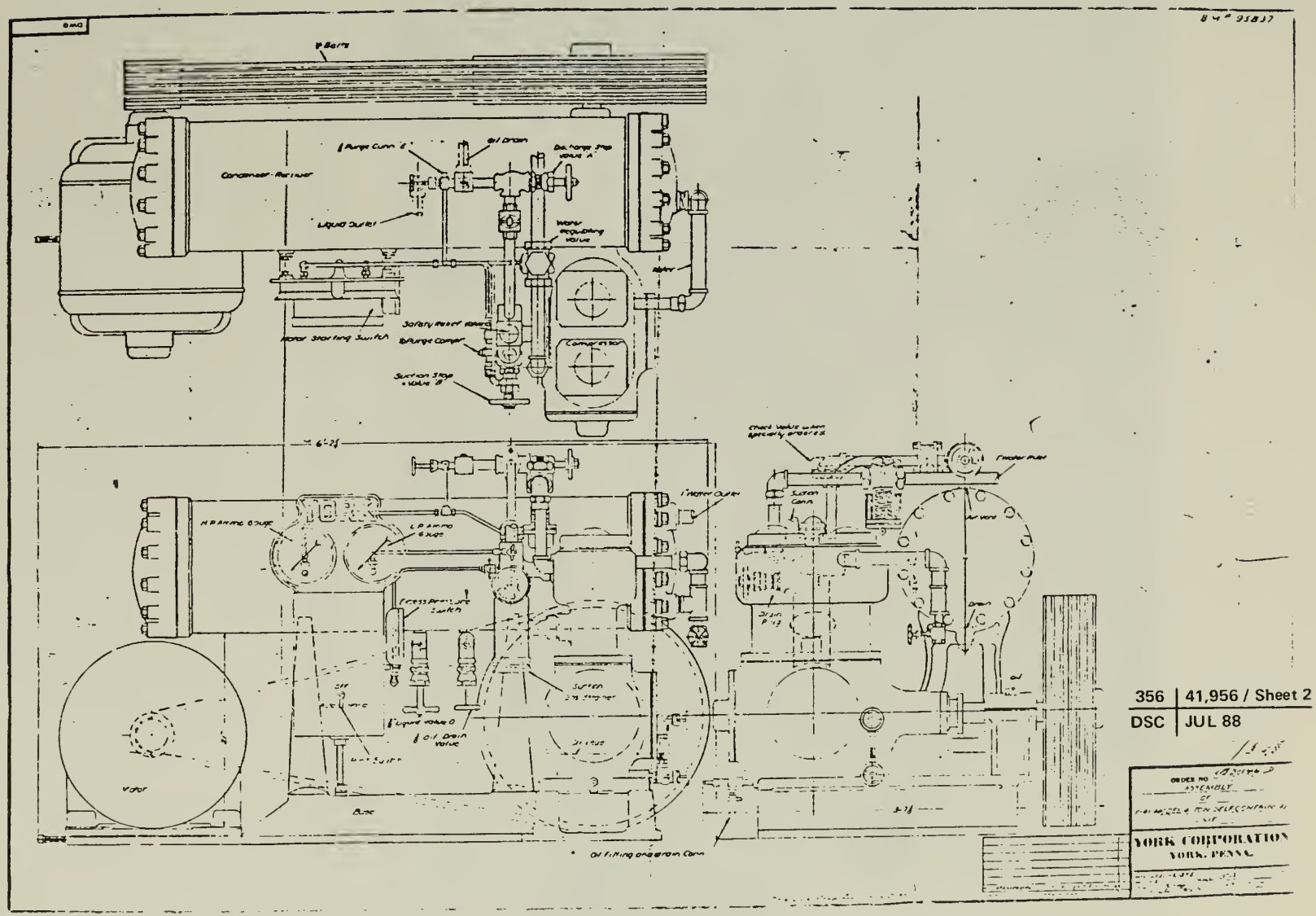
[17] "Specifications for Repairs and Replacements to Plumbing, Heating and Laundry Equipment, Island No. 1," dated Aug. 18, 1936, and miscellaneous papers relative to contract, FF 26, Kitchen and Laundry," Repairs and Replacements, 1936, Ellis Island Records, DSC. The heating work was to be done in accordance with drawings D-1301 and D-1302.

Most exterior metal surfaces exhibit corrosion and peeling paint. Interior perforated cylinders of the washing machines appear to be in good condition.



Plans for 4-ton self-contained unit for ammonia by the "York Corporation", York, Penna., 1935.

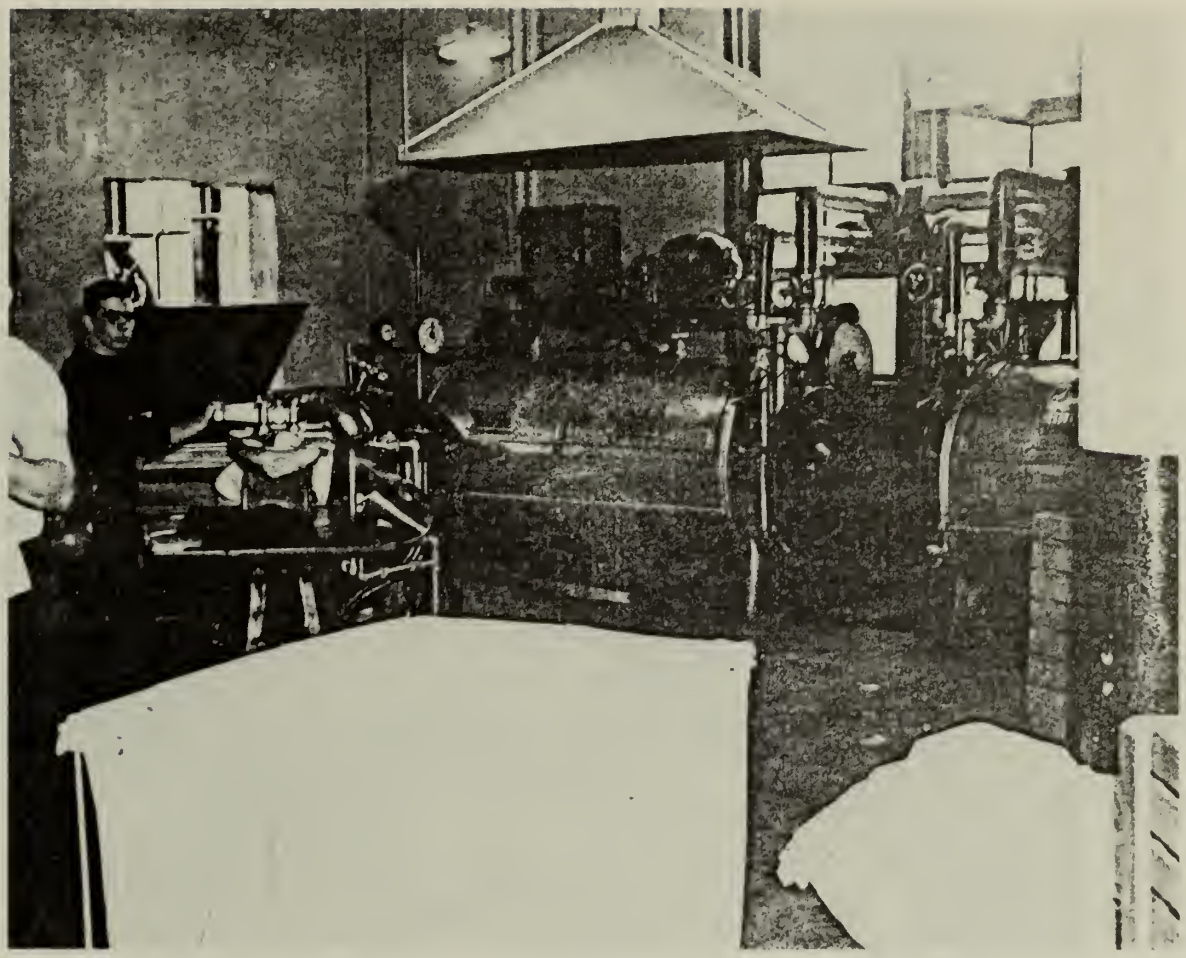
Exhibit 39



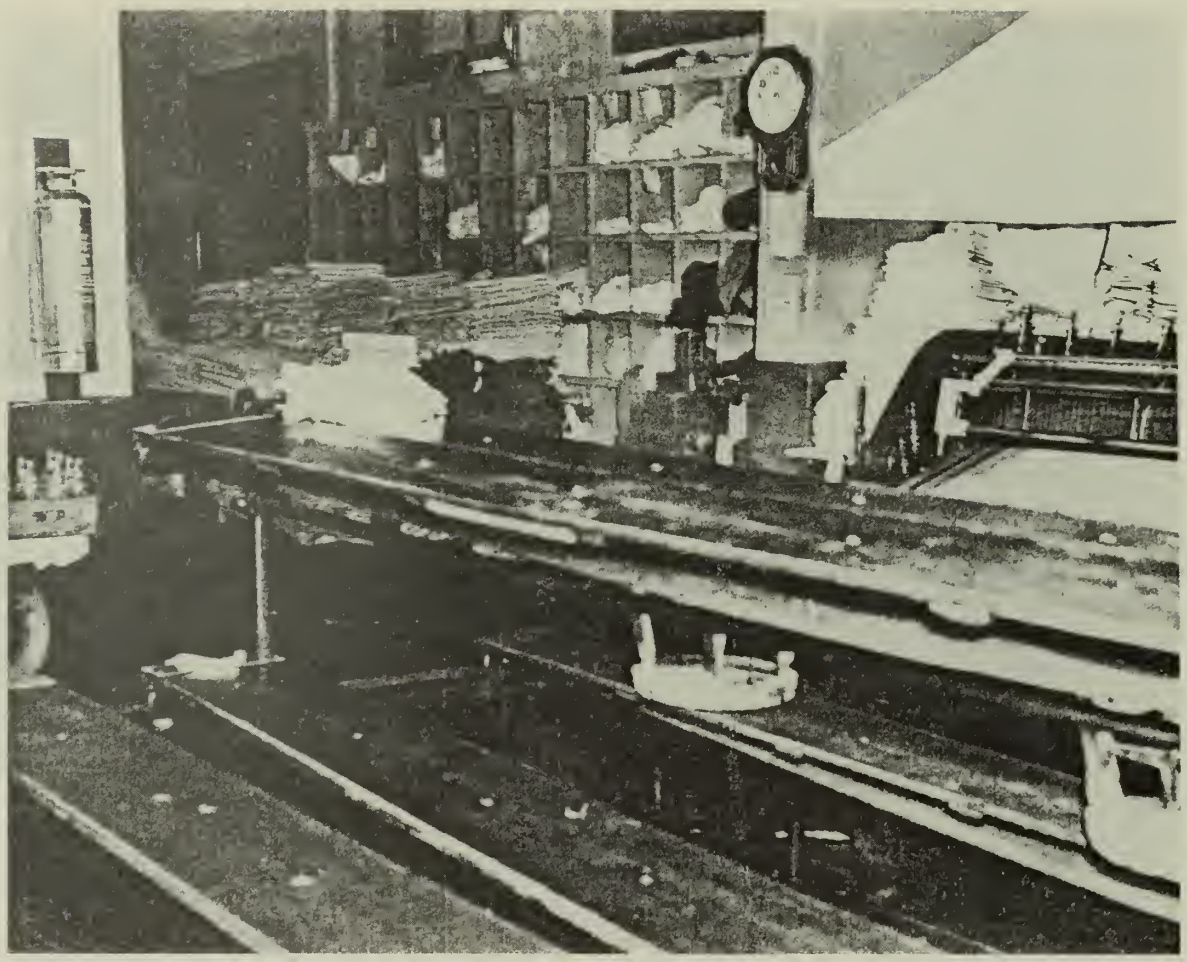
Assembly plans for 4-ton self-containing unit for ammonia, "York Corporation", York, Pa., 1945.

Exhibit 40

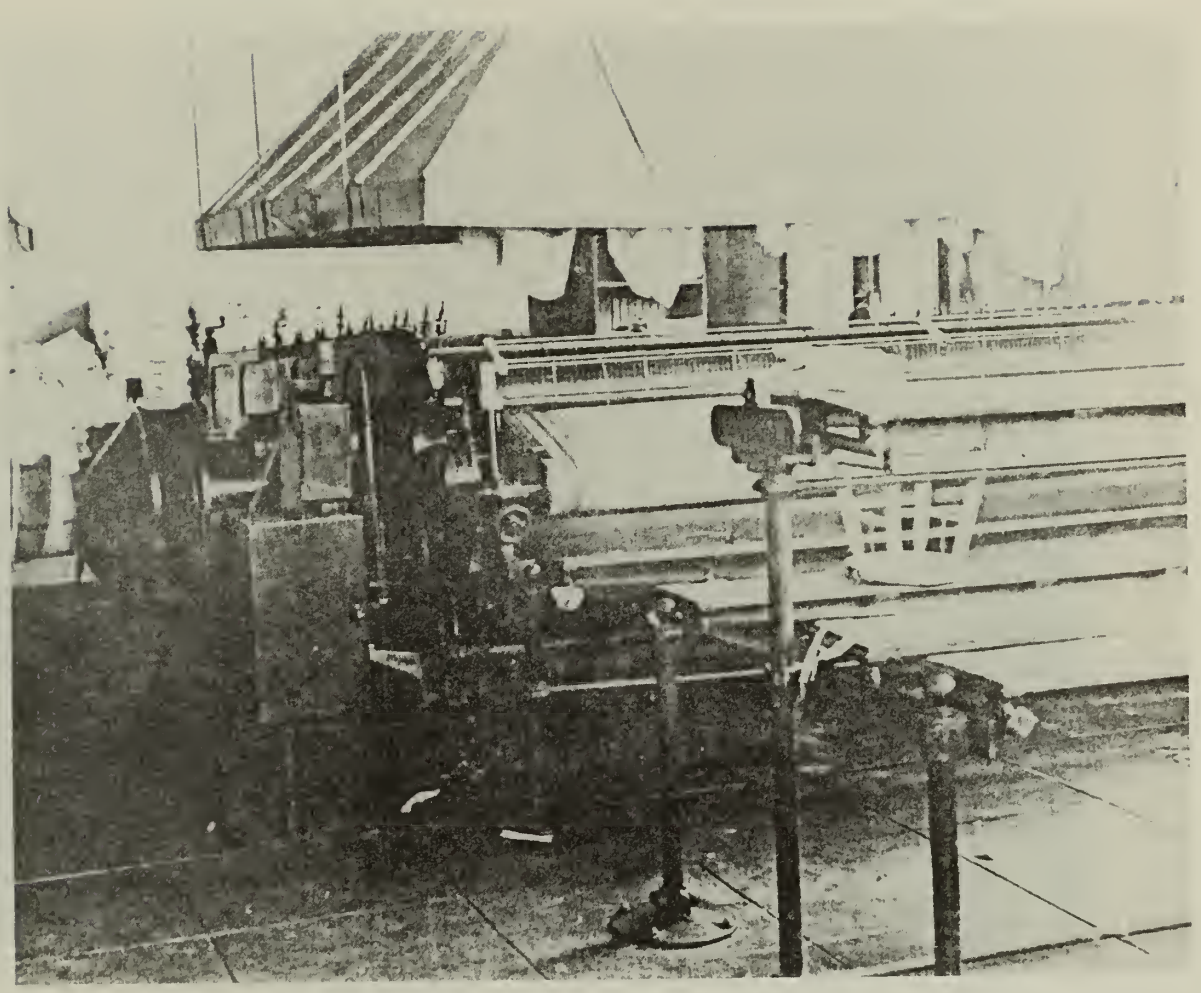
1. Washing machine, room 111. WWII. U.S. Immigration and Naturalization Service, Washington, D.C.



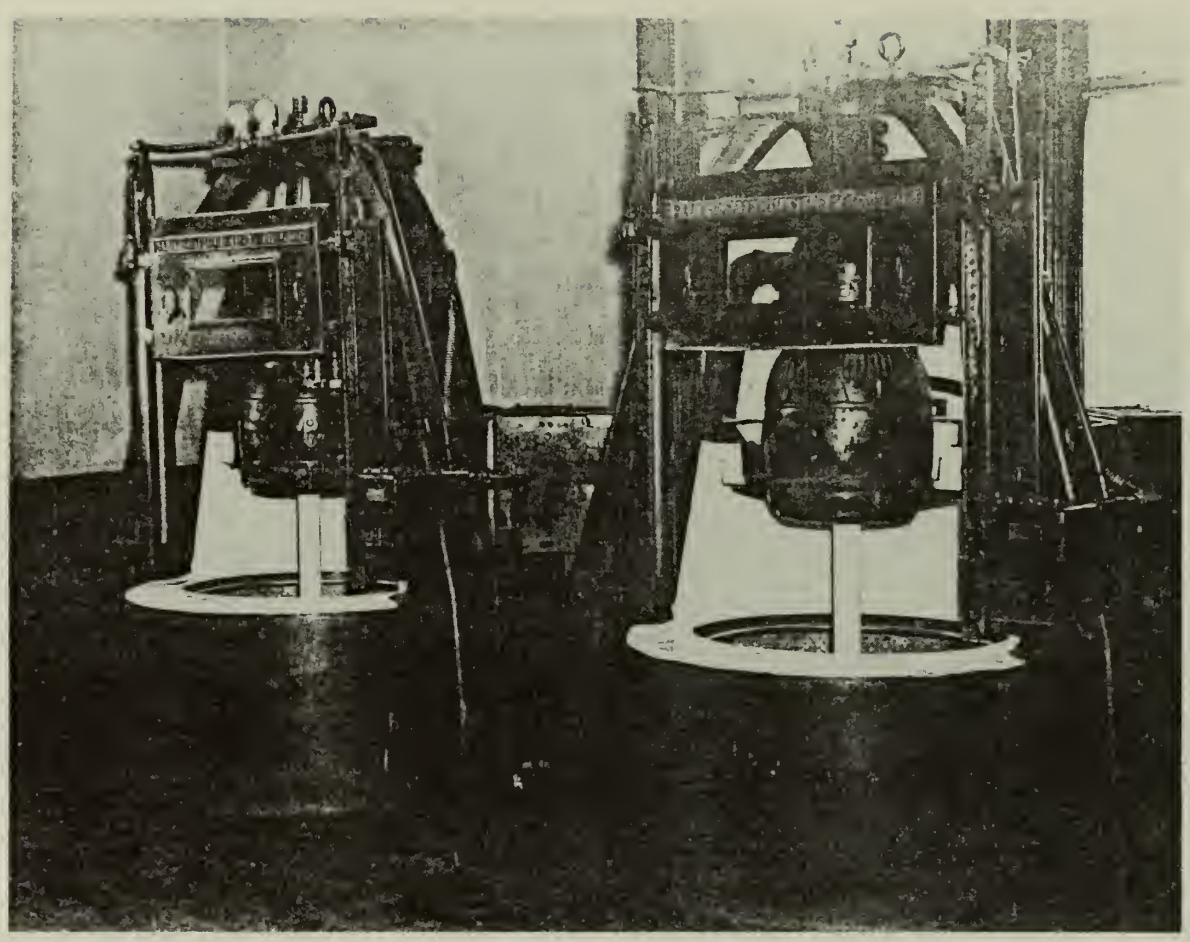
2. Room 111- view northwest, "Washing and pressing machine" WWII.
U.S. Immigration and Naturalization Service, Washington, D.C.



3. Room 111- view south, "Laundry-sorting section", WWII. U.S. Immigration and Naturalization Service, Washington, D.C.

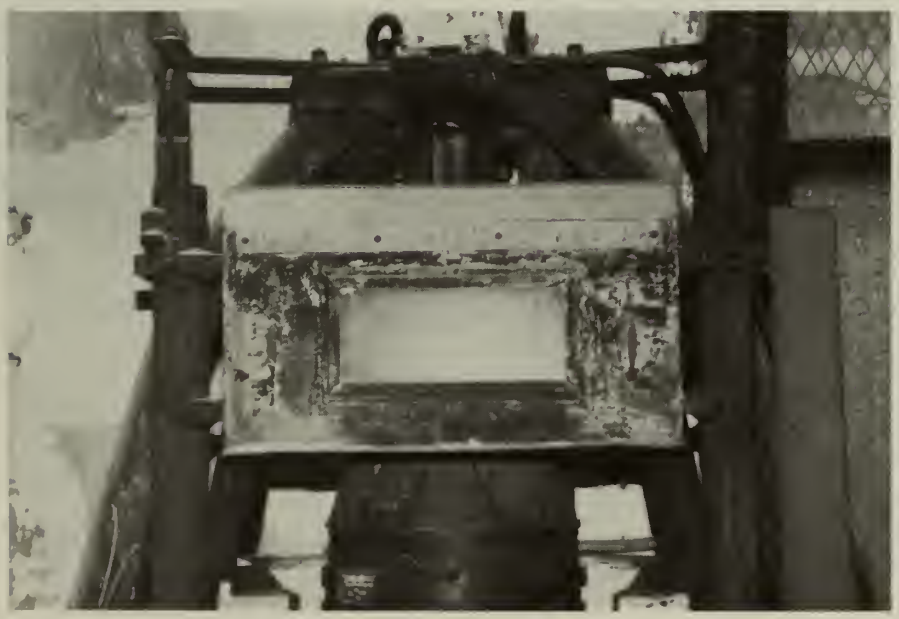


4. Room 111- view southwest, "Mangle and dryer" WWII. U.S. Immigration and Naturalization Service, Washington, D.C.



5. Room 111- view northwest, "American Humatic Extractors- ringers", WWII. U.S. Immigration and Naturalization Service, Washington, D.C.

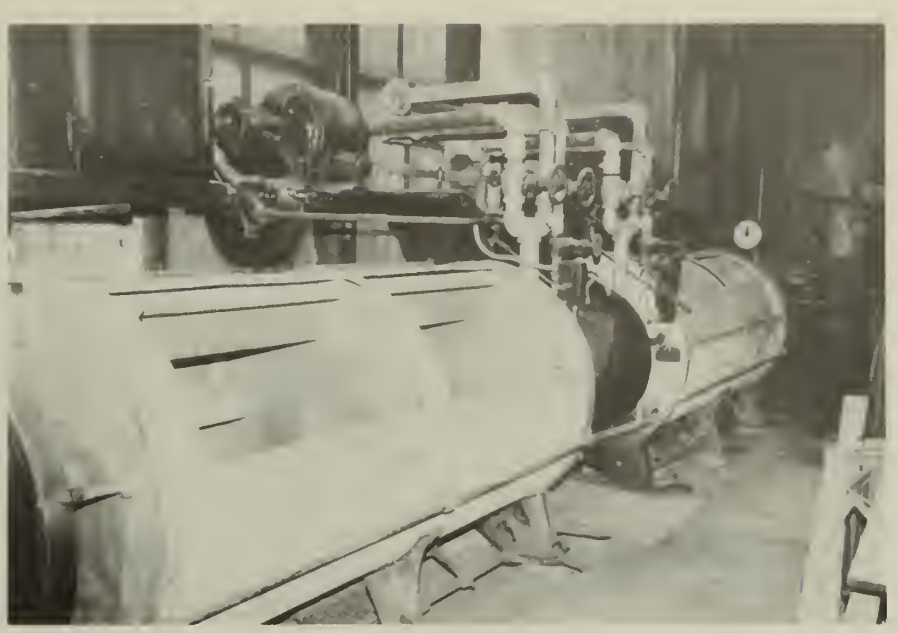
6. Room 111- northwest corner, two "American Humatic Extractors".



7. Front sliding plate with stamped manufacturer's label- "American Humatic Extractor".

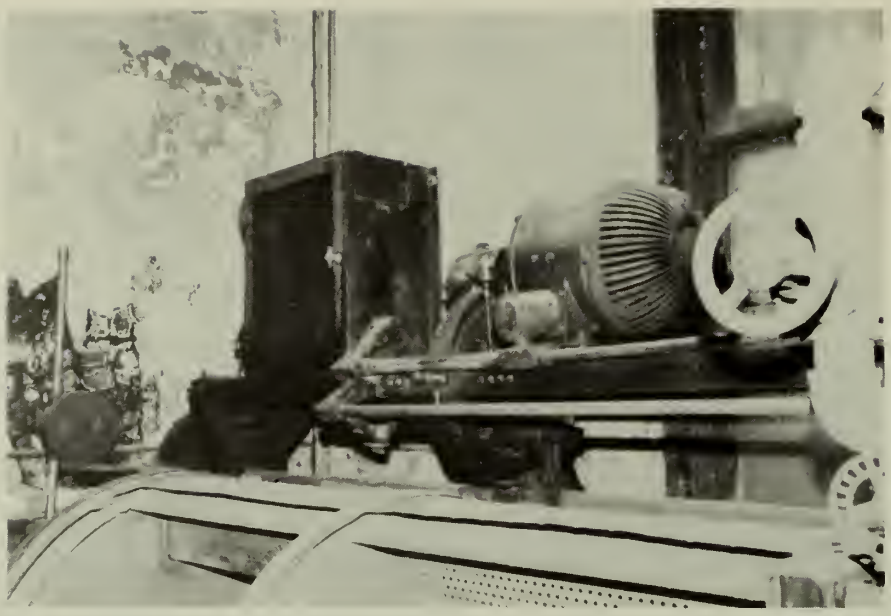
8. "Humatic Extractor" left.

9. "Humatic Extractor" right.

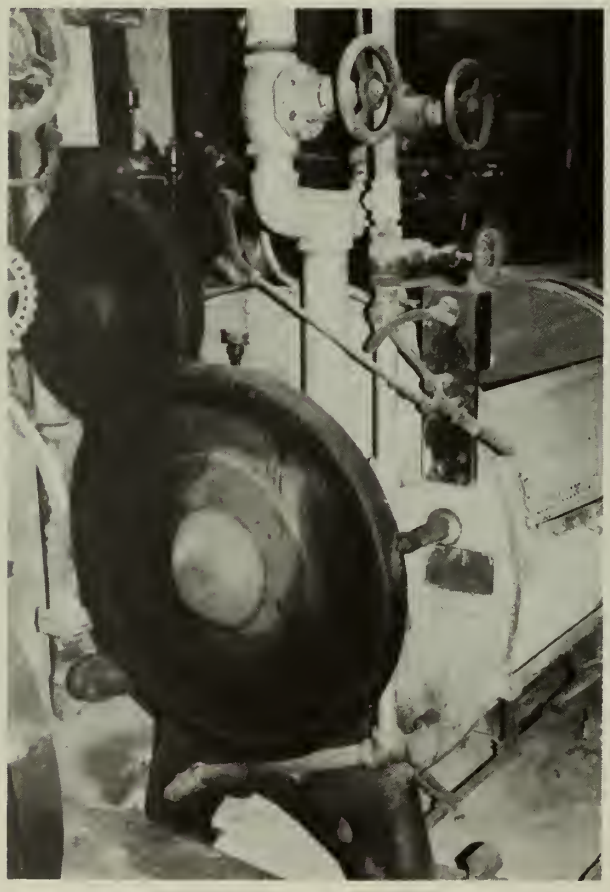


10. Room 111- north wall, "The American Laundry Mach'y Co.- Cincinnati, Chicago, New York", two machines.

11. Eastern machine of above.



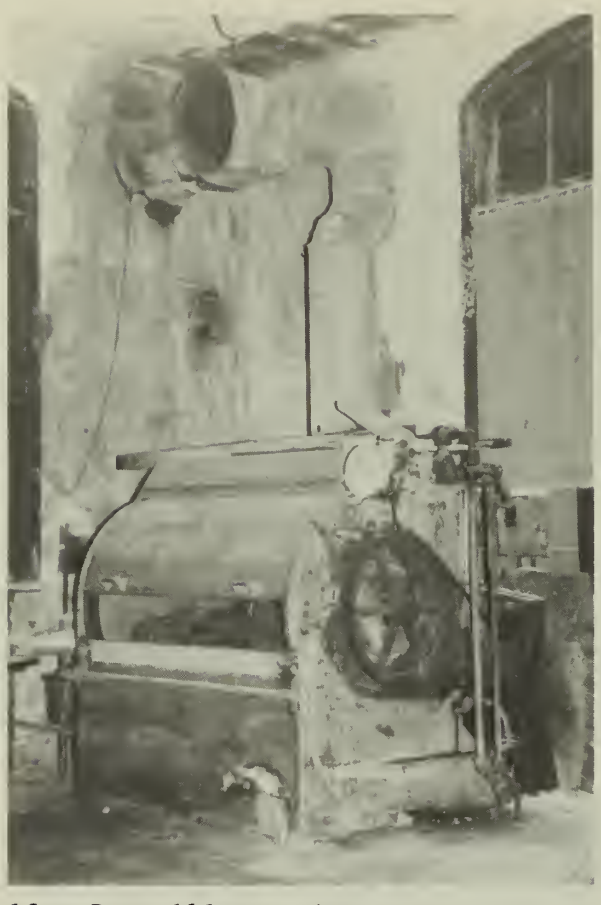
12. Room 111-engine mounted above washing machine.



13. Room 111- west end of washing machine, gear cover.

14. Room 111, north wall, "Holl-Man, Patented- Klear-Buk", iron press and table.

15. Pressing table with floor operating pedal.



16. Room 111, northwest corner, "Smith-Drum, Phil. Pa.", with exhaust duct and fan to exterior.

17. Front view- "Smith Drum", right side dial is numbered to "60" and operating buttons are labeled: "STOP-INCH UP" and "STOP-INCH DOWN".

7. Mural

On September 6, 1935 it was announced that the Federal Art Project of the Works Progress Administration (WPA) was commissioning a mural for Ellis Island. Twenty-four panels would depict "The Role of the Immigrant in the Industrial Development of America". The murals covered more than 800 square feet between and above the windows and door on part of the south, all of the west, and part of the north walls in the aliens' dining hall (room 201). Mural episodes depicted (from south to north) pioneers in covered wagons heading west to farm, farmers, "The Building of the Pacific Railway", "Lumbering in the Northwest", coal mining, steelmaking, and "Arrival of Central European Immigrants". Exhibits 41 through 44 depict the preliminary sketches. Photos 1 through 10 illustrate the artist and his assistants working and the finished murals in situ in the dining room.

The commission was originally given to artist Hideo Noda. Following difficulties with the Commissioner of Ellis Island, he was replaced by artist Edward Laning who was assisted by James Rutledge, Etta Fick, and Albert Soroka. Laning was a noted muralist who had attended Amherst and was a member of the Mural Painters Society and the American Society of Painters, Sculptors and Engravers. His work includes murals at the New York Public Library, the Rockingham, North Carolina Post Office, and the Mayflower Hotel in Washington, D.C. Laning's paintings are also in the collections of the Metropolitan Museum of Art and the Whitney Museum of American Art.

Laning and his assistants painted the murals on canvas in his studio on East 17th Street in Manhattan. They were adhered to the walls of the dining room with plastic adhesive (which caused swelling and blistering and required

repairs) and white lead. The murals were officially presented at a ceremony held on February 24, 1938.[18]

In 1971 the mural was salvaged as part of a major effort by the General Services Administration to save WPA art. Some of the paint was flaking off due to dampness and the adhesive and plaster had seriously deteriorated. Two sections--the covered wagon and logging--were missing at that time. Another section had been destroyed by water and was hanging in shreds. However, conservator Hiram H. Hoelzer was able to save two-thirds of the original mural. Tissue paper was adhered to the surface and then the canvas was rolled onto large carpet rollers. The mural was restored and mounted on wood panels. It was installed in ceremonial courtroom #3 at the United States District Courthouse (225 Cadman Plaza East) in Brooklyn, New York, which is the room where new citizens are sworn in. The extant panels are suspended from the wall on brackets and

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[18]A brief discussion of the murals appears in U.S. Department of the Interior, National Park Service, Denver Service Center, "Historic Resource Study (Historical Component," by Harlan D. Unrau, 1984, Chapter VII, p. 60. Contemporary coverage includes New York Times, September 6, 1935, March 4, 1936 and February 25, 1938 and "Ellis Island's Railroad," Time, XXVI (September 16, 1935): 30. Laning's account of the project appears in Edward Laning, "Memoirs of a WPA Painter," American Heritage, XXI (October 1970): 38-44, 56-57, 86-89, in Francis V. O'Connor, ed., The New Deal Art Projects. An Anthology of Memoirs (Washington, D.C.: Smithsonian Institution Press, 1972), pp. 91-97. Information on Laning and the Mayflower Hotel mural appears in "Redoing the Mayflower: A Bit of Serendipity," by Barbara Gamarekian, New York Times, September 11, 1984. An oral history with Laning, conducted on July 17, 1979, is on file at the library of the Statue of Liberty National Monument.

are hung in their original sequence.[19] Photographs 11 through 31 show the condition of the mural in its present location.

A film of the removal of the mural was made by John Korty of Mill Valley, California. Initially financed through a grant from the National Endowment for the Arts, the film was never finished due to lack of funding. The "uncut raw footage" has been called "exciting and impressive."[20] The film was given to the Ellis Island Restoration Commission in 1983. The covered wagon and logging scenes, mentioned above, have not been recovered. The coal mining scene, probably the section found in shreds, is also missing. The panels are in very good condition at present suggesting that a significant amount of repainting was done during the restoration.

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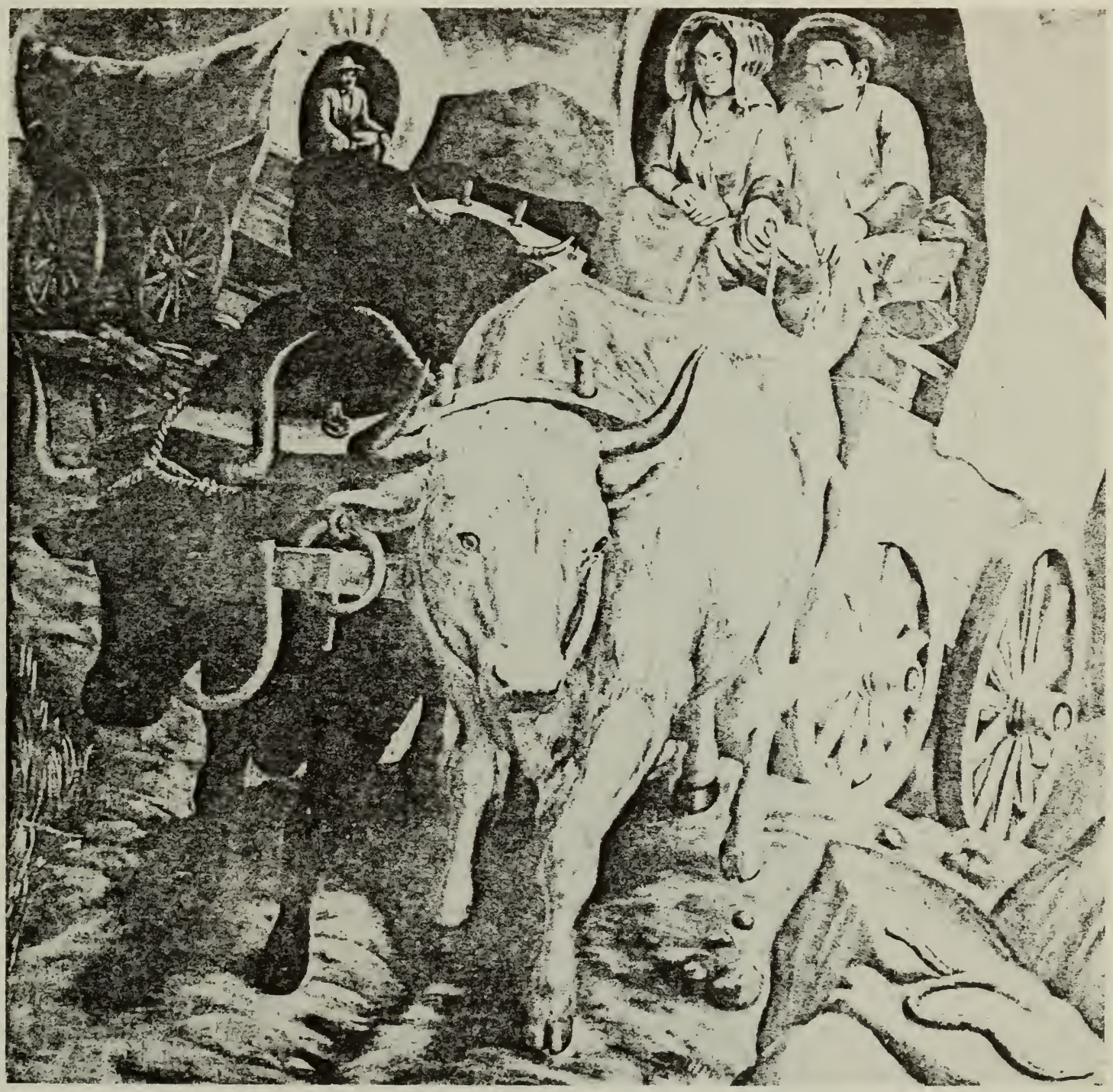
[19] The removal of the mural from Ellis Island is discussed in "WPA Art: Rescue of a U.S. Treasure," U.S. News and World Report, June 21, 1971, pp. 76-77. Laning gives his account of the removal and restoration in the oral history on file at the Statue of Liberty National Monument. The removal, restoration, and relocation of the mural is documented in correspondence between the National Park Service, the General Services Administration, the National Collection of Fine Arts and Hiram H. Hoelzer, 1968-1973, on file at the library of the Statue of Liberty National Monument.

[20] Letter from Karel Yasko, Counselor for Fine Arts and Historic Preservation, General Services Administration, to Debra Sturm, Statue of Liberty National Monument, April 16, 1980.

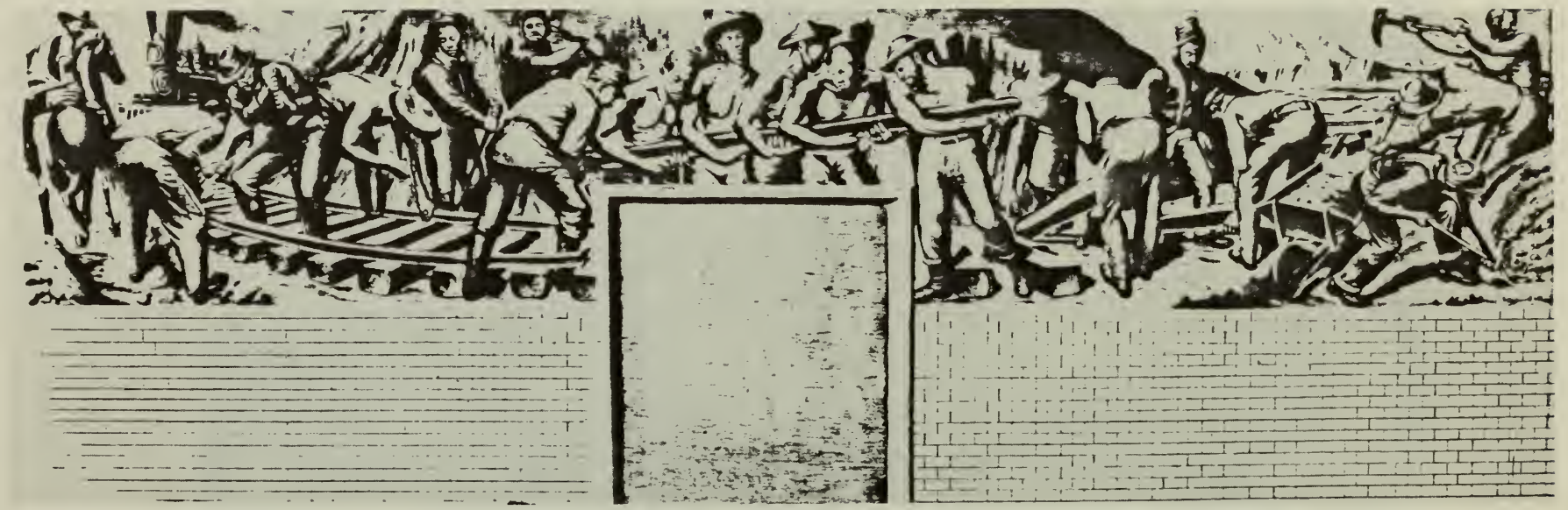
"Role of the Immigrant in the Industrialization of America"

Mural series in the aliens' dining hall (201), kitchen and laundry building. Edward Laning, artist. Painted 1935-38. Installed 1938.

1. Dining hall, mural series on the west wall, view southwest. ca. 1938-49. Archives of American Art.



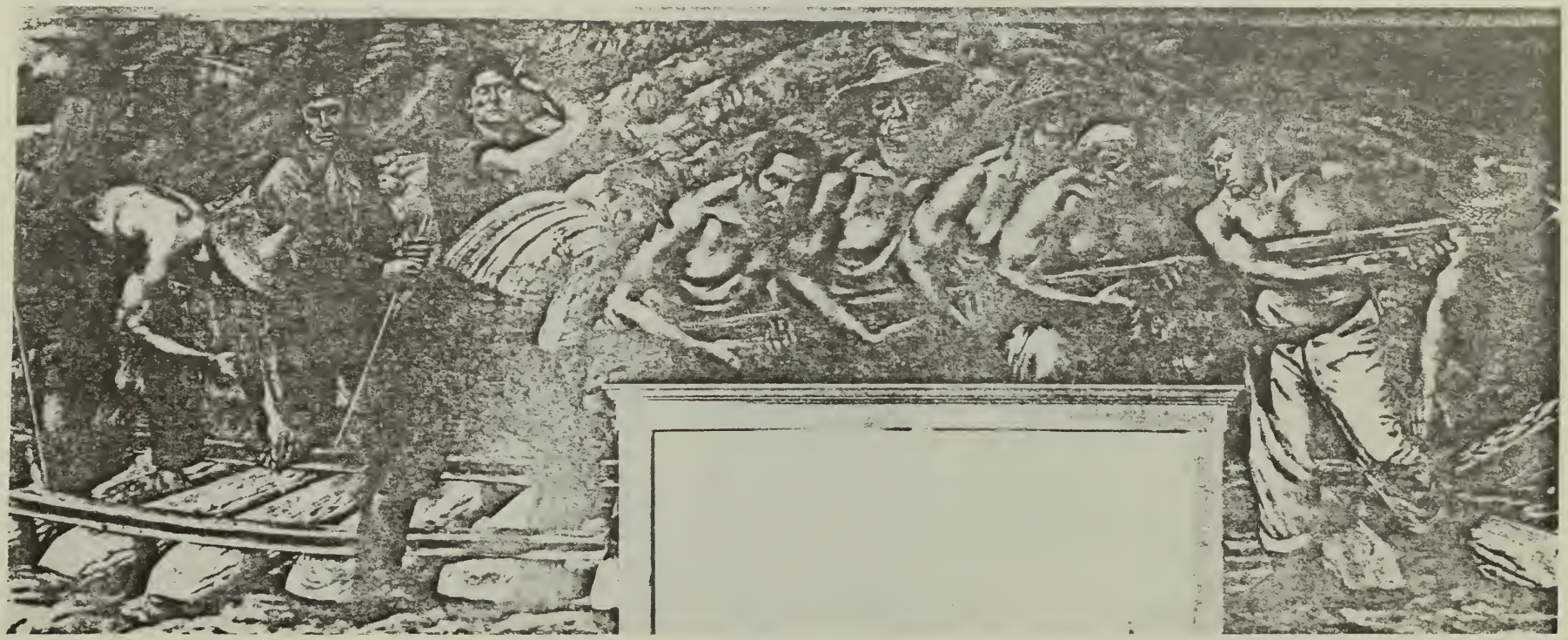
2. Scene of pioneers in covered wagons, Edward Laning, 1935-38. National Archives.



Sketch for "The Building of the Pacific Railway", Edward Laning, 1935. Associated Press.

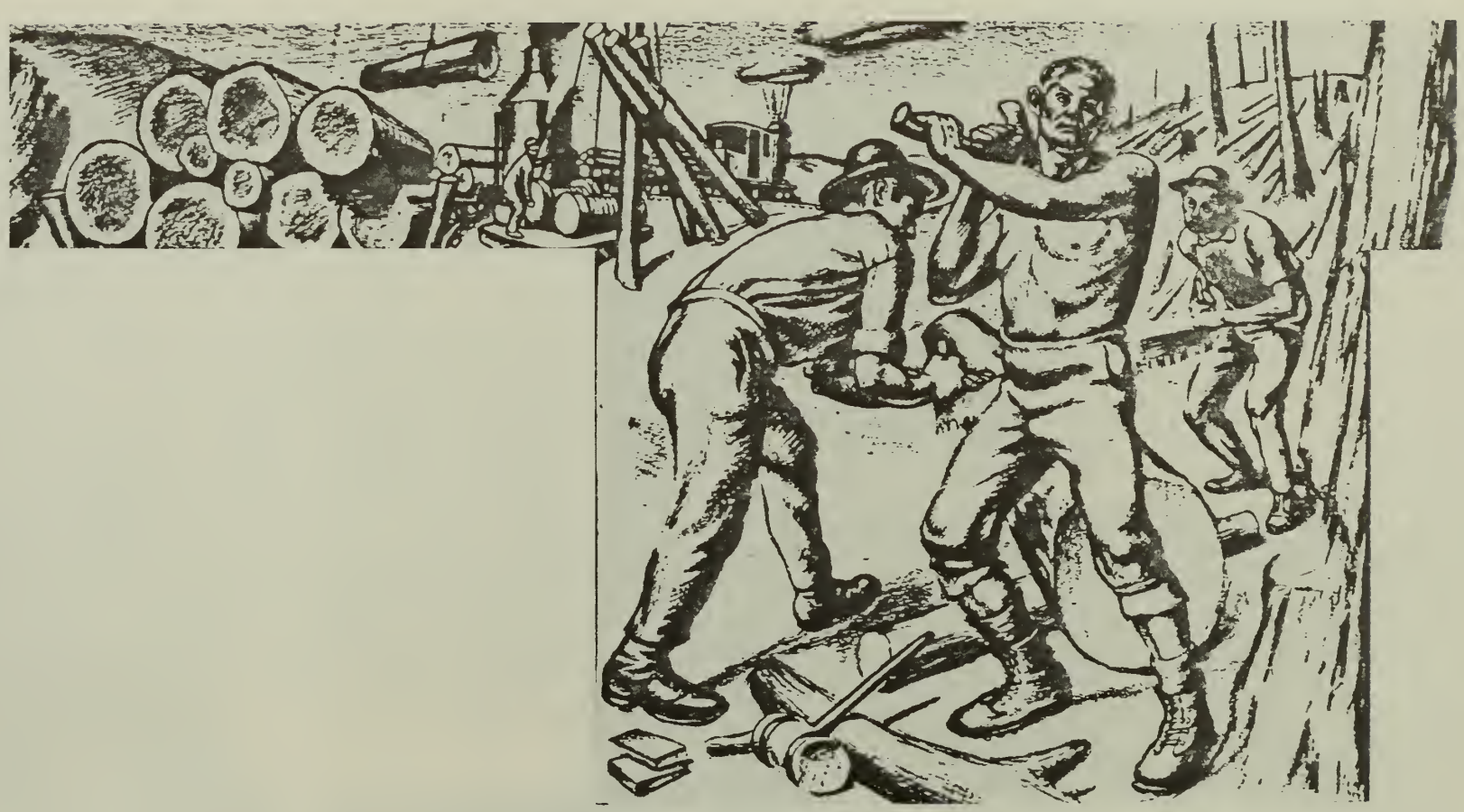
Exhibit 41

3. Artist and assistants working on "The Building of the Pacific Railway", 1935-38. National Archives.



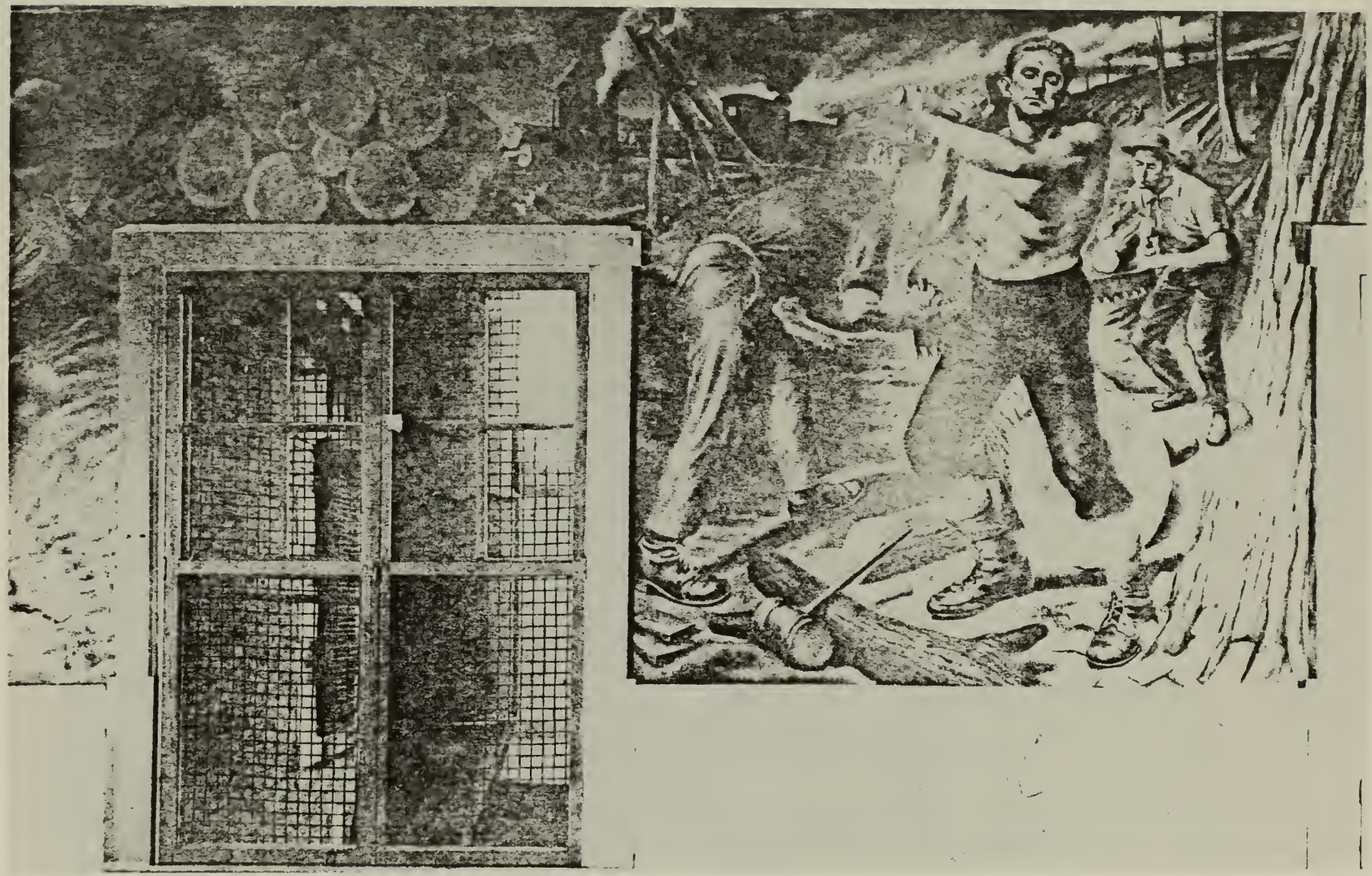
4. "The Building of the Pacific Railway", Edward Laning, 1935-38, detail. Photo ca. 1938. National Archives.

5. View of the dining hall, west wall, ca. 1970. Section of mural depicted is "The Building of the Pacific Railway". Photo in Wilton Tifft, Ellis Island (New York: W. W. Norton & Company Inc., 1971).



Sketch for "Lumbering in the Northwest", Edward Laning, 1935. Associated Press.

Exhibit 42



6. "Lumbering in the Northwest", Edward Laning, 1935-38. Photo ca. 1938. National Archives.

Sketch for scene of the steel industry(?), ca. 1935-36. National Archives.

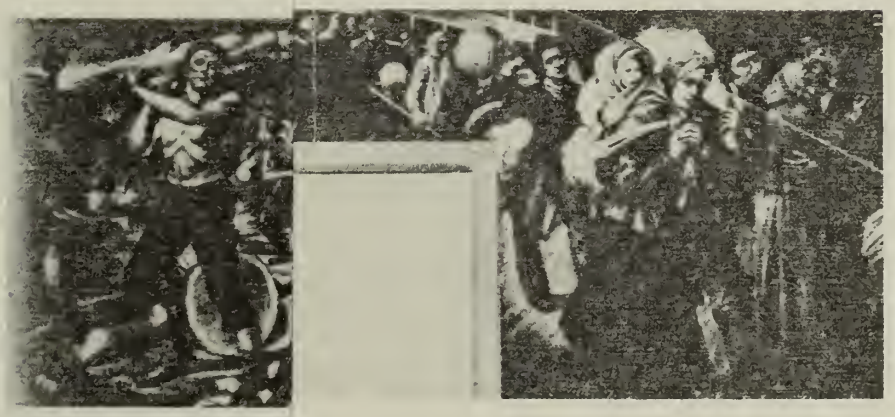
7. Artist painting the scene of the steel industry (?). 1935-38. National Archives.

Sketch for "Arrival of Central European Immigrants", Edward Laning, 1935. Associated Press.

Exhibit 44

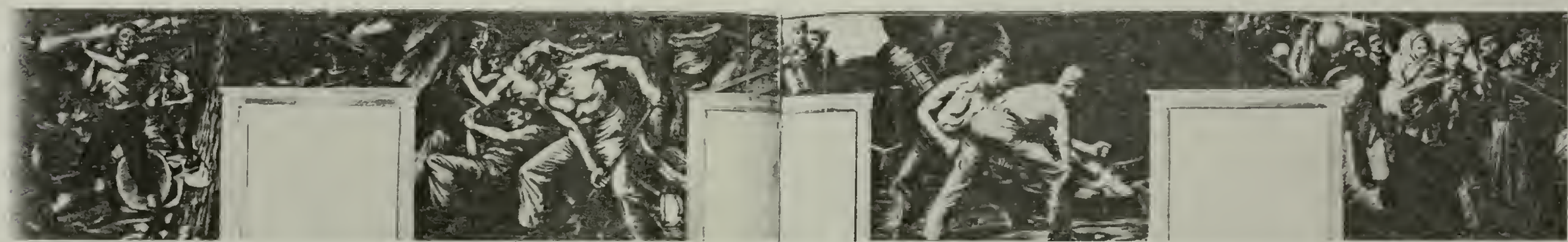
8. Artist painting "Arrival of Central European Immigrants", 1936-37. National Archives.

9. "The Building of ed. The New Deal Art Projects. An A



10."Lumbering in th 33. Photo courtesy of the artist a Smithsonian Institution Pre

9. "The Building of the Pacific Railway", Edward Laning, 1935-38. Photo courtesy of the artist appeared in Francis V. O'Connor, ed. The New Deal Art Projects. An Anthology of Memoirs (Washington, D. C.: Smithsonian Institution Press, 1972), pp. 84-85.



10."Lumbering in the Northwest", coal mining, steel industry (?), "Arrival of Central European Immigrants", Edward Laning, 1935-38. Photo courtesy of the artist appeared in Francis V. O'Connor, ed. The New Deal Art Projects. An Anthology of Memoirs (Washington, D. C.: Smithsonian Institution Press, 1972), pp. 96-97.

Photographs of "The Role of the Immigrant in the Industrialization of America" on exhibit at the United States District Courthouse in Brooklyn, New York, January 1985.

11. View of the mural in courtroom #3.

12. View of the mural in courtroom #3.

13. Indian and farmers. The missing scene of pioneers in covered wagons was most likely located between these two panels.

14. Indian.

15. Farmers harvesting wheat;
covered wagon in background.

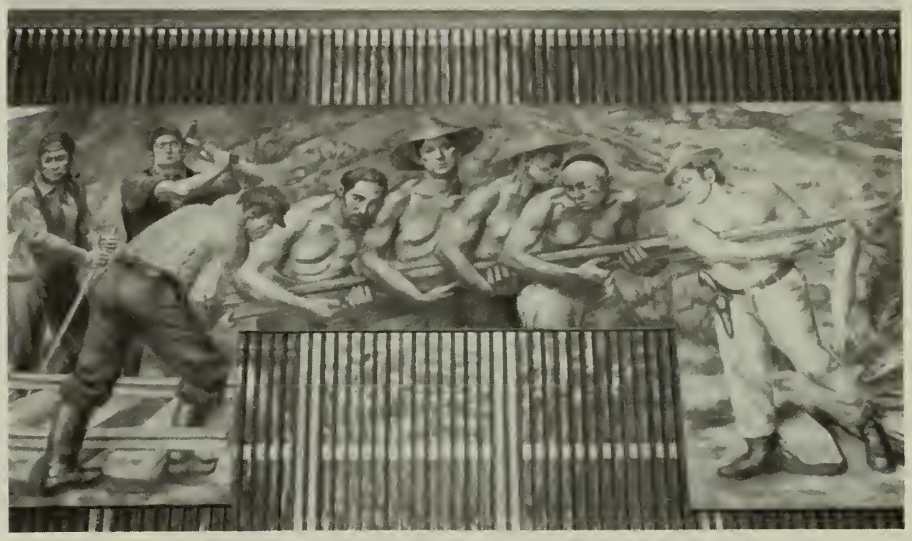
16. "The Building of the Pacific Railway".

17. Farmers harvesting wheat.

18. "The Building of the Pacific Railway", detail.

19. "The Building of the Pacific Railway", detail.

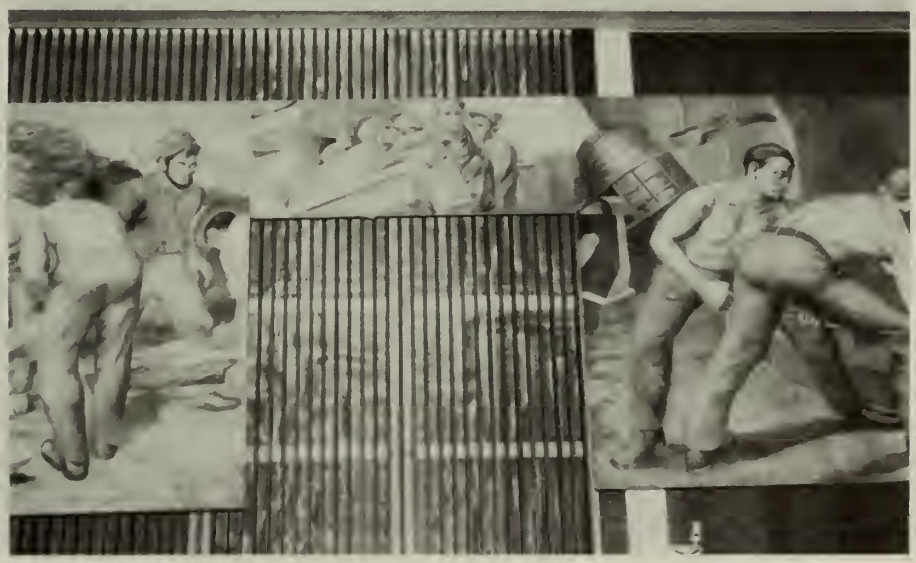
20. "The Building of the Pacific Railway", detail.



21. "The Building of the Pacific Railway", detail.

22. "The Building of the Pacific Railway", detail.

23. "The Building of the Pacific Railway", detail.



24. "The Building of the Pacific Railway" at left; steelmaking scene at right. The scenes of logging and coal mining were originally located between these sections.

25. Steelmaking, detail.

26. Portion of "Arrival of Central European Immigrants".

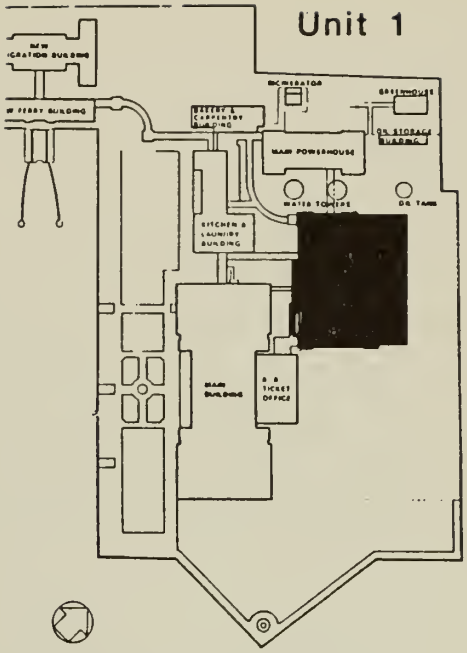
27. "Arrival of Central European Immigrants".

28. "Arrival of Central European Immigrants", detail.

29. "Arrival of Central European Immigrants", detail.

30. Woman looking out the window on the Lower East Side.

31. The mural is mounted on wood panels that are suspended from the wall on metal brackets.



C. BAGGAGE & DORMITORY BUILDING

1. Construction History

Plans for the baggage and dormitory building were drawn up in 1907 in an attempt to meet the critical need for additional immigrant housing. The temporary 700-bed single story wooden barracks which had been erected at the rear of the main building in 1903 had quickly proved inadequate (exhibits 1 and 2). Following the construction of the baggage and dormitory building, the barracks was demolished in 1911.

A contract was let to the New York State Construction Company on January 15, 1908, based on revised plans prepared by the Treasury Department's supervising architect, James Knox Taylor (exhibits 3 and 4).

In 1911, Commissioner Williams requested more funding to construct an additional story to the new building and a two-story metal and masonry projection on the north side. He cited the overcrowding in the use of dormitories as day detention rooms and the fact that the number of overnight detained exceeded the number of beds. The proposed additional story was to provide more dormitory space and allow the substitution of double-tier beds for the existing three-tier beds. The projection allowed additional space for baggage on the first floor and a large veranda on the second floor. Following completion in 1914, the Commissioner-General reported that the new dormitories and large open-air porches were among the most important improvements on the island.[1]

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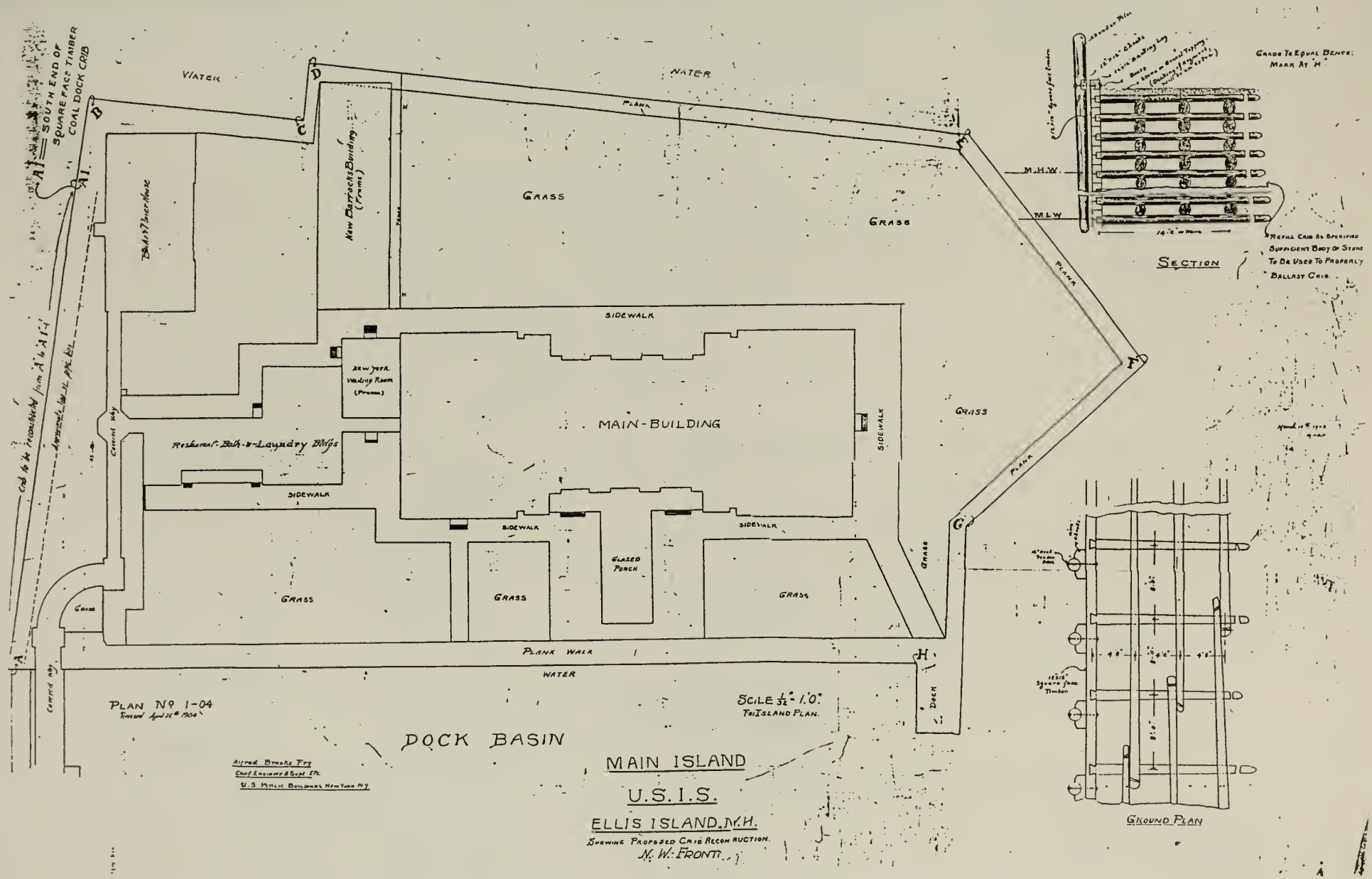
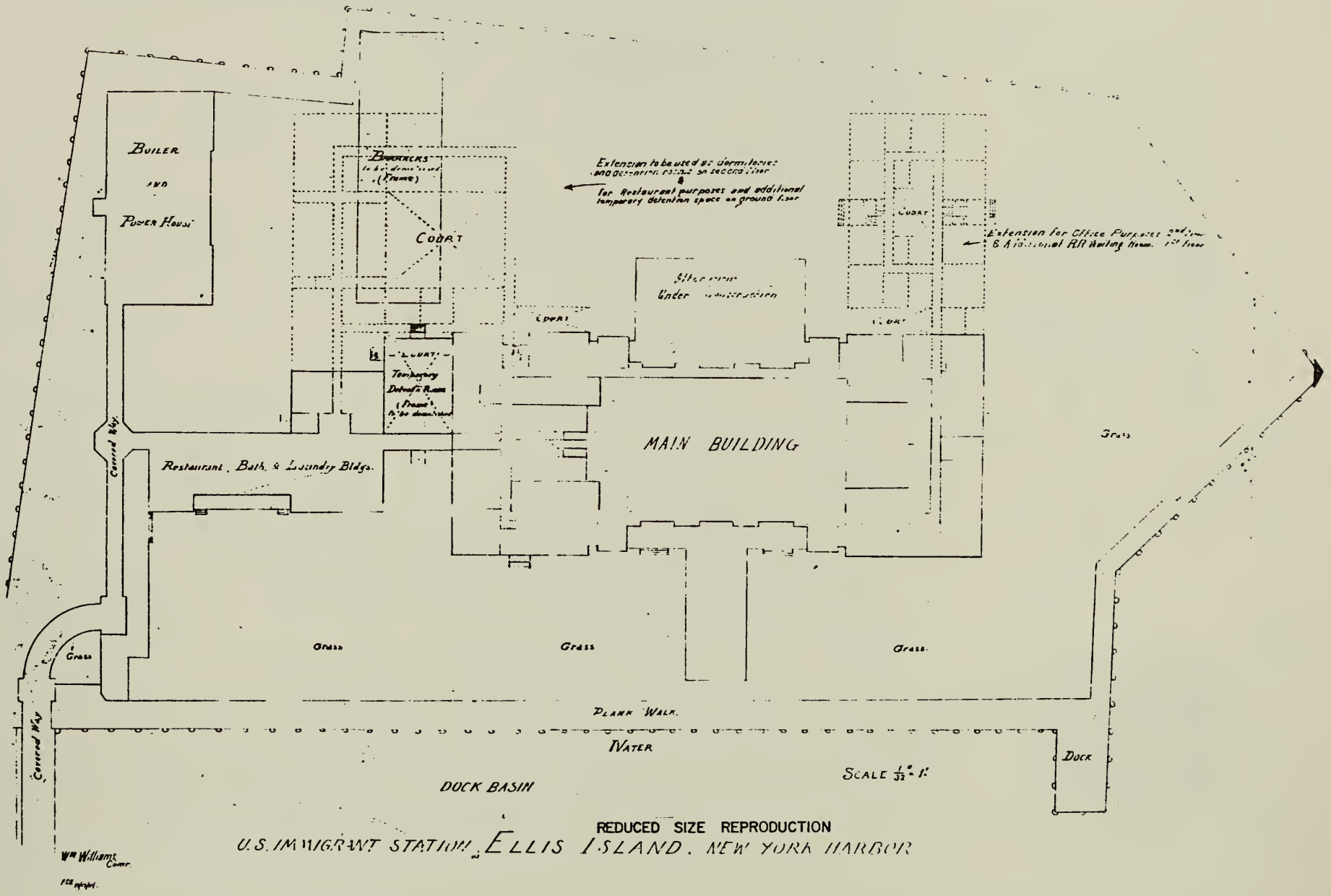
[1] U.S. Department of the Interior, National Park Service, Denver Service Center, "Historic Structure Report; Ellis Island; Historical Data," by Harlan D. Unrau, 1981, pp. 365, 370, 384-85, 389.

A report addressing the deteriorating physical conditions of the housing facilities on Ellis Island was ordered by the surgeon general of the U.S. Public Health Service in 1923. Some of the most critical recommendations made in this report were carried out during the 1924-1926 improvement period. In the baggage and dormitory building these included the replacement of wire cage bunks with individual beds with mattresses, the construction of a cyanide disinfecting plant on the third floor, the construction of ticket office partitions (transferred from the main building), the conversion of a dormitory room to an interview room with connecting stairway to the main building (covered way 3), painting of interior surfaces and new electrical and plumbing fixtures.



Proposed crib reconstruction showing new frame barracks building, 1904.

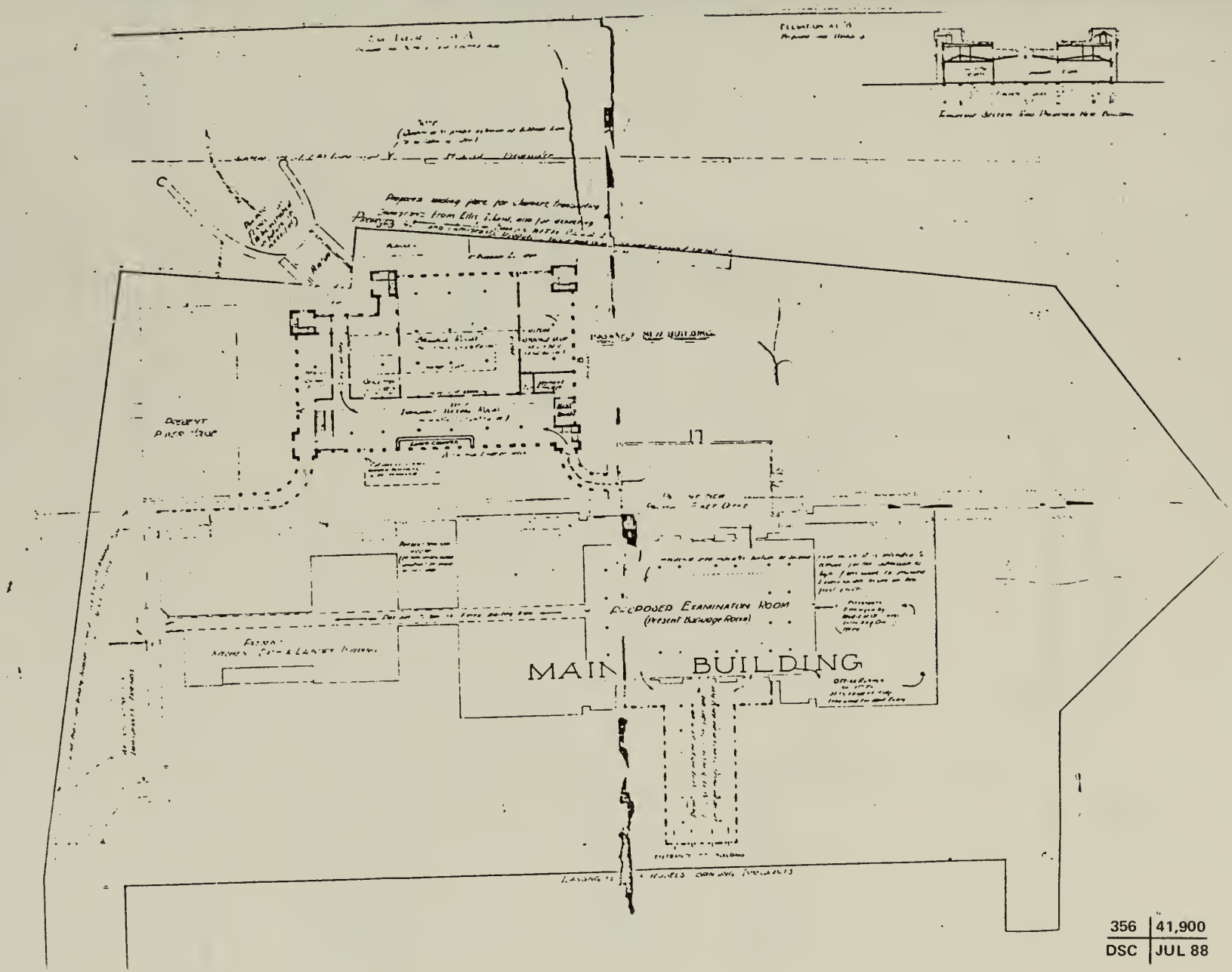
Exhibit 1



REDUCED SIZE REPRODUCTION

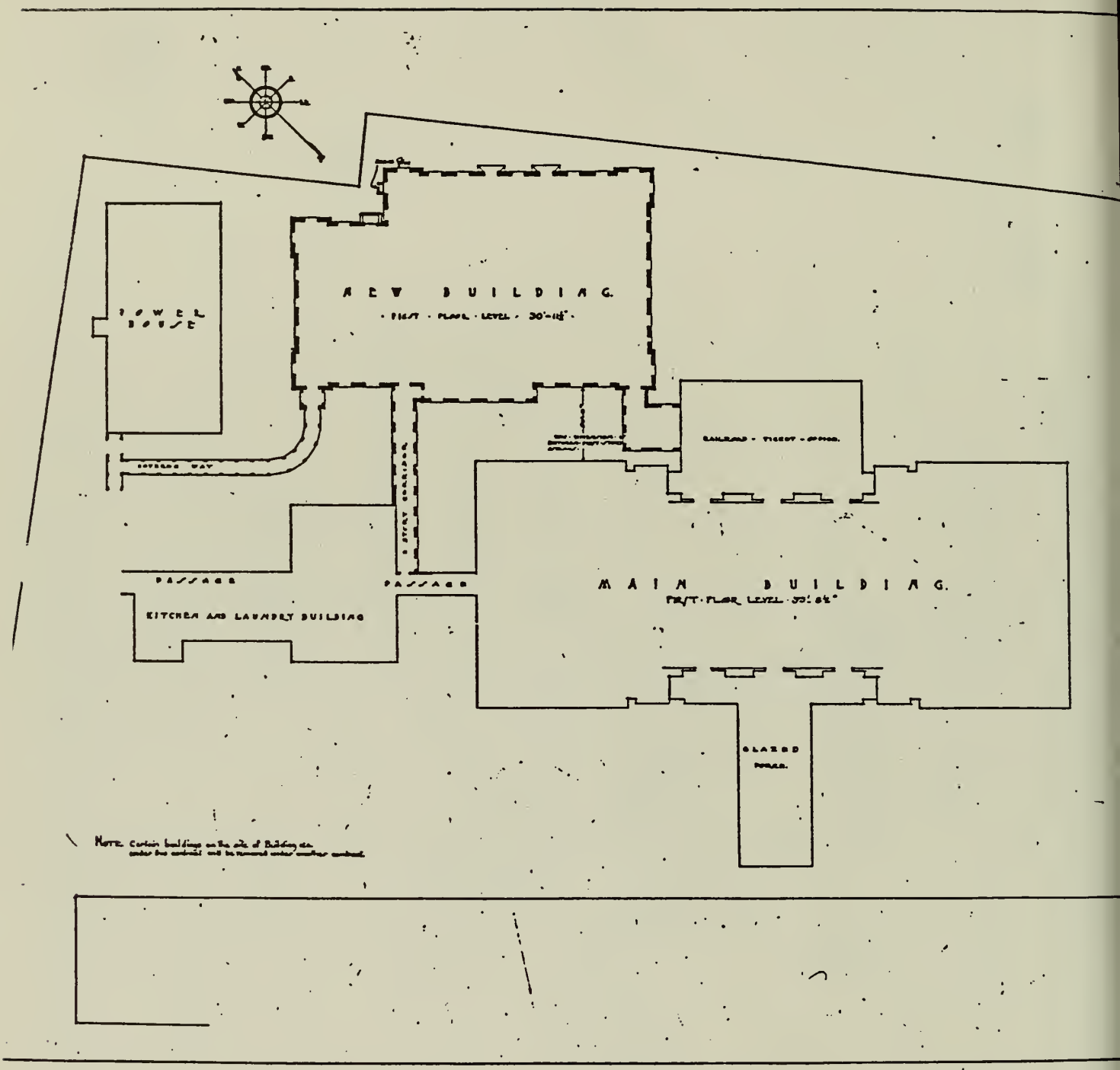
Proposed extensions (not built) with railroad ticket office under construction, 1904.

Exhibit 2



Initial proposal for new building (baggage and dormitory), 1906, (later modified).

Exhibit 3



- LOCATION PLAN -

356	26,004 / 27 of 56
DSC	JUL 88

Plan of New Building and new corridors and covered ways, 1907.

2. Exterior

a. Drawings

In August 1984 the architectural/engineering team measured the baggage and dormitory building. Drawings at 1/8" scale were prepared that depict "as found" conditions. See exhibits 5-10.

b. History

The original two-story building, built in 1908-09, incorporated second floor dormitories organized around a light court. It had a flat tile roof garden with a pergola of brick piers, wood rafters, and open hip-roofed pavilions at the corners (photo 1 and exhibits 11-13.). Following completion of the building, a cement floor was installed in the southern courtyard between the baggage and dormitory building and the main building and two outdoor privies were constructed in the courtyard.[2]

An additional third story and a two-story metal and masonry projection with enclosed porches were built in 1913-14 (photos 2 and 2a and exhibits 14-16). The new third floor was similar to the existing building in style and dimensions. A covered passage (since demolished) between the first floor porch and covered way 4 was constructed in 1914-16 (see "Interior", exhibit 7).

In 1924, a cast iron fire stair was built along the east elevation connecting the second floor of the baggage

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[2]Commission of Immigration, Ellis Island, to Commissioner-General of Immigration, March 1, 1910, Record Group 85, National Archives.

and dormitory building to the playground, the New York passage (H104) was built on the south side of the building, and a disinfecting plant was constructed at the third floor above the recreation porch.

The building has a history of roof repairs. Gutters, flashings, skylights and cornice were repaired in 1928 and 1932. A new roof of four-ply tar felt and one-ply ruberoid was installed in 1939. Two new skylights were added at that time.

Other work included the painting of the exterior and the repointing of limestone, brick and terra cotta in 1932.[3]

In addition, the southeast corner entrance was cut out from a window in 1935.

c. Description

The three-story baggage and dormitory building is a steel frame and terra-cotta block structure clad in red brick laid in Flemish bond. A two-story projection with enclosed porches is located on the north side. The building has a limestone base and trim, and a terra-cotta cornice at the third floor (photo 3).

The elevations of the three-story structure have a central section flanked by protruding end bays. The latter are highlighted with flat limestone quoins. First floor windows are arched with limestone quoin enframements. Most of these windows are of the nine-over-one or nine-over-four double-hung wood sash type, with a nine-light transom and

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[3]Unrau, pp. 395-396, 400-401, 404-406, 413.

sidelights. Second floor windows are generally paired four-over-ones with two light transoms, limestone sills and quoin surrounds. Limestone bands run along the facades at window sill and transom level. A limestone cornice and modillion blocks surmount the second floor. The third story addition is similar to the second story in window configurations and decorative details, although the third floor is taller. The building is surmounted by a terra-cotta cornice and copper cheneaux (photos 4-9).

The exterior features of the original north elevation were retained when the two-story projection was built. They are extant at the south side of the first and second floor porches (rooms 122-124 and rooms 209-211) (photos 10-12).

The two story addition at the north is also clad in red brick laid in Flemish bond with a limestone base, cornice and trim (photos 13-16). First floor windows are metal sash in triplets: a central 15/15/15 unit flanked by 12/12/12's. The upper sash is fixed while the lower is double-hung (photo 17). Second floor windows are metal sash 4/4's in triplets with exposed riveted spandrel beams (photos 18 and 19). The projection is surmounted by limestone modillion blocks, a cornice and a limestone and wrought iron railing (photo 20). At present a chain link fence runs along the perimeter of the roof and at first story level (photos 21 and 13-17).

An entrance at the southernmost bay of the east elevation has a wood frame and corrugated metal-roofed vestibule (photo 22). Three entrances to the porch are located on the north elevation (photos 23-25). A wrought-iron bracket from an original outside lighting fixture is extant over the easternmost of these entrances (the original

plan for this fixture is in Section 4.a. Electrical). Other entrances include one leading to the porch on the west elevation (photo 26) and one at the southwest corner leading to covered way 4 (C-4) (photo 27). The latter entrance is highlighted by a one-and-a-half-story "portico" with a tall stilted arch on each of the east and west sides (photo 28). The western arch has been filled in with brick. A cast-iron stair on the east elevation runs between the first floor and the second story porch (photo 29).

The interior light court is clad in buff brick laid in Flemish bond. Second floor windows are of the metal sash multi-light type. Third story windows are of the one-over-one, two-over-two, and four-over-four double-hung, metal-encased wood type. The first floor of the court is enclosed by a roof with five hipped copper skylights (photo 30).

Flat roofs are sheathed in tar paper with a number of small skylights and fan houses (photos 31-33). The roof porch of the projection is covered with tar and gravel (photo 34).

A one-story addition is located at the northwest corner of the building at the third floor. Originally built as a disinfecting plant, it is constructed of red brick laid in Flemish bond with a wood shed roof, a copper cornice, and paired four-over-one and single six-over-one metal-clad wood sash windows (photos 35-37).

A three-story wing (C-2) on the south side connects the baggage and dormitory building with the kitchen and laundry. A stairway (C-3) links the second floor of the baggage and dormitory with the first floor west wing of the main building. Another wing (C-6) at the southeast corner connects the baggage and dormitory with the railroad ticket office (photo 38).

A wood frame shed is located at the south elevation adjacent to the one-story hall 104 (photos 38 and 39).

d. Existing Conditions

A survey of the baggage and dormitory building was conducted in October 1984. In general this building exhibits the same types of deterioration as its adjacent structures. The stone is in fair condition. Mortar joints are open at the window sills, voussoirs, and cornice and repointing is required (photo 40). Some cracking and spalling resulting in loss of material has occurred on all elevations. This is evident at window lintels on the first floor east and west elevations and the second floor west elevation. In addition the second story cornice exhibits spalling and is missing modillion blocks on the east, west and south facades (photo 41). Large foundation cracks and localized cracks are visible at the base on the west and north elevations (photos 42 and 43). The brickwork is generally in good condition. For the most part the terra-cotta cornice is intact; however, sections of the cornice on the south elevation are broken or missing, and there are some holes on the northern elevation (photo 44).

Severe iron staining is found on all elevations. It is most pronounced at the first floor window sills and base of the north projection under the corroded chain-link fence (photos 45 and 46). In addition iron staining is located at window sills below iron grilles, around remaining grille anchors, and below the exterior stair on the east elevation.

Copper staining is found at the second floor modillions and cornice. Some efflorescence is present (photo 47). Biological staining is present at the second

story modillions, the third floor of the east and west elevations, at the first floor cornice of the north projection, and on the base and quoins at the southwest corner of the building (photo 48).

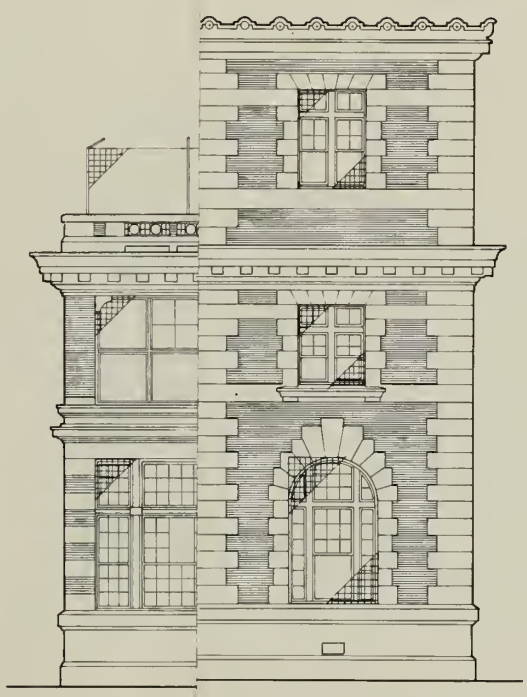
Black crust is found below the cornice between the first and second stories on the north projection (photo 49).

Metal window muntins and frames are severely corroded and warped. Some sash is missing and much of the glass is broken or no longer extant (photos 17-19). Many of the wood sash windows are rotted. The light court skylights are in poor condition with several missing mullions and panes of glass.

All metal members, including riveted spandrel beams, window guards, chain link fence and the exterior stair (on the east elevation) are all severely corroded (photo 19).

The tar paper roofs are cracked and bubbling. Concrete and brick fan houses are severely cracked and spalled and have torn or missing flashing (photo 33). Downspouts and gutters are clogged with debris. Large sections of the copper cheneaux are missing on the east and north elevations (photo 50).

Exhibit 5



8 0 8 16

SCALE: 1/8" = 1'-0"

UNITED STATES DEPARTMENT OF THE INTERIOR

NATIONAL PARK SERVICE
DENVER SERVICE CENTER

ARCHITECTS

BEYER BLINDER BELLE /
ANDERSON NOTTER FINEGOLD

80 FIFTH AVENUE
NEW YORK, NY 10114

(212) 741-3960

356	26,004 / 28 of 56
DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

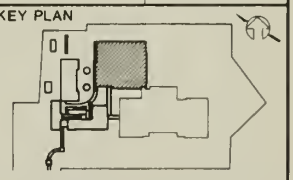
STATUE OF LIBERTY NATIONAL MONUMENT

NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	inl

DESIGNED:	DATE:
DRAWN:	TECH REVIEW:

KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY WEST ELEVATION

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

Exhibit 5

8 0 8 16
SCALE 1/8" = 1'-0"

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DENVER SERVICE CENTER

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DSC | JUL 88

SURVEY OF STRUCTURES UNIT ONE

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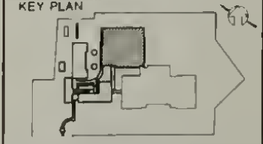
DESIGNED: | DATE
DRAWN: | TECH REVIEW

KEY PLAN

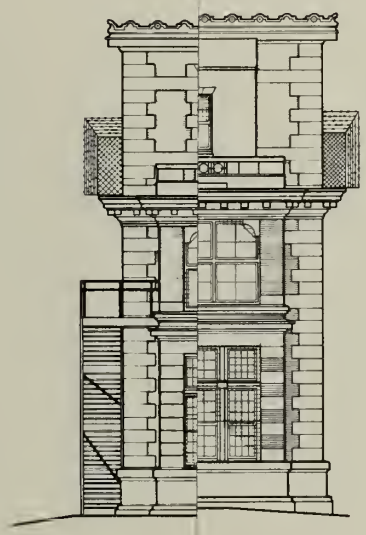


TITLE OF SHEET
BAGGAGE & DORMITORY
WEST ELEVATION

SUB SHEET NO | DRAWING NO.

PKG. NO. | SHEET
OF

Exhibit 6



356 | 26,004 / 29 of 56
DSC | JUL 88

8 0 8 16
SCALE 1/8" = 1'-0"

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ELLIS ISLAND

STATUE OF LIBERTY
NATIONAL MONUMENT
NEW YORK / NEW JERSEY

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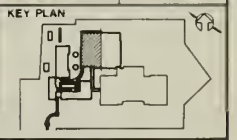
DESIGNED: | DATE:
DRAWN: | TECH REVIEW:

KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
NORTH ELEV.

SUB SHEET NO. | DRAWING NO.

PKG. NO. | SHEET
OF

Exhibit 6

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SURVEY OF STRUCTURES UNIT ONE

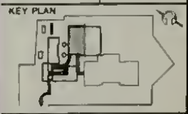
ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT
NEW YORK / NEW JERSEY

mb	sht	REVISIONS	date	int

DESIGNED	DATE
DRAWN	TECH REVIEW

KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
NORTH ELEV

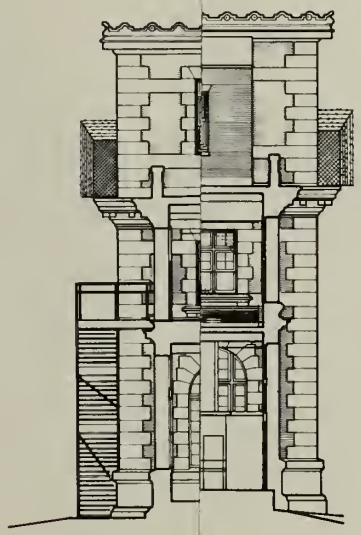
SUB SHEET NO. | DRAWING NO.

PKG NO. | SHEET | OF

356 | 26,004 / 29 of 56
DSC | JUL 88

8 0 8 16
SCALE 1/8" = 1'-0"

Exhibit 7



356	26,004 / 30 of 56
DSC	JUL 88

8 0 8 16
SCALE 1/8" = 1'-0"

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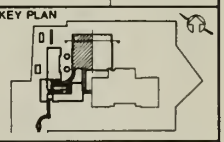
ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT
NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	int

DESIGNED:	DATE:
DRAWN:	TECH REVIEW:

KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION D-D

SUB SHEET NO.

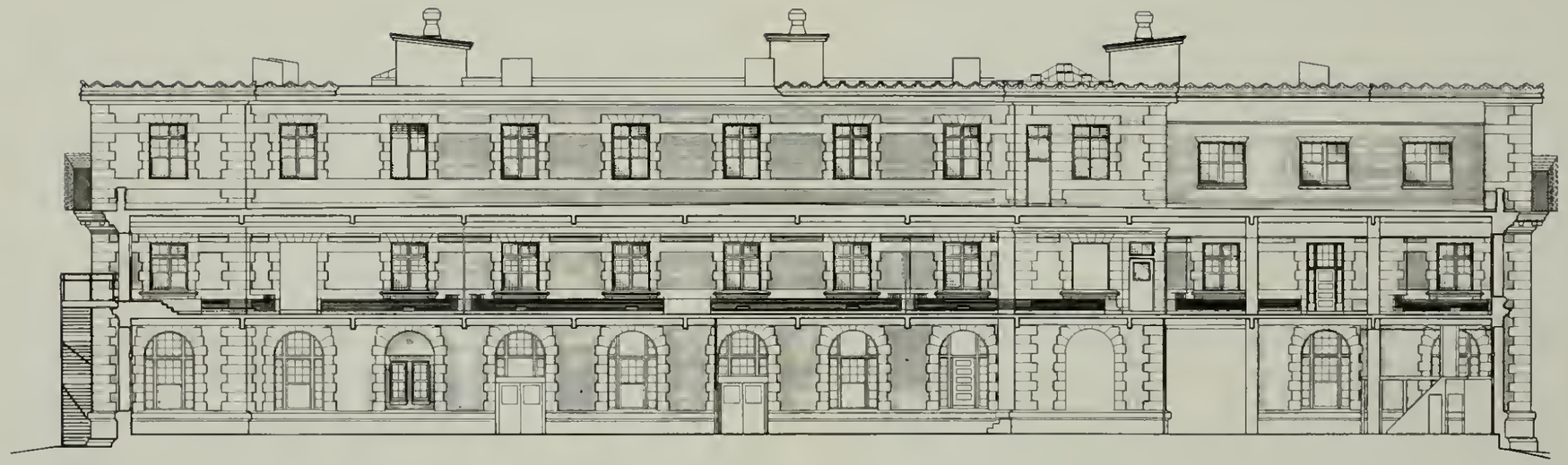
DRAWING NO.

PKG. NO.

SHEET

OF

Exhibit 7



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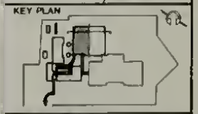
STATUE OF LIBERTY NATIONAL MONUMENT
NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	by

DESIGNED: DATE:
DRAWN: TECH REVIEW:

KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION D-D

SUB SHEET NO. DRAWING NO.

PKG NO. SHEET OF

356	26,004 / 30 of 56
DSC	JUL 88

8 0 8 16
SCALE 1/8" = 1'-0"

Following p. 71, Exhibit 8
This drawing not used

Exhibit 9

8 0 8 16

SCALE: 1/8" = 1'-0"

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DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

NEW YORK / NEW JERSEY

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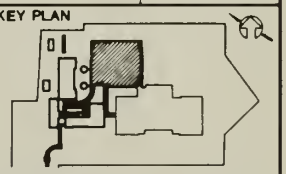
KEY PLAN



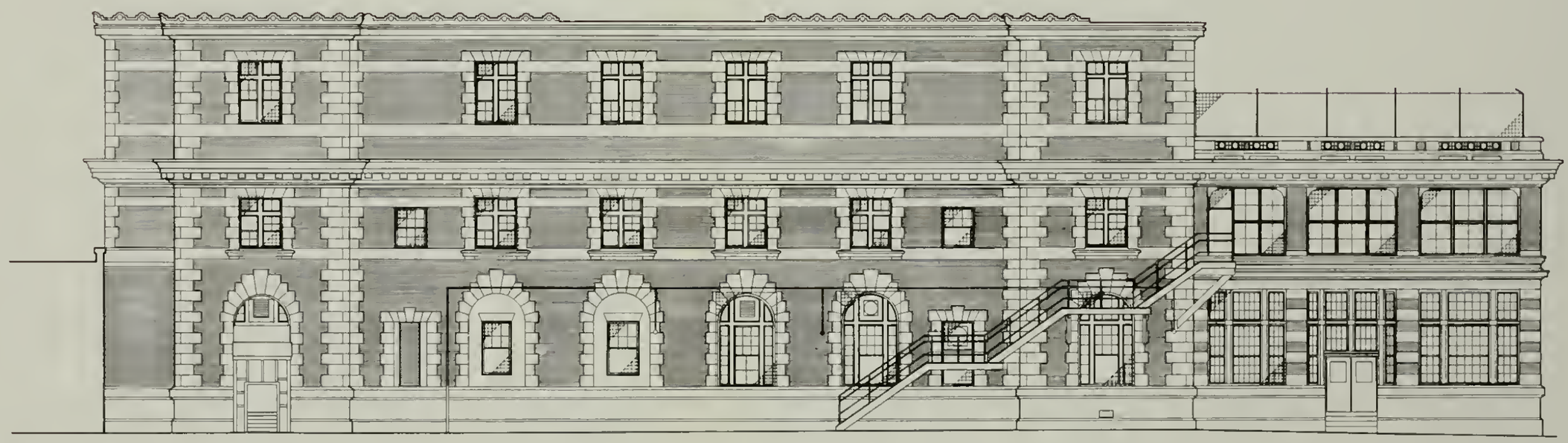
TITLE OF SHEET

BAGGAGE & DORMITORY EAST ELEVATION

SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

Exhibit 9



8 0 8 16
SCALE 1/8" = 1'-0"

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356	26,004 / 31 of 56
DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

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STATUE OF LIBERTY NATIONAL MONUMENT
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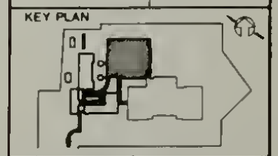
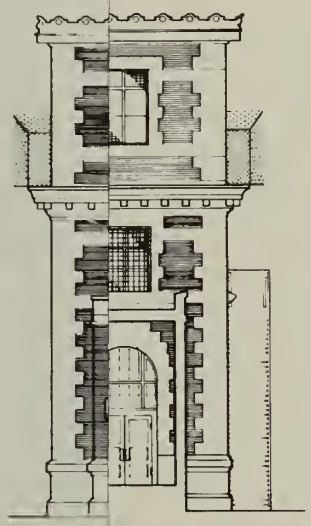
KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
EAST ELEVATION

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET OF

Exhibit 10



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SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT
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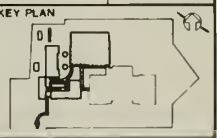
DRAWN	TECH REVIEW

KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY SOUTH ELEV

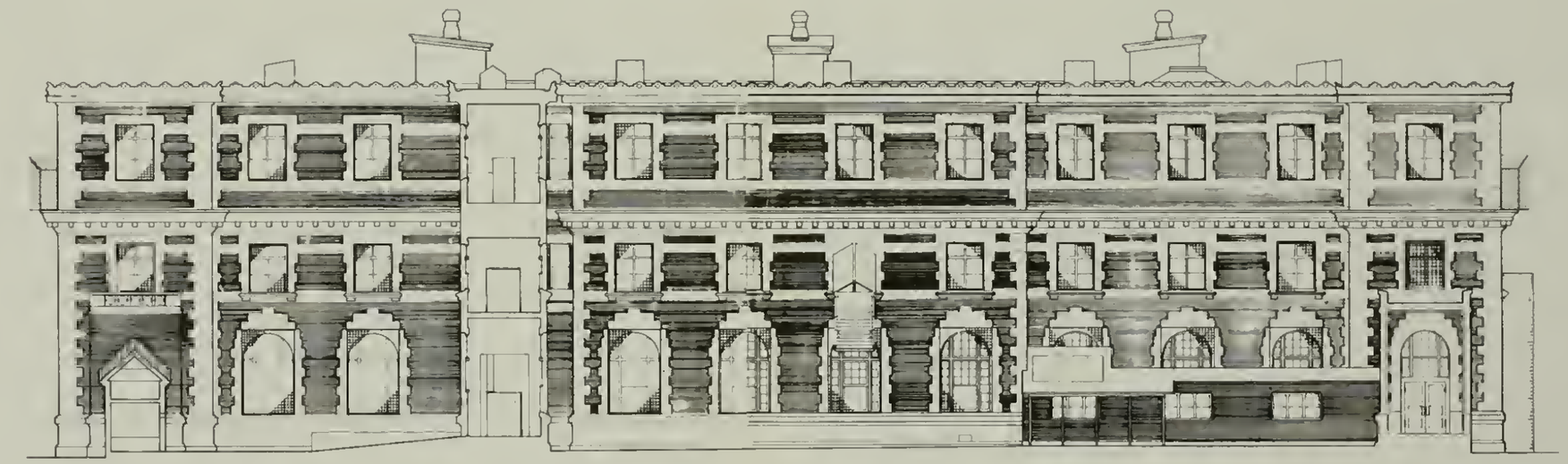
SUB SHEET NO. | DRAWING NO.

PKG NO | SHEET | OF

356	26,004 / 32 of 56
DSC	JUL 88

8 0 8 16
SCALE 1/8" = 1' 0"

Exhibit 10



356 | 26,004 / 32 of 56
DSC | JUL 88

UNITED STATES DEPARTMENT OF THE INTERIOR

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SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT
NEW YORK / NEW JERSEY

no	by	REVISIONS	date	ed

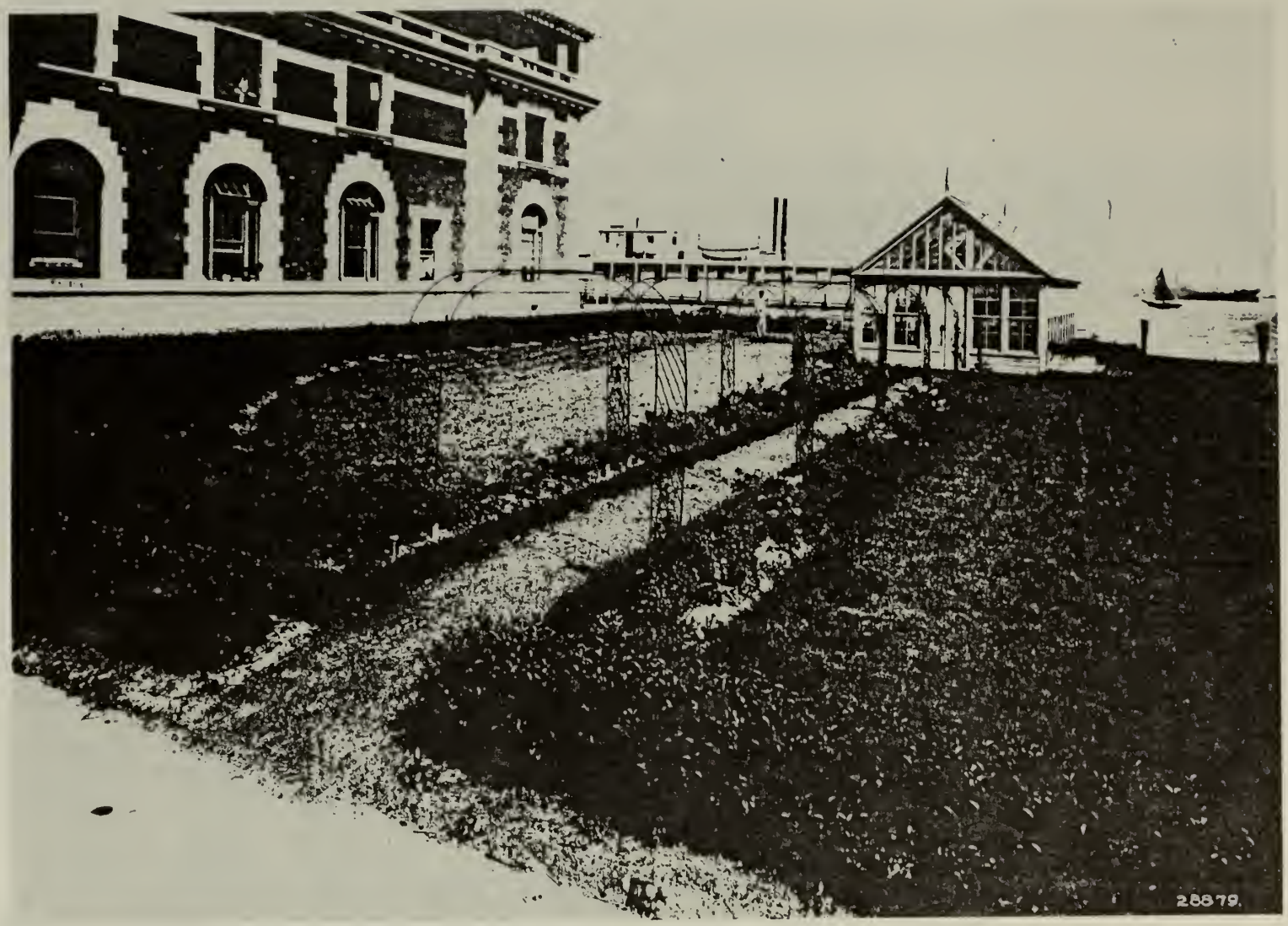
DESIGNED	DATE
DRAWN	TECH REVIEW

KEY PLAN

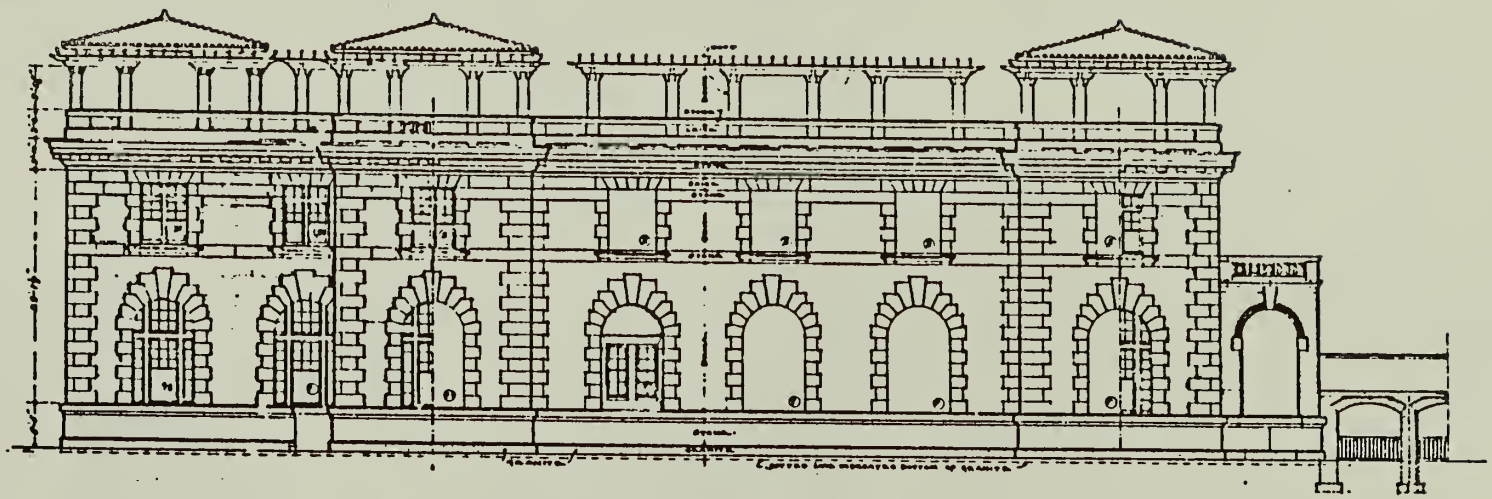
TITLE OF SHEET
BAGGAGE & DORMITORY SOUTH ELEV.

SUB SHEET NO | DRAWING NO

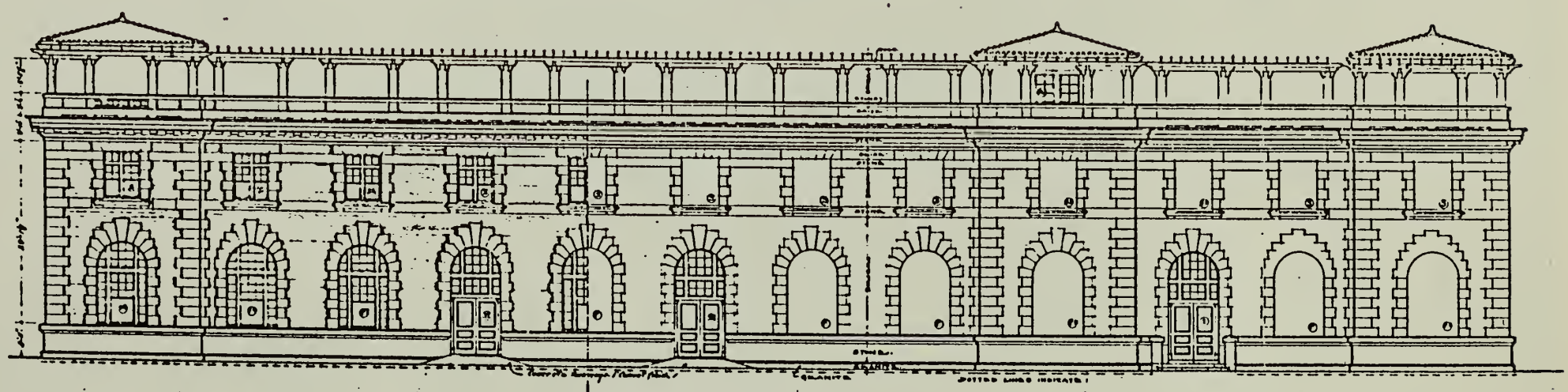
PKG NO | SHEET | OF



1. East wall of baggage and dormitory building, c. 1910, Edwin Levick, photographer. William Williams Collection No. 38. New York Public Library, Local History and Genealogy Division.



NORTHWEST ELEVATION



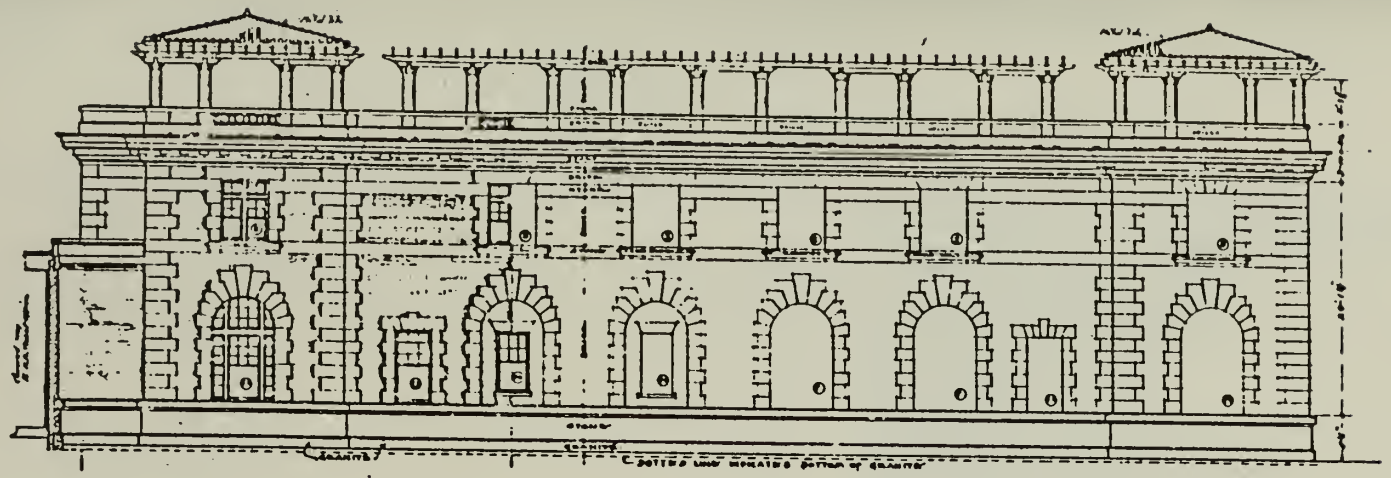
NORTHEAST ELEVATION

U. S. IMMIGRATION STA.
Ells Island, N. Y.
No. 105

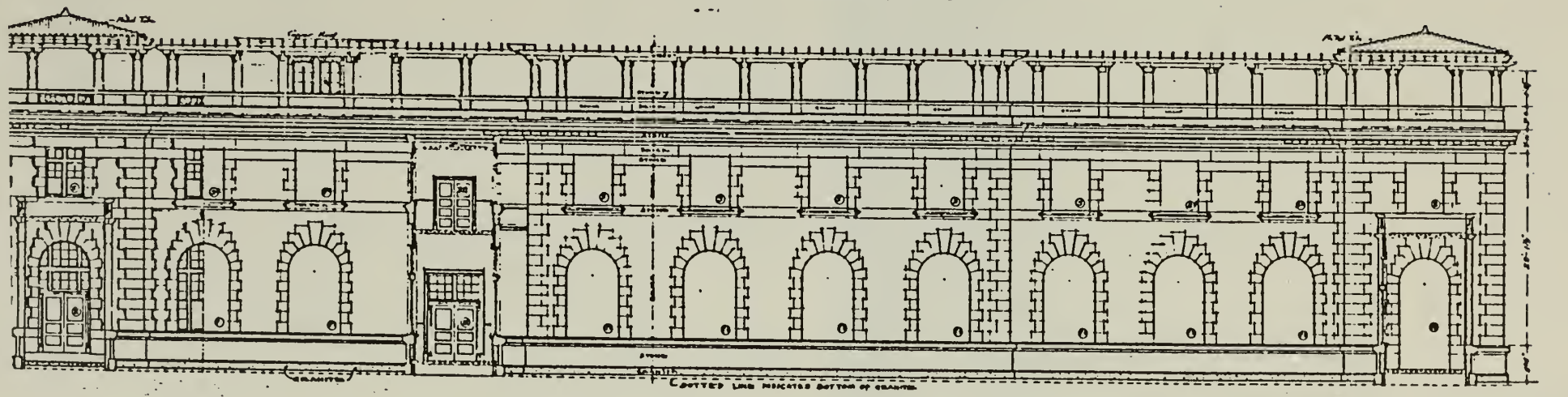
ELEVATIONS.
SCALE, 1/8"=1'-0".

356	41,902A / Sheet 5
DSC	JUL 88

Exhibit 1



SOUTHEAST ELEVATION



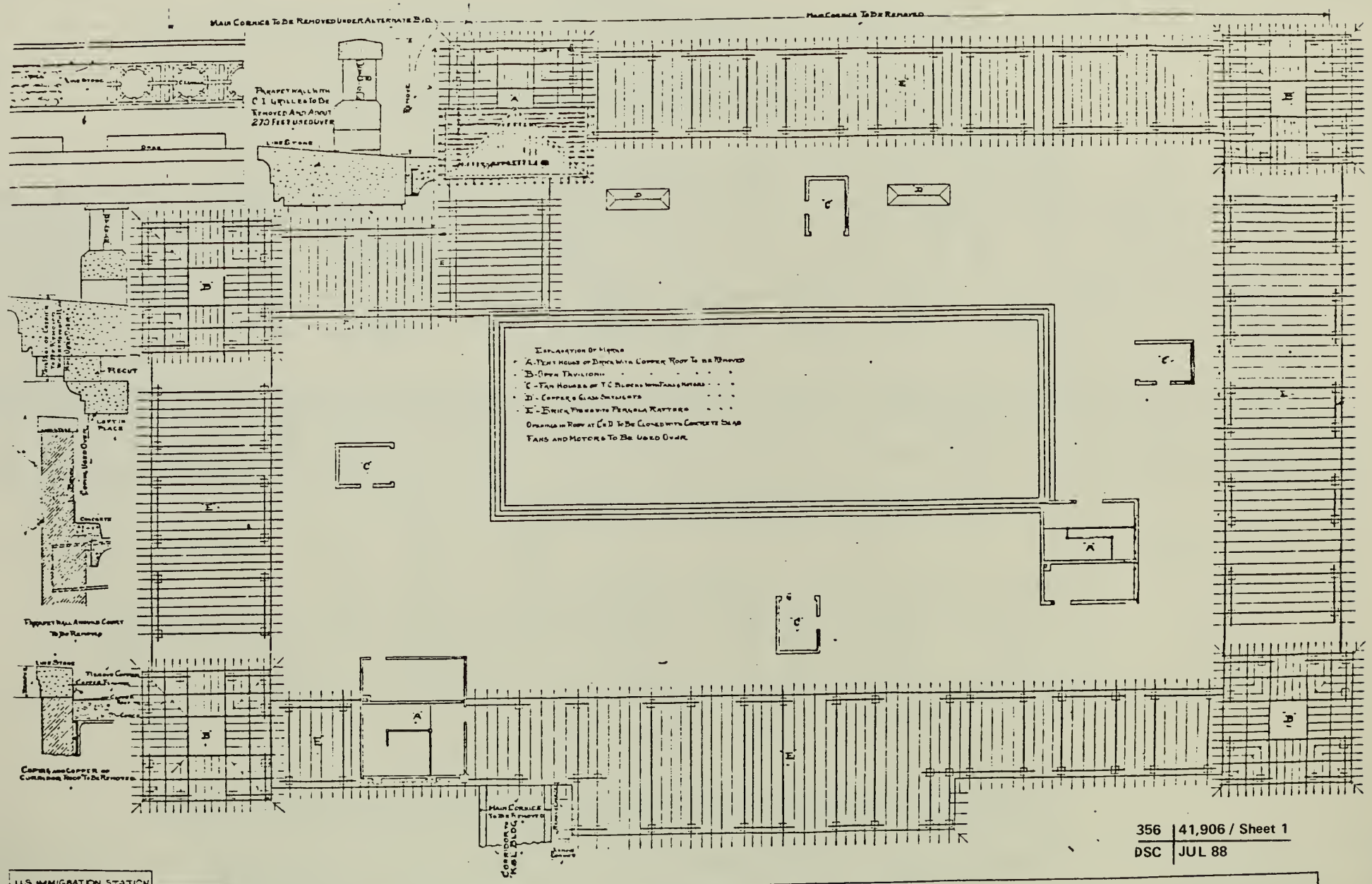
SOUTHWEST ELEVATION

ELEVATIONS

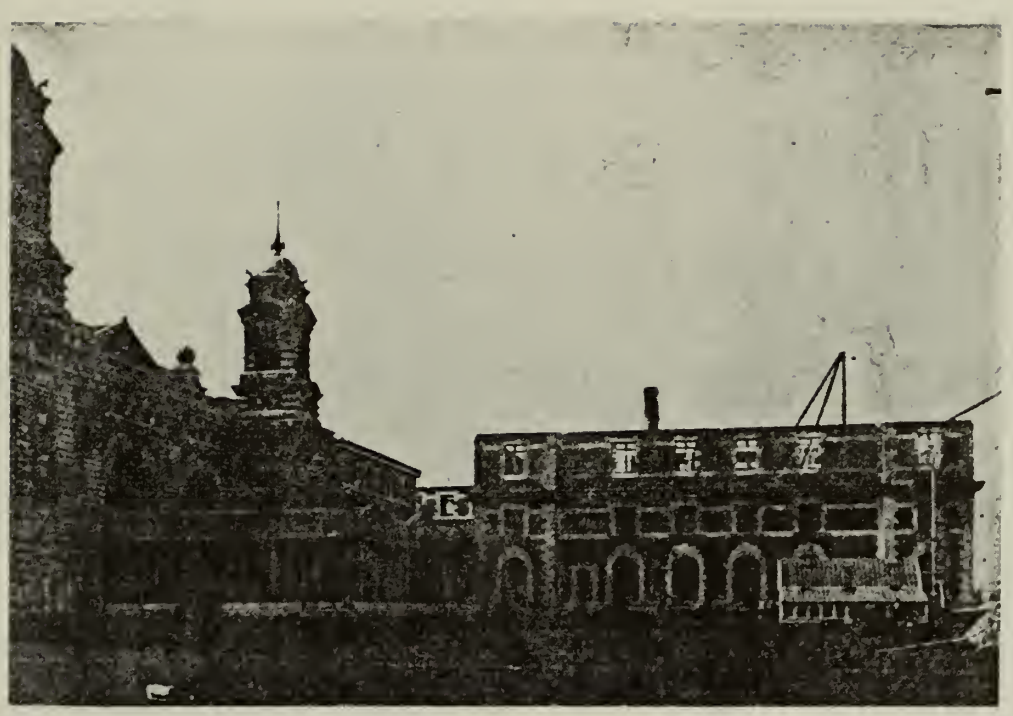
SCALE 1/8"=1'-0"

356	41,902A / Sheet 6
DSC	JUL 88

Exhibit 12


Main Cornice To Be Removed Under Alternate Bid
Main Cornice To Be Removed
Parapet Wall With C I Grille To Be Removed And About 270 Feet Underover
Line Stone
Door
Recut
Left In Place
Concrete
Parapet Wall Around Court To Be Removed
Line Stone
Copper and Copper of Curbing Roof To Be Removed
Main Cornice To Be Removed
Corridor Bldg.
Explanation Of Letters
A-Tent Houses of Brick with Copper Roof To be Removed
B-Open Pavilions
C-Fan Houses of T C Blowers with Fans & Motors
D-Copper & Glass Skylights
E-Brick Parapets Pergola Rafters
Openings in Roof at C & D To Be Closed with Concrete Slab
Fans and Motors To Be Used Over
356 | 41,906 / Sheet 1
DSC | JUL 88
U.S. IMMIGRATION STATION
ELLIS ISLAND N.Y.H.
WILLIAM WILLARD COMMISSIONER
ADDITIONAL STORY
BAGGAGE AND DORMITORY
PLAN OF PRESENT ROOF-GARDEN
TO BE REMOVED
REDUCED SIZE REPRODUCTION

Exhibit



2. Additional story of baggage and dormitory building, 1913, photograph showing construction in progress on the additional third story, National Archives, Audiovisual Archives Division, Still Pictures Branch.

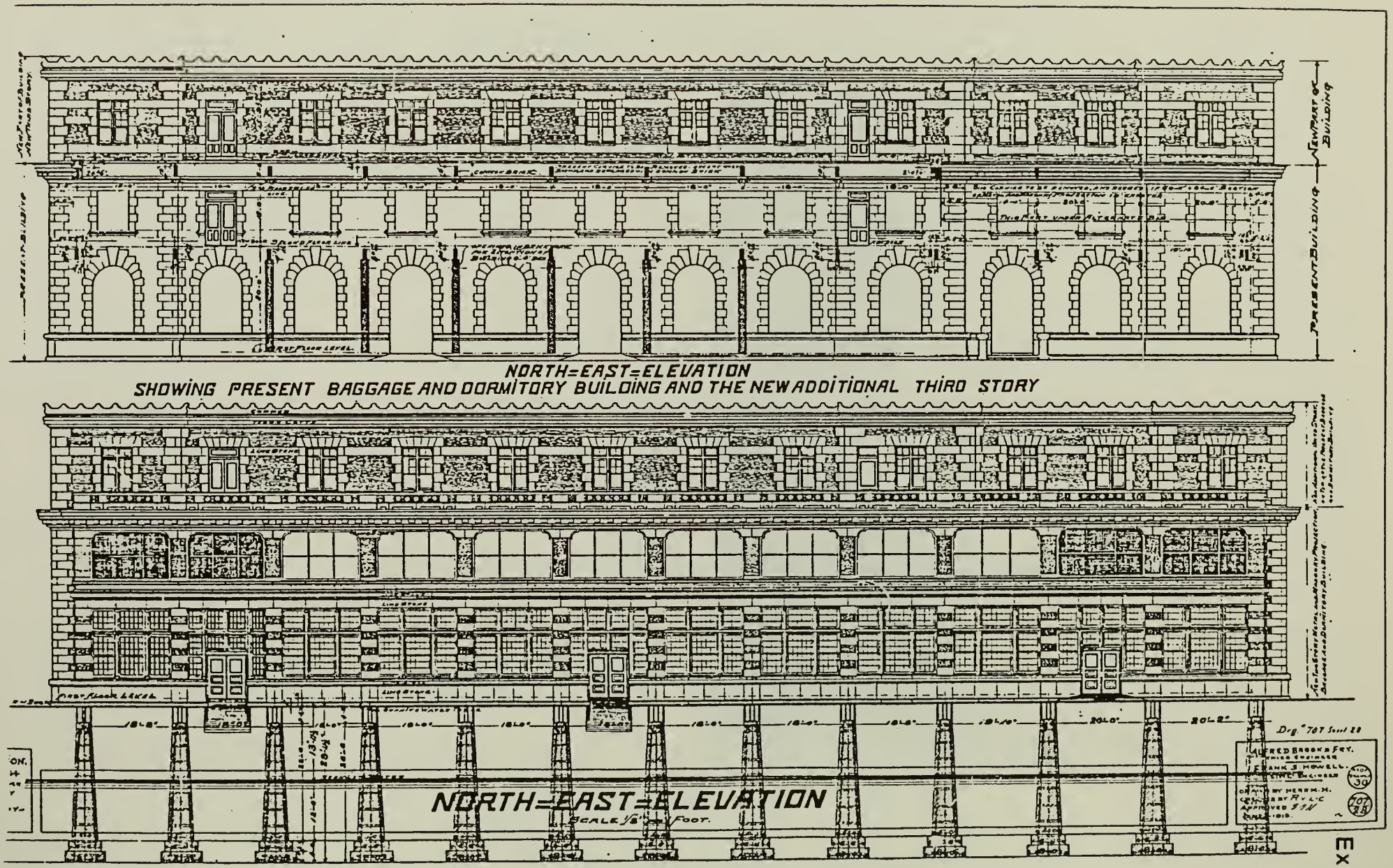
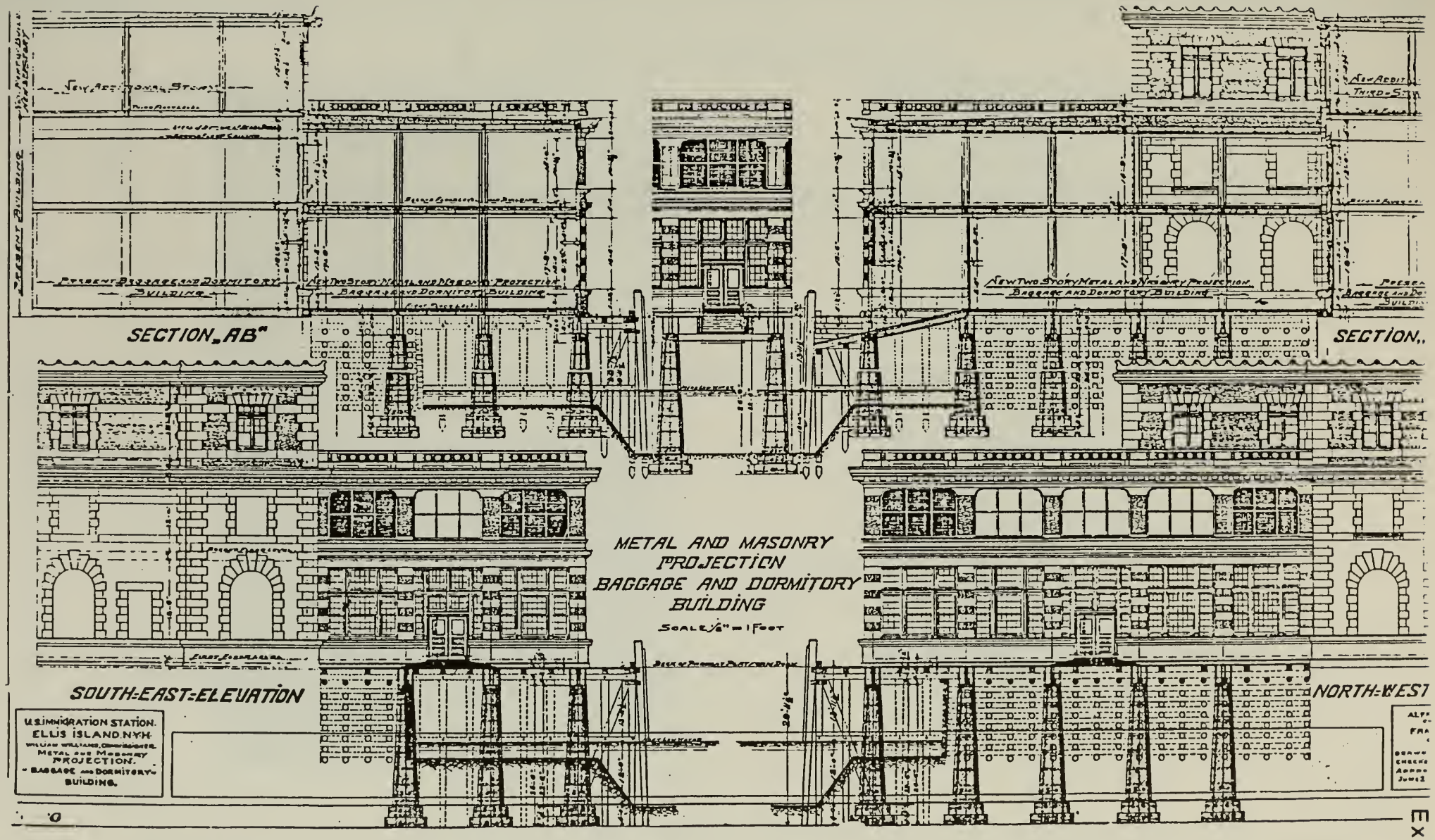


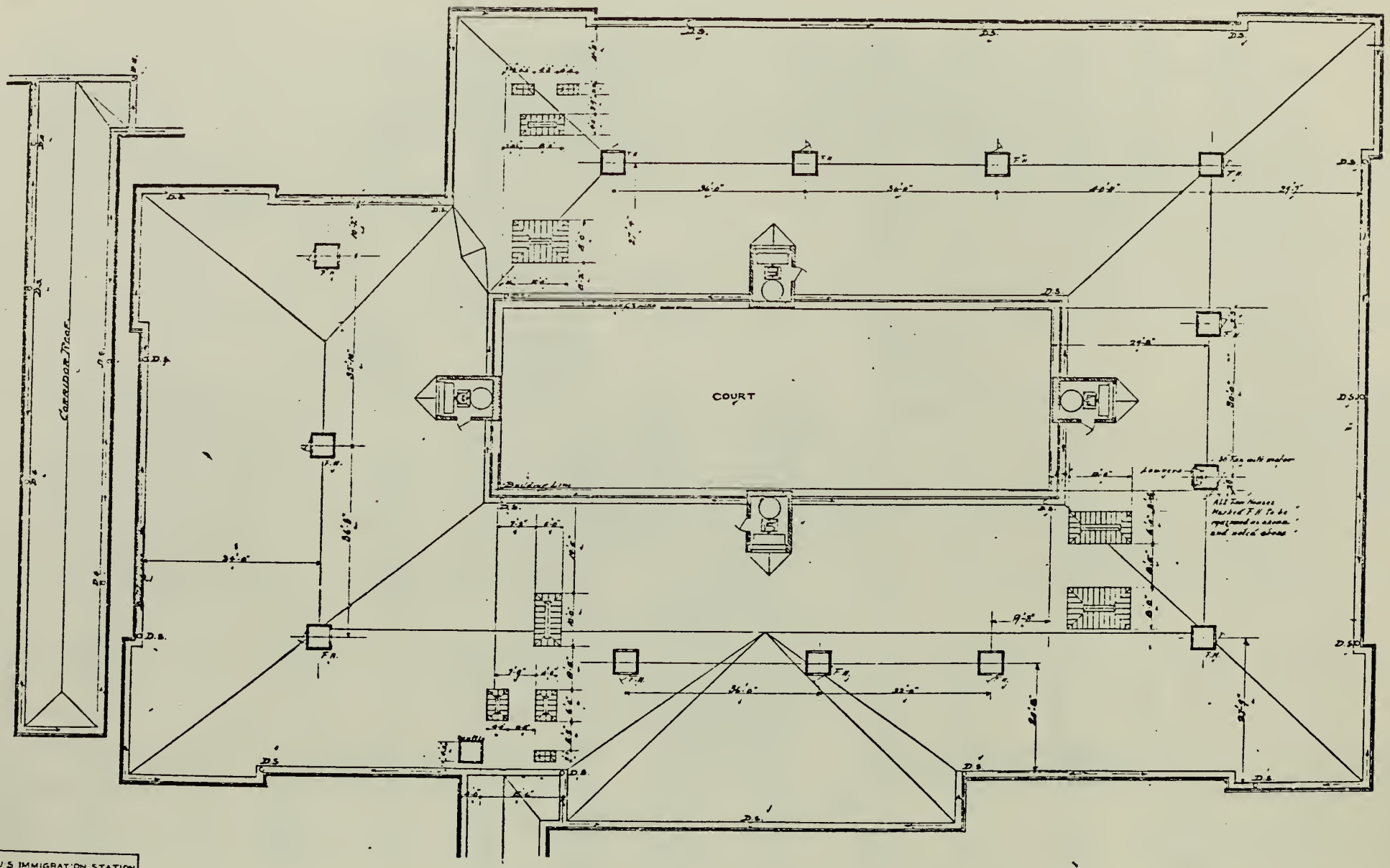
Exhibit 1

356	41,906 / Sheet 28
DSC	JUL 88



356	41,906 / Sheet 29
DSC	JUL 88

Exhibit 15



U.S. IMMIGRATION STATION
ELLIS ISLAND N.Y.H.
WILLIAM WILLIAMS COMMISSIONER
ADDITIONAL STORY
BAGGAGE AND DORMITORY
BUILDING

ROOF PLAN
SCALE 1/8" = 1'

356	41,906 / Sheet 8
DSC	JUL 88

Exhibit 1

3. East and north elevations, view southwest.

4. East elevation, view west..

5. South elevation, view north.

6. South elevation, east side, view northeast.

7. South elevation, east side, stair to main building (C-3), corridor to main building (C-6) in background, view east.

8. Southwest corner, view northwest.

9. South elevation, west side, view north.

10. Original exterior walls, room 122, view southeast.

11. Original exterior wall, room 123, view southwest.

12. Original exterior wall, room 210, view southeast.

13. Northeast corner, view southwest.

14. North elevation, east end, view south.

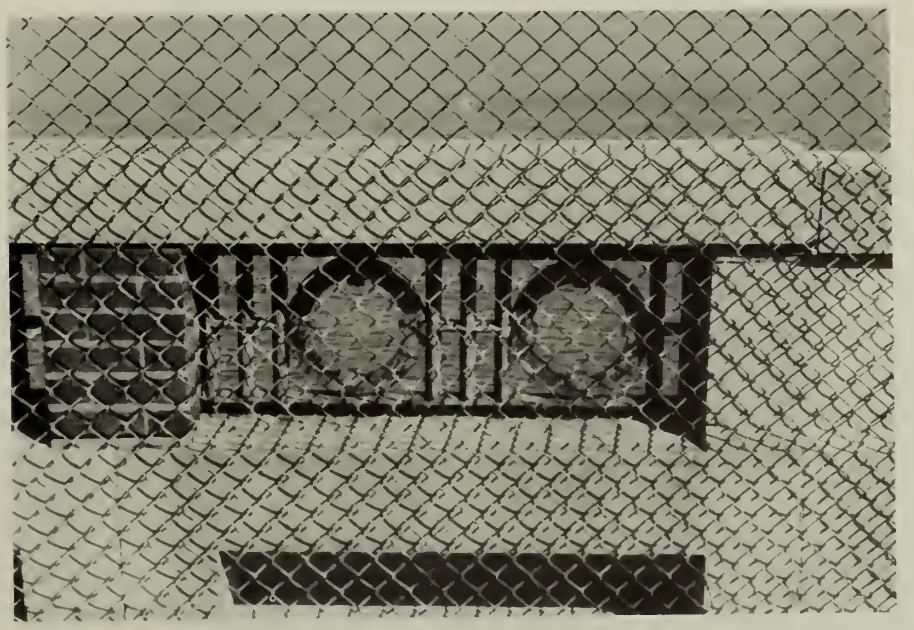
15. North elevation, central section, view south.

16. North elevation, west end, view south.

17. First floor window, north elevation.

18. Second floor window, east elevation of north projection.

19. Second floor window, exposed riveted spandrel beam, north projection.



20. Limestone, brick, and wrought iron railing, north projection.

21. Chain link fence and barbed wire at second floor roof, north projection.

22. Entrance, east elevation.

23. East entrance, north elevation.

24. Central entrance, north elevation.

25. West entrance, north elevation.

26. Entrance, west elevation.

27. Entrance, southwest corner.

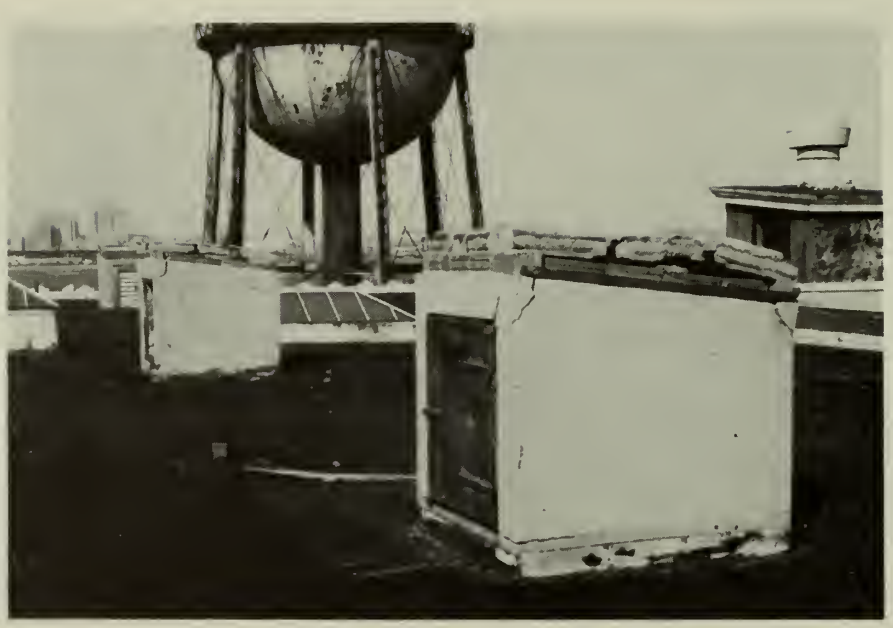
28. Southwest entrance, view northwest.

29. Stair, east elevation, view west.

30. Light court, view east.

31. Roof, view east.

32. Roof, view northeast.



33. Fan houses on roof, cracking and spalling, view west.

34. Roof porch at north projection, view west.

35. Disinfecting plant, west elevation, view east.

36. Disinfecting plant, north elevation at roof porch, north projection, view west.

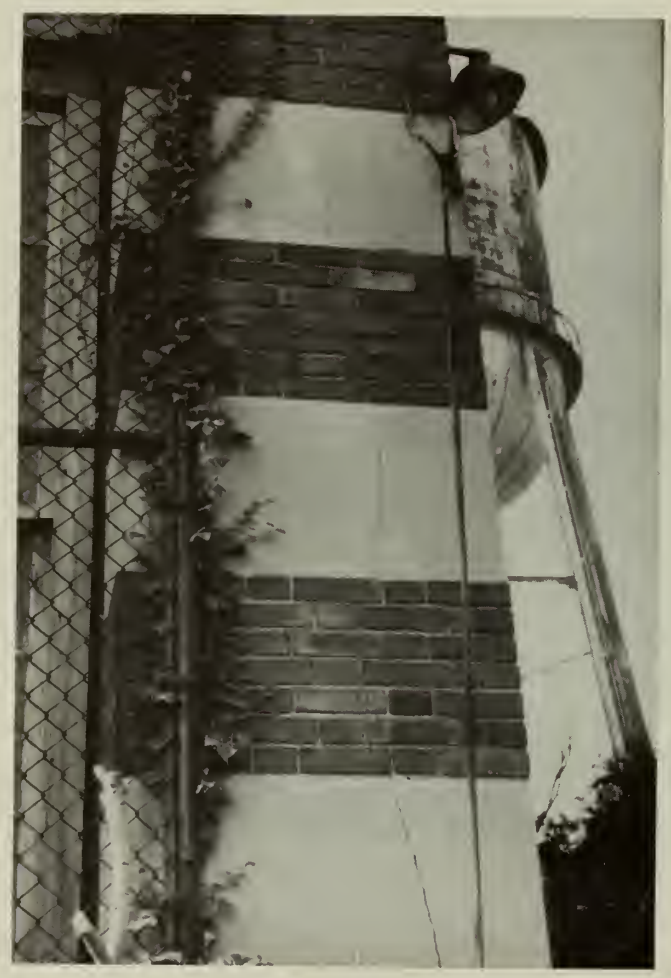
37. Disinfecting plant, north elevation, view south.

38. One-story corridor (room 104), shed, and corridor to the main building (C-6), south elevation, east side, view east.

39. Shed, south elevation, east side, view north.

40. Open mortar joints, cornice, east elevation.

41. Spalling and loss of material at cornice, south elevation, west side.



42. Crack, northwest corner, view southwest.

43. Crack at central entrance, north elevation.

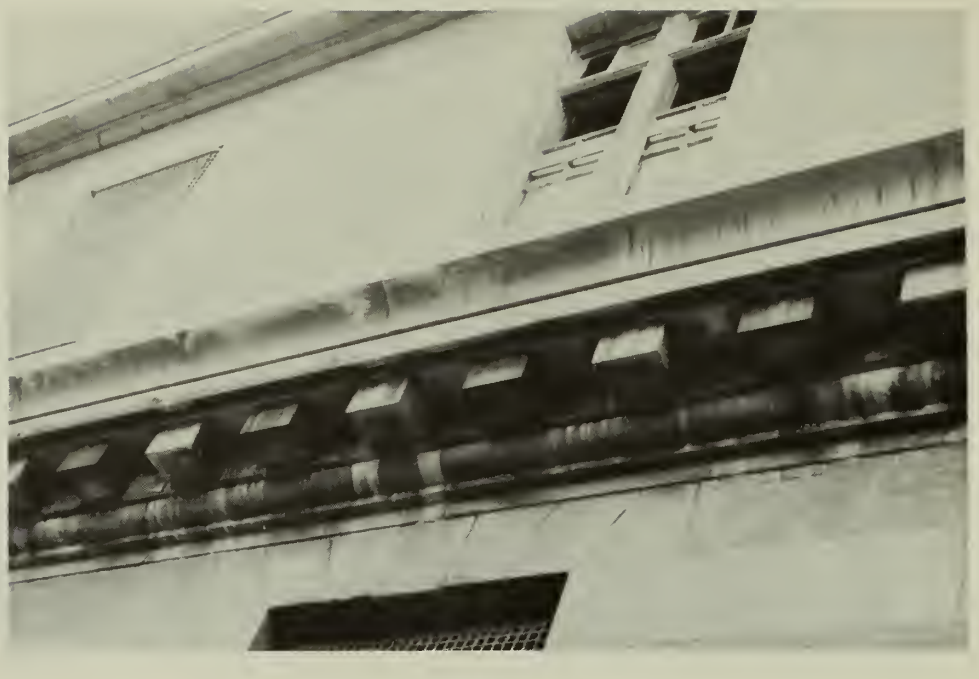
44. Holes in terra-cotta cornice, north elevation.

45. Severe iron staining at base, north elevation.

46. Severe iron staining at base, north elevation.

47. Efflorescence, south elevation.

48. Biological staining, southwest corner.



49. Black crust on second story cornice.

50. Large section of missing copper cheneaux, north elevation.

3. Interior

a. Drawings

In August 1984 the architectural/engineering team measured the baggage and dormitory building. "As found" drawings and sections were prepared at 1/8" scale (exhibits 17-25). Room identification numbers were assigned by the survey team.

b. Historical Development

The baggage and dormitory building primarily housed baggage rooms, dormitories, railroad waiting rooms and miscellaneous offices until the Coast Guard occupation in 1939-1946. The development and uses of each floor are discussed below.

Upon completion in 1909, the first floor was divided into the following rooms: a public lobby, the New York baggage room, a baggage room, custom house storage, a scale room, a fan room, offices (3), toilets (6) and a stair hall (exhibit 26). The baggage rooms and scale room were finished with concrete flooring, cement plaster wainscot and plastered walls and ceilings. The public lobby wainscot had a tiled floor and wainscot. Shortly after the completion of the building in 1909, a wooden floor was laid along the eastern side of the first floor in the witnesses' waiting room. This floor was removed and replaced by concrete at an unknown date.

In 1910, wood and glass partitions were erected along the south wall of room 103 (at the east end) housing Western Union and postal teller offices (photos 1 and 2). These offices, as well as a lunch counter and the railroad

east and west waiting rooms, are depicted on a 1916 block plan (exhibit 27). The wood and glass partitions forming an office (room 114A) date to 1916.

Alterations made in 1924-1926 resulted in a new arrangement of rooms including the baggage room, baggage storage, offices (5), a lunch packing room, women's toilets (2), and men's toilets (2). The railway baggage checks, Southern Pacific, postal telegraph, Western Union, post office, railroad east ticket office and railroad west ticket office were formed by wire screens above wood counters erected along the south sides of rooms 112 and 103 (photo 2A). The money exchange had 1/2" plate glass the length of the counter with screens above. A curved counter for steamship agents was built opposite the money exchange. The west walls of the original railroad east waiting room and the adjacent office were removed, as were two toilet rooms adjacent to the office. A new lunch counter was built between room 126, converted into a lunch packing room, and the men's toilet room (108) (exhibit 28 and photo 3).

During the 1924-26 period, portions of the original first floor walls were removed: The southern portion of the west wall of the baggage room (112) and the west wall of the adjacent scale room were demolished and a new wall erected to form rooms 118 and 119; the south wall of the baggage room was also removed and was not replaced until a plywood wall partition was erected in 1940. The New York passage (room 104), constructed in 1924, was built over the outdoor privy in the south courtyard (exhibit 29).

General plans for remodeling were drawn up during 1934. All the first floor partitions erected in 1924 for steamship agents, money exchange, ticket office and telegraph offices were removed, and relocated in the old ice

plant (119) on the ground floor of the kitchen and laundry building. The first floor was to be available for alien day detention rooms with a commons room and part of the porch to be used for indoor recreation (exhibit 30). A floor plan from 1935 depicts the use of rooms 103, 112 and 113 as manifest copy rooms. Two wire mesh enclosures for women's and men's coat rooms were installed in room 114 for the copy clerks (exhibit 31). In the same year, four rooms (including room 126) on the first floor were remodeled to be used as toilet wash rooms for the copy division.

When the U.S. Coast Guard established a training station at Ellis Island in 1939, a number of alterations were made to the first floor of the building. The existing porch (rooms 122-124) on the north side of the building was converted to a drill room. At the east corner of the new drill room was an armory (room 124, previously an office) and at the north end of the room was a boatsman store room, a carpenter shop, a machine shop and a storage room. The existing baggage room (room 112 and 113) was converted to a bunk room with beds and lockers for 538 men and a mess room (room 103) with tables and benches for 500 men; the bunk and mess rooms were divided by a partition. Along the east wall of the first floor were the following rooms: Room #1 - existing toilet room, Room #2 - new shower room, (room 110) Room #3 - dressing room, Room #4 - new toilet room, (room 109) Room #5 - existing toilet room, Room #6 - existing toilet room, Room #7 - existing wash room, a galley with service and steam tables, a clothing locker room, commissary storage, and a workroom.[4]

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[4]National Park Service Drawing 462/41.922:2, "Alterations to 1st Floor, B & D Building Ellis Island for Coast Guard Training Quarters," 1939.

In 1951, the detainee dining room at the south end of the first floor was expanded to the north (room 112), and new room designations were made to existing rooms. At the southwest corner of the building were the commissary store room (room 114) and the dishwashing machine room (room 102). Toilets (rooms 107 and 108) were converted into a bakery and kosher kitchen.[5] A photo of 1954 shows the north porch used as a baggage room with baggage racks (photo 4). The plastered metal lath enclosure at the landing of stair S02 is a late addition (post-1951).

Exhibits 32 and 33 depict the historical development and room use for the first floor of the baggage and dormitory building.

All walls of the second floor are original with very few exceptions. The second floor was built with two detention rooms (rooms 204 and 206), each with a toilet; Dormitory No. 2 (room 212), with two toilets and a locker room; Dormitory No. 3 (room 201), with one toilet, and ten family rooms (each with one toilet) which replaced the original plan for Dormitory No. 1 (exhibits 34 and 35). However, toilet rooms were not tiled and waterproofed until 1911.

The 1913-1914 northern addition provided an enclosed recreation porch (rooms 209, 210 and 211). A plan of 1916 designates the second floor spaces for excluded and deferred detainees (exhibit 36).

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[5]National Park Service Drawing 462/41.928, "Expansion of the Detainee Dining Room - 1st Floor, B & D Building, Ellis Island 1," 1951.

During the 1924-1926 construction period, Dormitory No. 3 (room 201) was converted into an interview room. A women's toilet and a small vestibule for the new enclosed exterior stair (C-3) to the main building were added at the south wall of the interview room (exhibit 37).

In 1934, six new reading rooms and a new laundry and shower room were added to Dormitory No. 2 (room 212), and a new reading room was added to room 206. Two new windows were cut in the east wall of room 212 during this time. All the reading room metal and glass partitions were demolished prior to 1939. The red quarry tile floor of porch room 209 was installed circa 1935.

General plans of 1937 (revised in 1942) indicate that the second floor housed day quarters for all warrant cases segregated into three groups: northwest and west rooms -- "Chinese", north room -- "colored", and east and north rooms -- "white".

Exhibits 38 and 39 depict the historical development and room use for the second floor.

The third floor was added in 1913-14 with an open porch above the two-story projection. It provided additional dormitory space in the form of three men's wards, each with a toilet and a wash room, and one women's ward, with a wash room, a toilet and a bath room. In addition, there were two isolation rooms, one matron's room, two utensil rooms, and one blanket storage room (exhibits 40-42).

After the 1924-26 alteration period, the two isolation rooms were designated nurseries, the utensil rooms became closets, and the blanket storage room was designated

storage. This period also marked the addition of the disinfecting room (room 310-311) at the northwest corner of the floor (exhibits 43 and 44). Blankets and mattresses were transported to this room from third floor dormitories on carts and from the second floor dormitories via the blanket elevator in corridor 2 (C-2).

A floor plan of 1937 designates the third floor spaces as warrant dormitories. Two of the dormitory rooms are shown in archival photos 5 through 7.

The plaster wall enclosing the southwest stair (S01) was probably added in 1951.

Exhibits 45 and 46 depict the historical development and room use for the third floor.

c. Description

The majority of spaces on the first floor are finished with the original specified materials: Concrete flooring, cement plaster dado and ceilings finished with hard plaster on terra-cotta block or fire-proofed steel beams. Plastered freestanding columns are either cased with galvanized iron with corner angles or have tile wainscots (photo 8). The original public lobby (rooms 102 and 103) is finished with a vitrified hexagonal tile floor and a glazed tile wainscot five feet high with hard plaster on walls and ceilings. These original finishes are also found in rooms 105, 107, 108 and toilet rooms 115 and 116 (photo 9). Rooms 117 and 125, used as offices, have retained their original finishes of wood floors, baseboards and plastered walls and ceilings. The porch area, rooms 122, 123 and 124, is finished with concrete flooring, unpainted brick walls and a parged concrete ceiling (photo 10). The walls of the two

northern enclosed ramps are plastered. Two of these walls and the southern wall of the porch are painted with navigational charts and signaling flags from the Coast Guard era. (See page 80 for a full description of graphics.) Coast Guard-era floor to ceiling wood partitions divide the porch into rooms. Room 122 contains a two-level wire mesh enclosure on the west wall (photo 11) and a wire mesh partition separating the north portion of the room.

The plywood partition separating room 103 and room 112 has a wire screen above to the ceiling. The buff tile partition between rooms 112 and 113 also has wire screening photos 12 and 13). The same tile is used for the west wall of rooms 109 and 110 and for the refrigeration room (room 127). Room 106 is a two-story storage space enclosed by wire grille on the west and north sides.

Second floor finishes of the original 1909 spaces are white vitrified hexagonal tile, white glazed wainscot and plastered walls and ceilings (photo 14). The second floor porch has red quarry tile, unpainted brick walls and cement parging over the concrete ceiling. Unpainted plank partitions separate the porch into three rooms (photo 15).

The third floor is uniformly finished with white vitrified hexagonal tile flooring, white glazed tile wainscots and plastered walls and ceilings (photo 16). The disinfecting plant in the northwest corner (rooms 310 and 311) has a concrete floor, a tile wainscot with plastered walls and a wooden shed roof. Three rectangular steam-jacketed disinfectors on concrete foundations are set in the partition wall (photo 17).

A decorative lighting treatment is evident in dormitory rooms 306, 314, 317, wash room 316, and toilet 315

(photos 18 and 19). In these rooms circles of lighter paint, with a ceiling-mounted bulb in the center, can be discerned under layers of peeling paint. The removal of circular mounting plates or medallions as part of the lighting installation may have resulted in these "ghost" patterns.

d. Existing Conditions

In August 1984 a survey of the interior spaces was conducted to evaluate existing conditions. The survey is discussed on page 40. The results of the condition survey have been plotted on graphically-coded floor plans which illustrate the relative condition of each space (exhibits 47-49). The complete survey with a full presentation of methodology and criteria is included in Appendix D.

In general, the interior finishes of the baggage and dormitory building are in poor condition. Plaster deterioration is widespread and virtually all metal surfaces, such as wire mesh and doors, are heavily corroded. Portions of the first floor plywood partitions have delaminated as a result of constant dampness. A portion of the third story flooring is submerged under water during periods of heavy rainfall, due to the absence of glazing and gutter failure. Standing water can also be found under the skylights in room 112, encouraging moss and trees to grow in the heavy debris, as well as on the second floor porch, where a majority of windows have been destroyed.

In contrast to the general deteriorated conditions, pockets of preserved finishes exist, due to their more protected locations. Room 321 is a wash/shower room in remarkably good condition (photo 20). All finishes are

intact, with almost no peeling paint and the large skylight is in good repair.

Although much of the flooring is covered by debris, particularly on the first and second floors, it appears that the concrete and tiling are in generally good condition, with the exception of the deteriorated wood flooring of rooms 117 and 125.

The tile wainscot, present in almost all rooms, is generally in good condition except on exterior walls or walls of the light court where windows have been damaged or destroyed, exposing interior finishes to excessive moisture. The wainscots of the corridors on the second floor surrounding the light court exhibit the most extensive tile failure and discoloration.

The majority of spaces exhibit some degree of plaster deterioration, from outer coat spalling and bulging to the exposure of structural terra cotta. In some areas, such as the ceiling of room 113 and 103 and the walls around the light court, portions of block have disengaged from the structure. On the second and third floor, plaster and metal lath have disintegrated, exposing the concrete structure and hung metal ceiling framing (photos 21-22). This condition occurs most frequently along exterior walls and around ceiling vents, as on the third floor and any other location where excessive moisture has penetrated.

The formed concrete and steel ceilings of the northern two-story projection are in fairly good condition although the support rods for overhead steam pipes and some concrete reinforcing rods have corroded and become exposed.

e. Architectural Significance

The "Existing Condition Survey" also evaluated the rooms in the baggage and dormitory building for architectural significance. (A discussion of this part of the survey appears on pages 41-42.) The ranking of spaces is relative to the specific architectural context of this building. The findings of architectural significance have been plotted on graphically-coded floor plans (exhibits 50-52). The complete survey is included in Appendix D.

Room 112 was determined to be of "most" significance because it is a unique volume within the building. The building's only centrally-located room is punctuated by five hip-roofed skylights. The northern porch rooms were accorded "some" significance because of their large volume and expanse of windows. Rooms of "minor" significance are smaller with typical finishes. The few rooms of "negligible" significance include rooms with no distinctive features, such as closets.

f. Wall Graphics

Coast Guard training graphics have been painted on limited wall areas in the north porch.

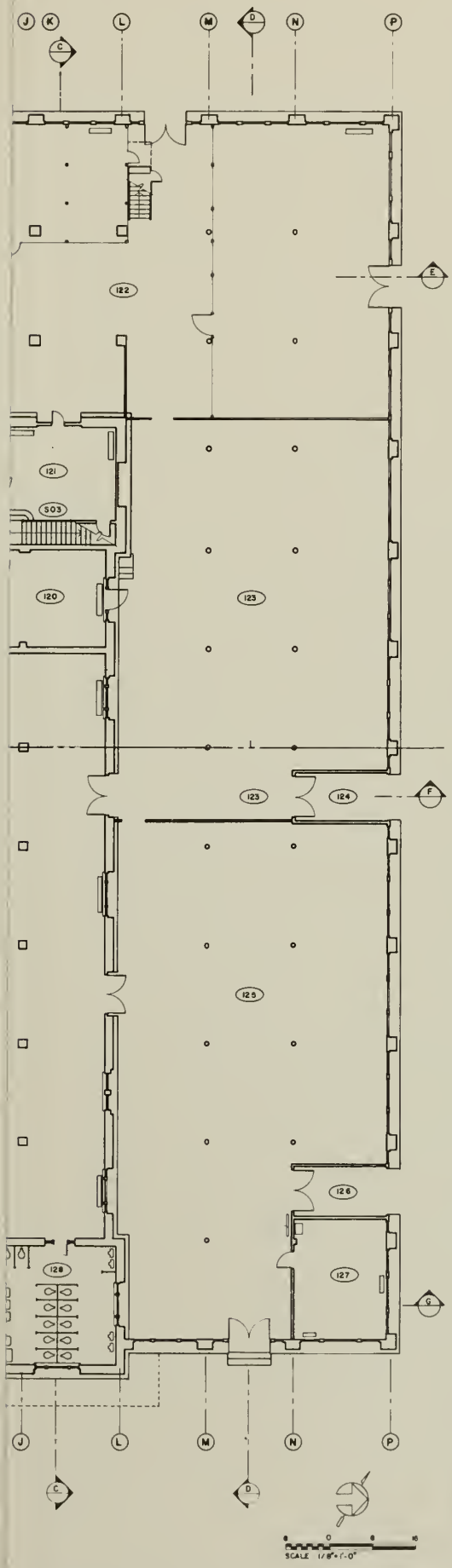
The plaster wall in the northeast corner has been painted with a navigational chart showing the directional points in relation to a ship. The plaster wall in the northwest corner of the room has been painted with a compass divided into degrees with the corresponding direction (photos 23-26). Both of these charts are simple line drawings with stenciled words and numbers executed in dark paint. The dampness of the wall, particularly along the base and window wall is causing the plaster to deteriorate

rapidly. Portions of the eastern chart have already been destroyed.

Vertical panels of signaling flags and pennants have been painted directly on the brick of the southern wall in the porch rooms. Starting in the southeast corner of room 124, the panels appear at intervals along the wall into room 122. Each panel has a white background with four flags or pennants, each accompanied by the name of the flag symbol (photos 27-33). A few of the panels have been partially destroyed due to dampness of the wall or water leaking from the ceiling juncture.

Graffiti from the island's late detention period appears on the south wall of porch room 211 (photo 34-37). Names, phrases, and dates have been penciled on the stone quoining in Italian, English, and Spanish. Dates are 1952 and 1953. One legible passage may be seen in photo 35.

Exhibit 17



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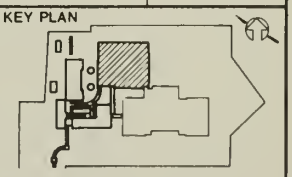

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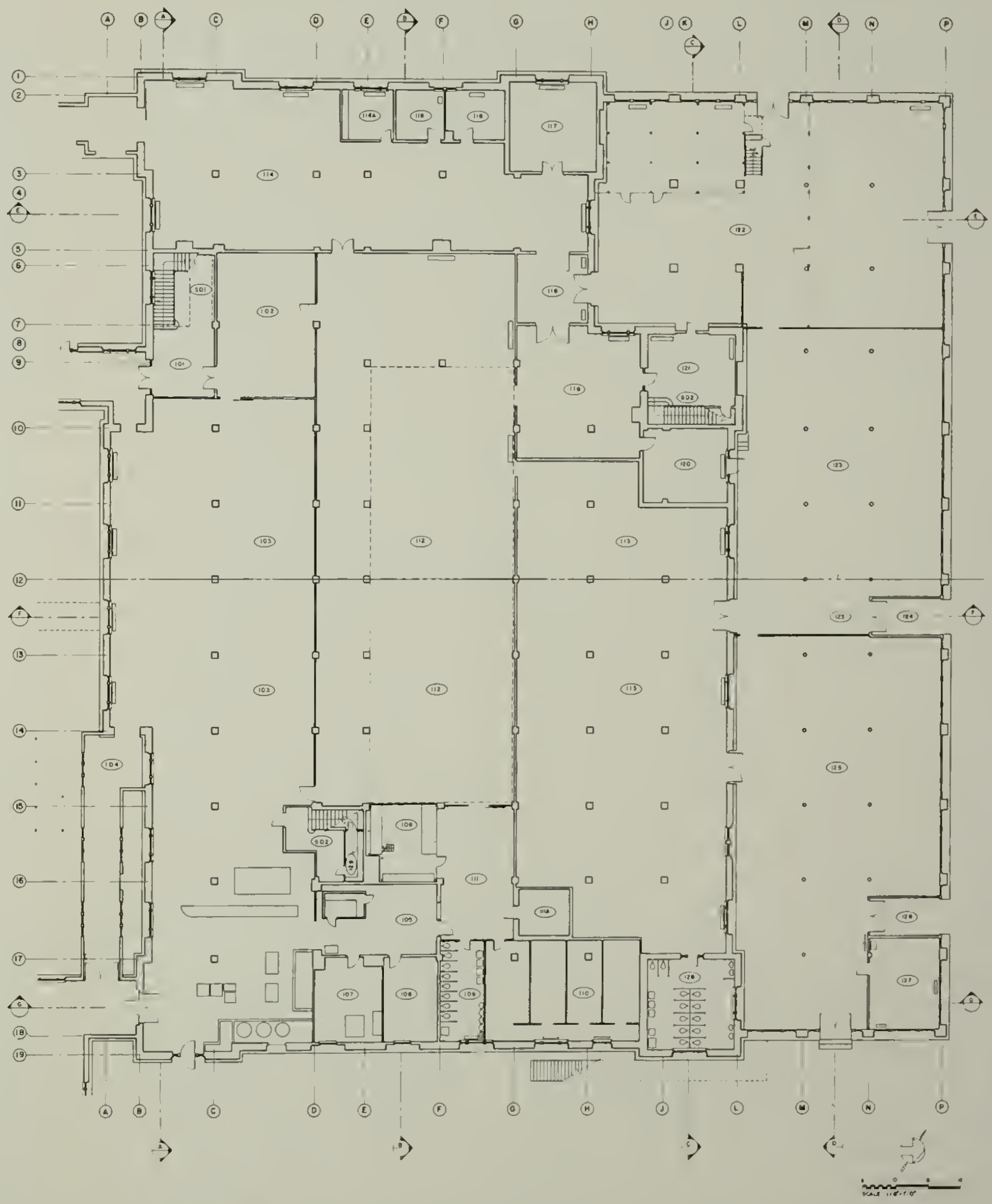

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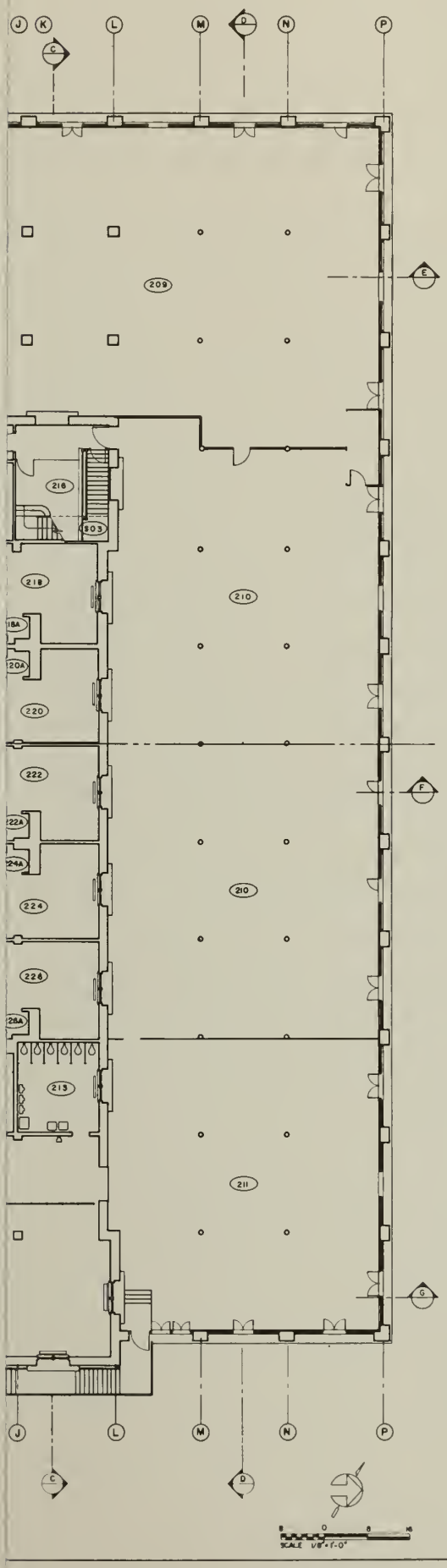

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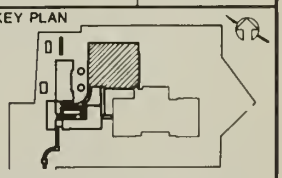

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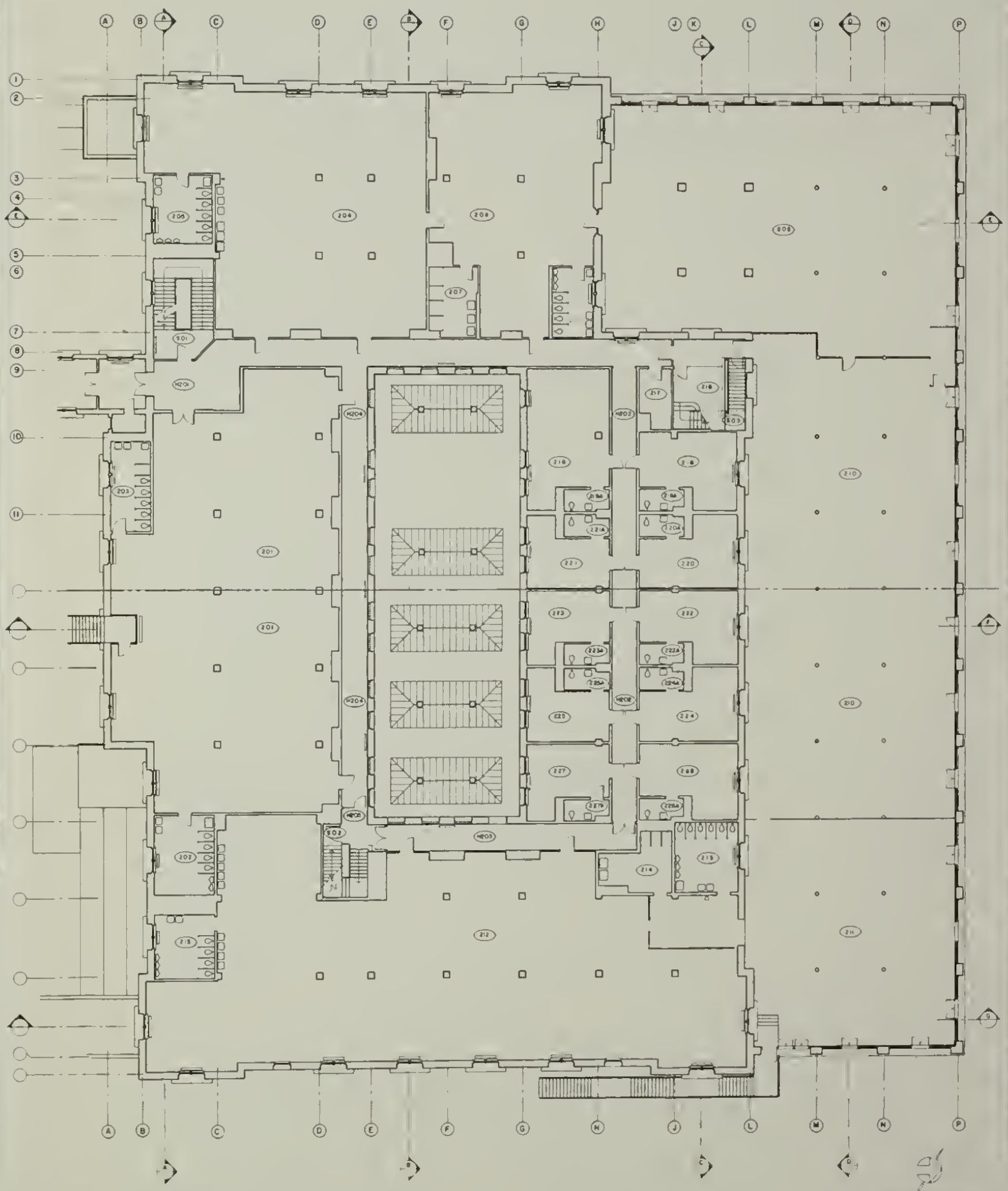

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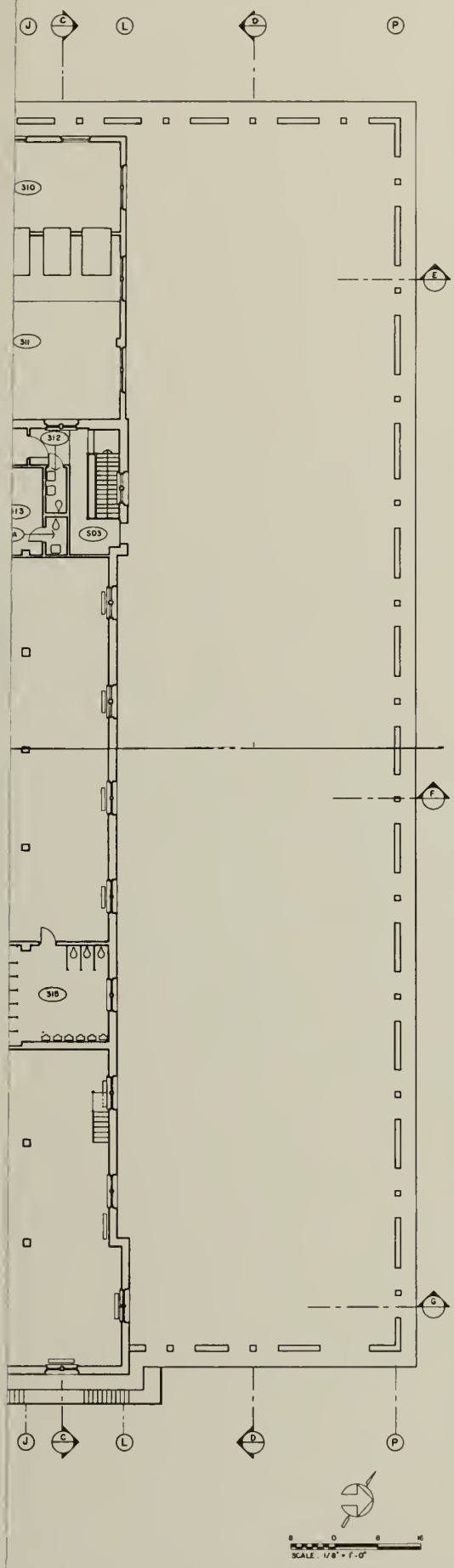

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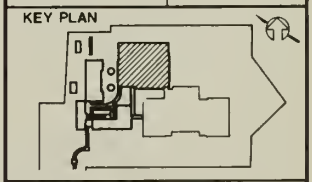

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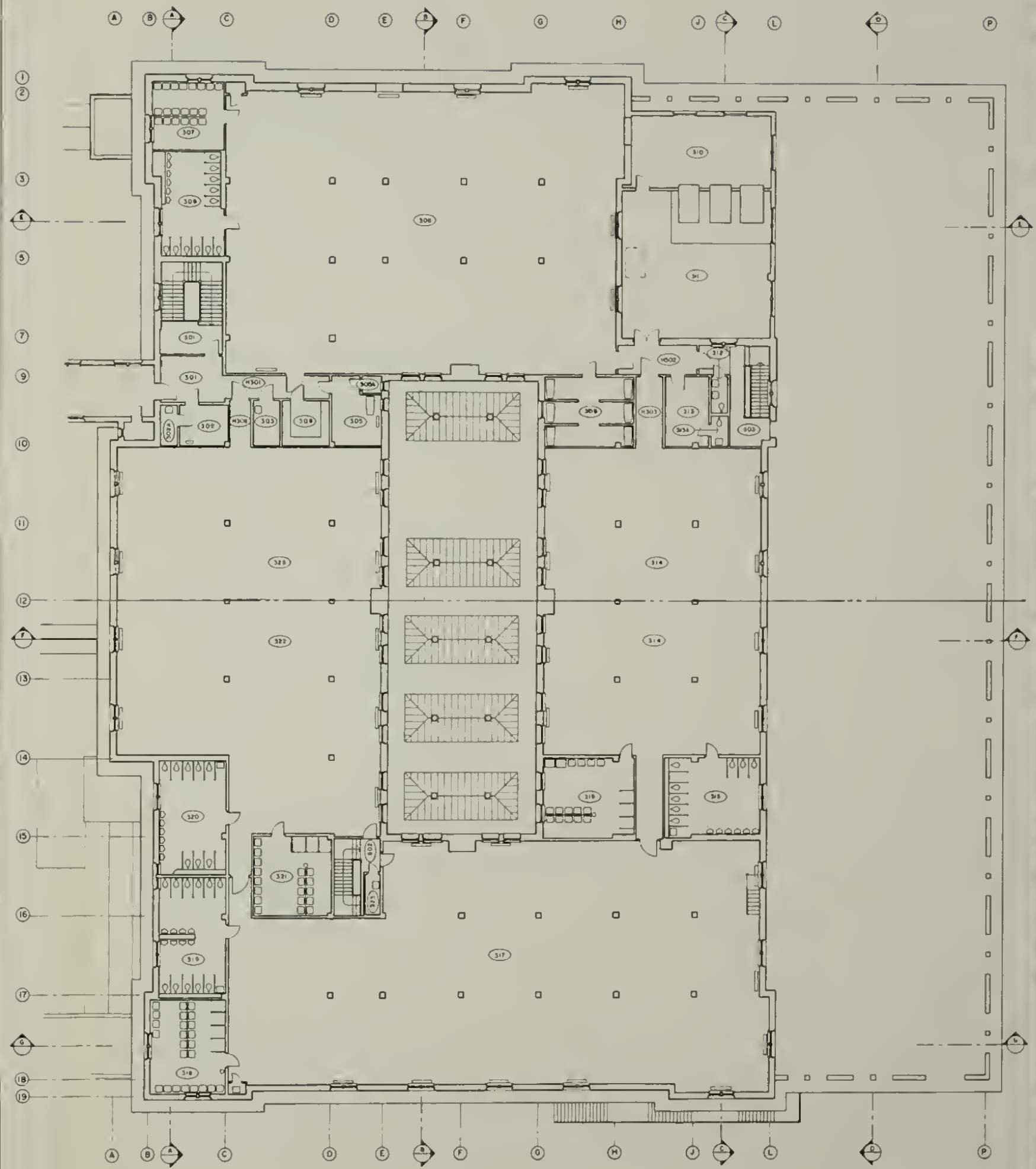

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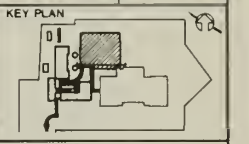

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SECTION A-A

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Exhibit 20

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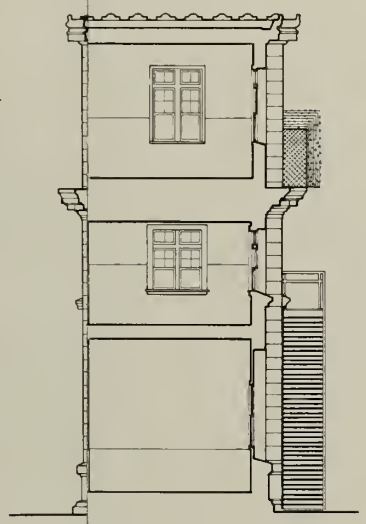

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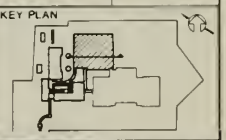

TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION B-B

SUB SHEET NO. DRAWING NO.

PKG NO. SHEET OF

Exhibit 21

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DSC | JUL 88

SCALE 1/8" = 1'-0"

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ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT
NEW YORK / NEW JERSEY

REVISIONS

DESIGNED | DATE
DRAWN | TECH REVIEW

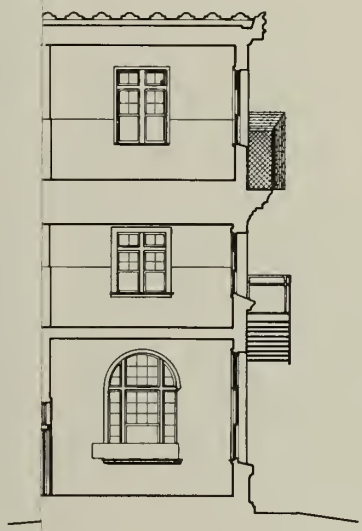
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION B-B

SUB SHEET NO | DRAWING NO

PKG NO | SHEET OF

Exhibit 22



356	26,004 / 38 of 56
DSC	JUL 88

8 0 8 16
SCALE 1/8" = 1'-0"

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DESIGNED: DATE:

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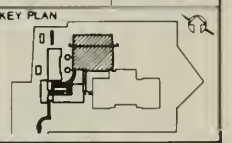
KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY SECTION C-C

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 22

356	26,004 / 38 of 56
DSC	JUL 88

SCALE 1/8"=1'-0"

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DRAWN	TECH REVIEW

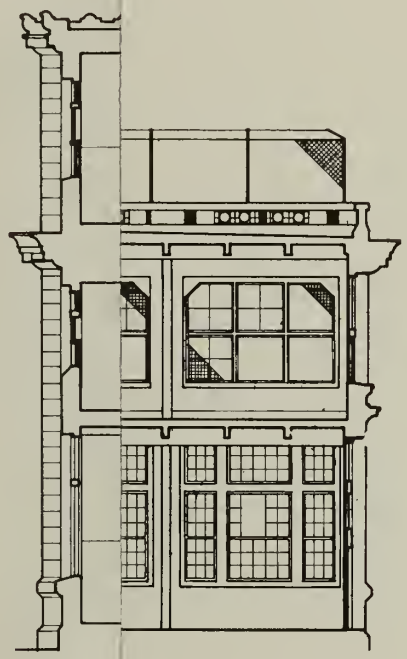
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION C-C

SUB SHEET NO | DRAWING NO

PROJ NO | SHEET OF

Exhibit 23



8 0 8 16

SCALE: 1/8" = 1'-0"

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mk	sht	REVISIONS	date	ini

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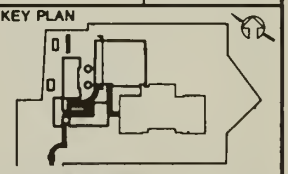
KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY SECTION E-E

SUB SHEET NO.	DRAWING NO.

PKG. NO. SHEET OF

Exhibit 23

8 0 8 16
SCALE 1/8" = 1'-0"

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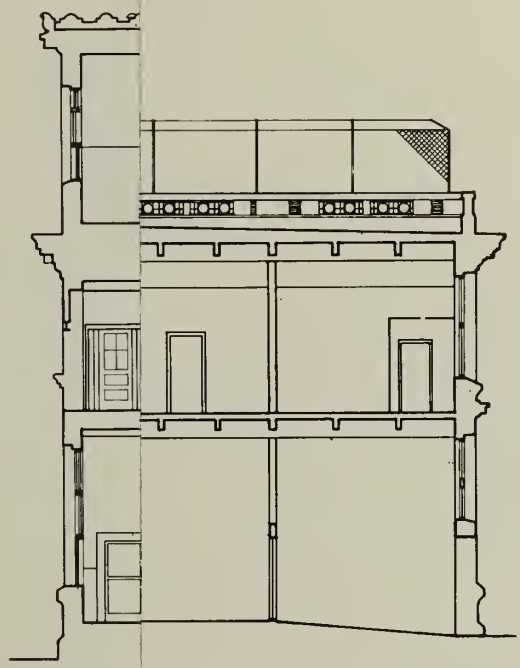
TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION E-E

SUB SHEET NO. DRAWING NO.

T.O. NO. SHEET OF

Exhibit 24



8 0 8 16
SCALE: 1/8" = 1' - 0"

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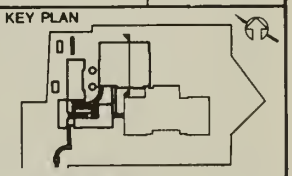
KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY SECTION F-F

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 24

8 0 8 16
SCALE 1/8" = 1'-0"

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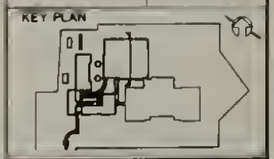
KEY PLAN

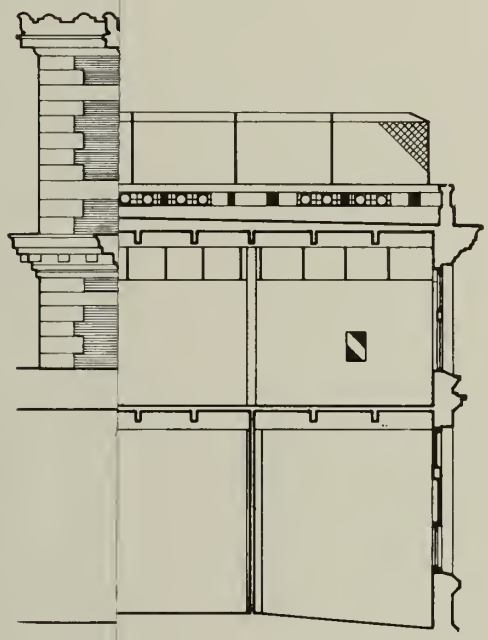


TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION F-F

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 25



8 0 8 16

SCALE 1/8" = 1' - 0"

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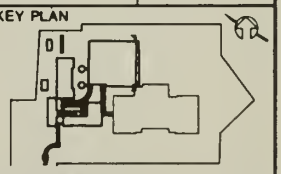
KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY SECTION G - G

SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ ___ ___ ___

SHEET ___ OF ___

Exhibit 25

8 0 8 16
SCALE 1/8" = 1'-0"

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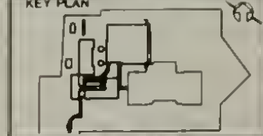
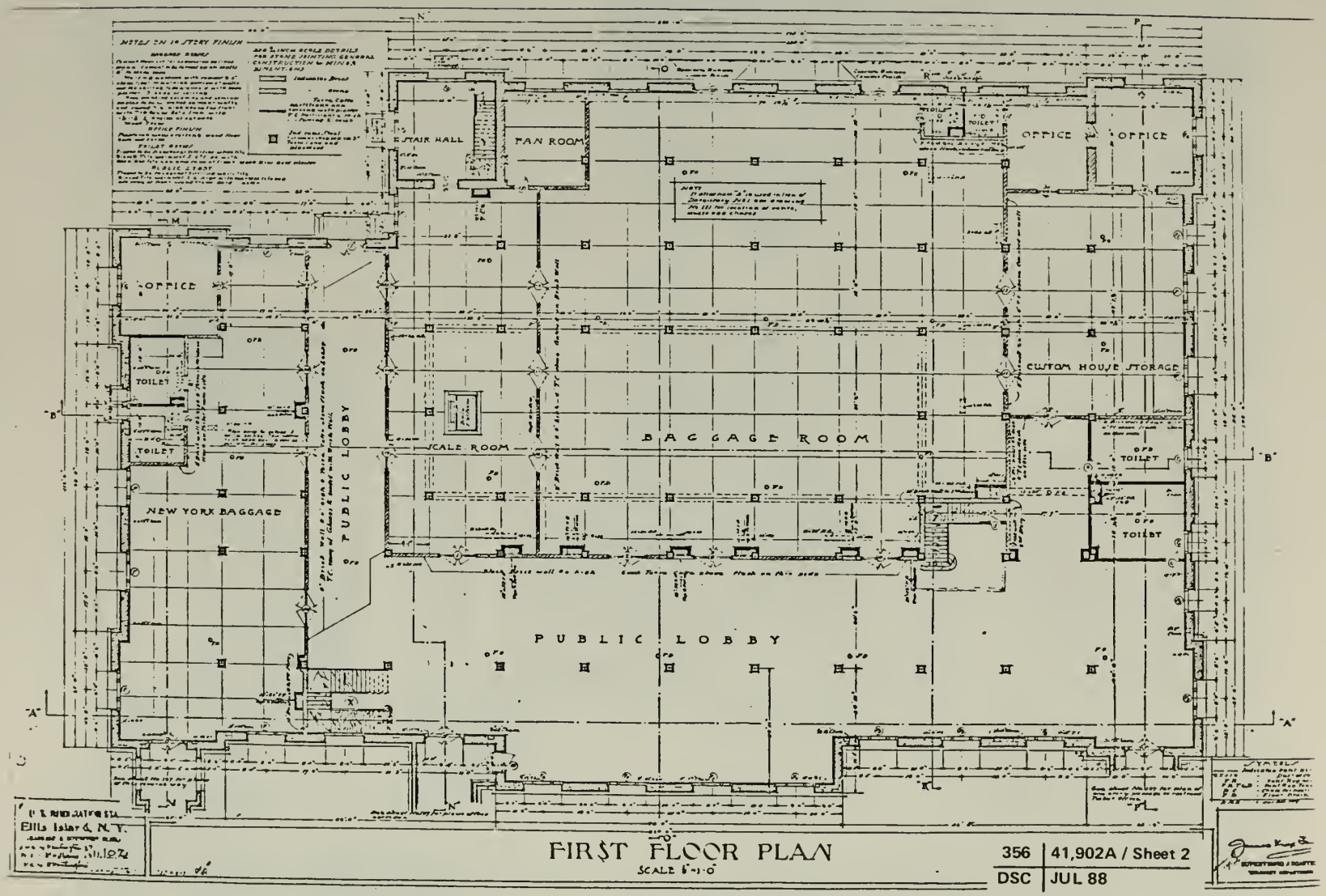


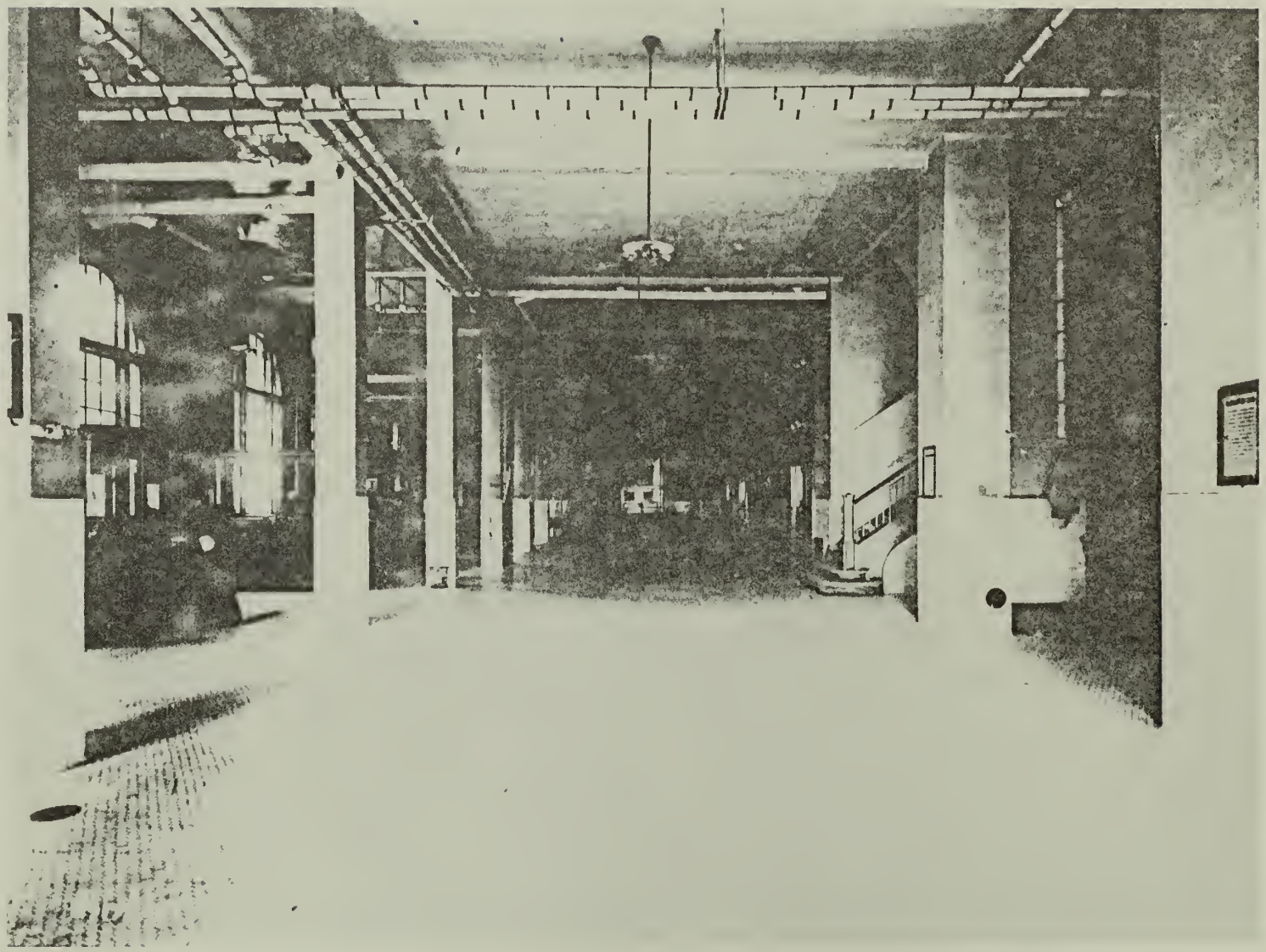
TITLE OF SHEET
BAGGAGE & DORMITORY
SECTION G - G

SUB SHEET NO. DRAWING NO.
PROJ. NO. SHEET OF



Drwg. No. 102- "First Floor Plan", Baggage and Dormitory Building, 1907.

Exhibit 26



1. Room 103- view toward west end, c. 1910, Edwin Levick, photographer. William Williams Collection No. 28, New York Public Library, Local History and Genealogy Division.

2. Room 103- view toward southwest corner. "Railroad Room- Ellis Island. 'Food for sale here' is announced in eleven languages." 1914. Annual Report, International Bible Society.

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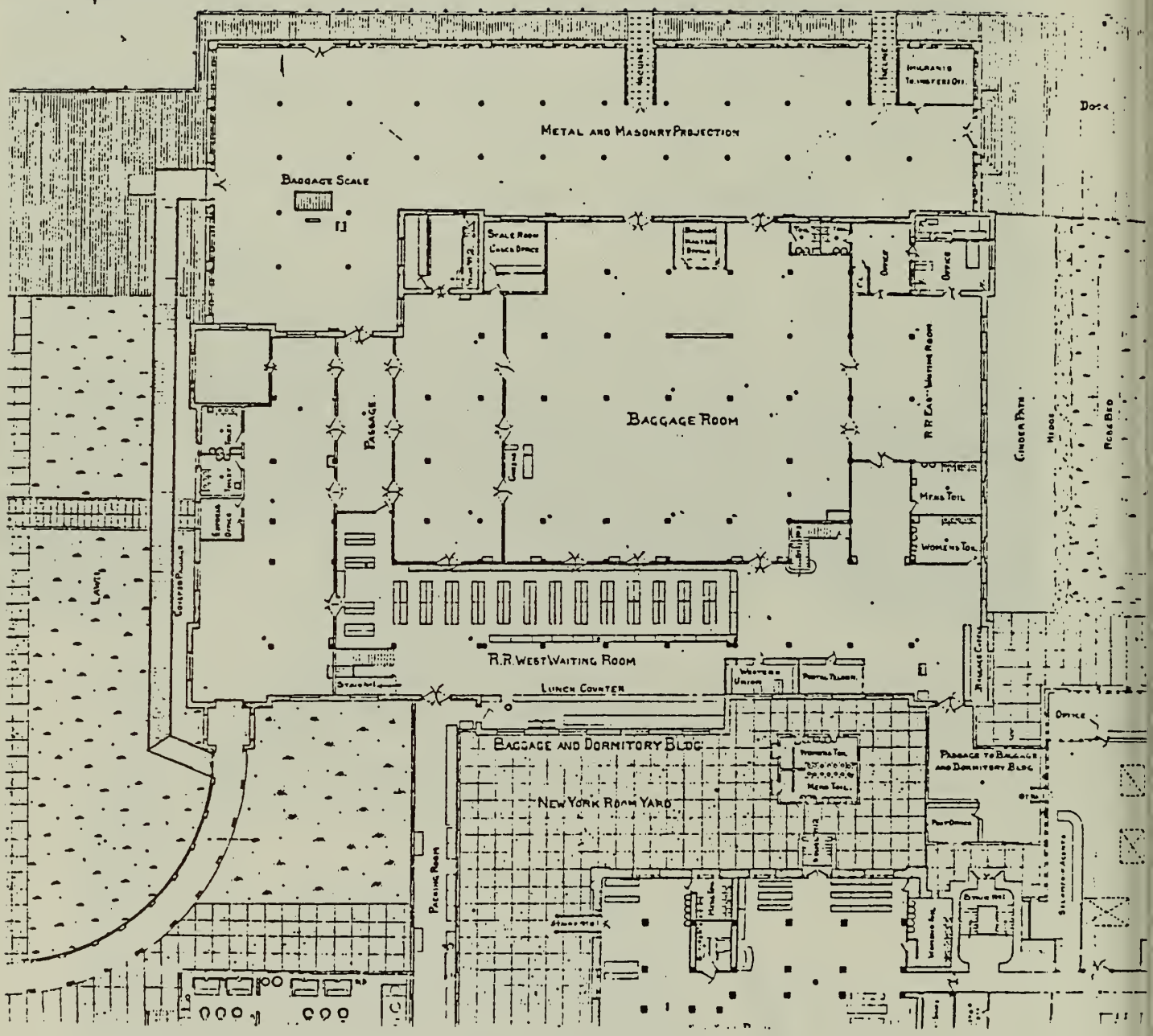
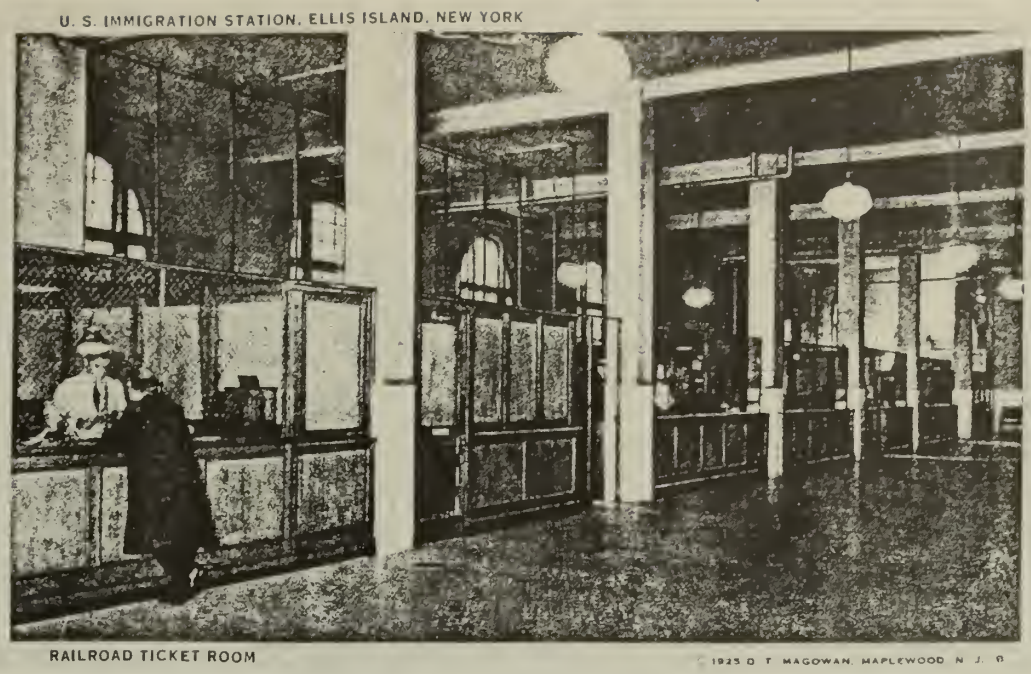
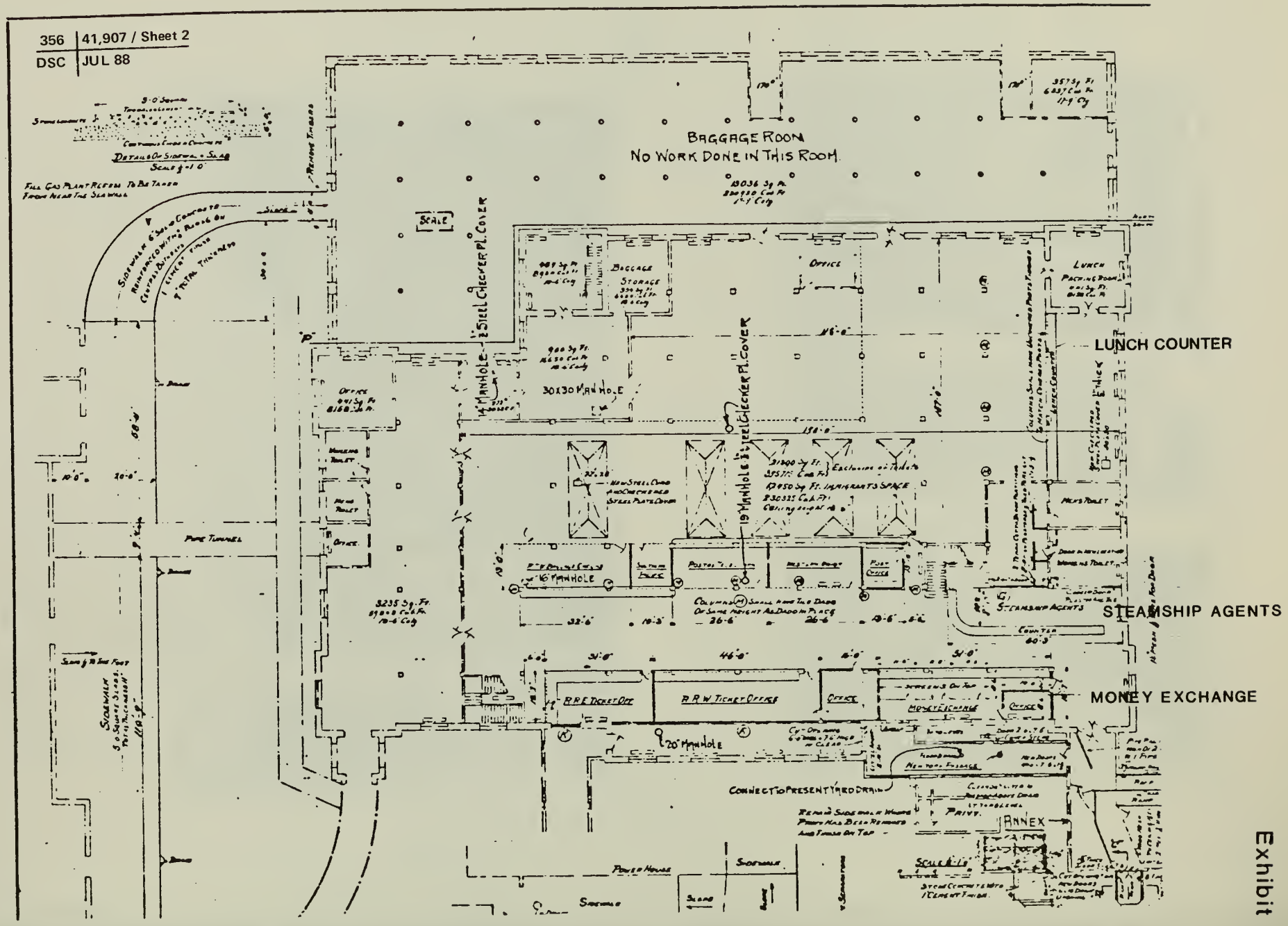


Drwg. No. E777, "Island #1 Block Plan, First Floor", June 1916. (Portion of drawing depicting baggage and dormitory building)



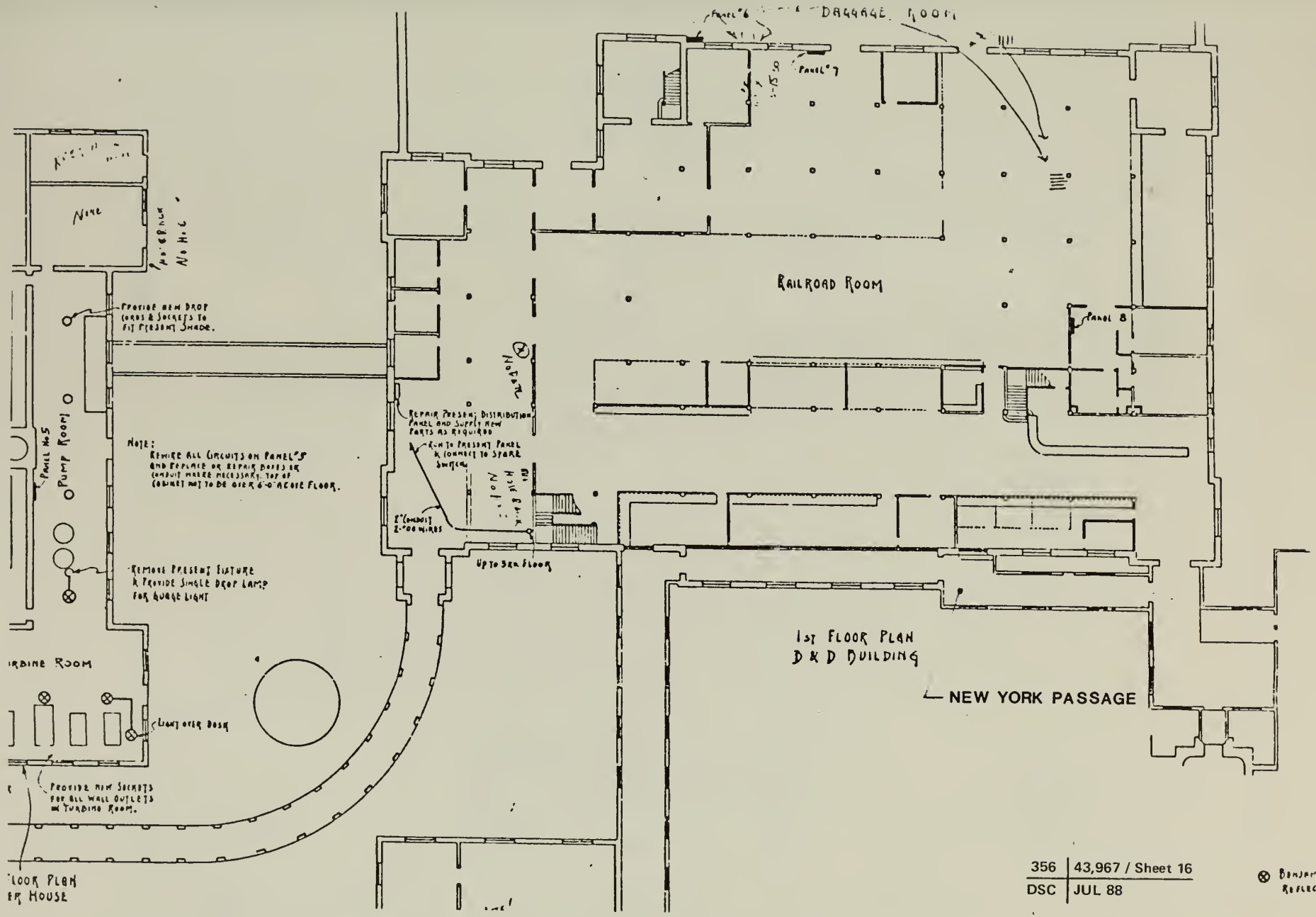
2A. Room 103- view southwest, new partitions for railroad ticket office, ca. 1925. Statue of Liberty Collection.

3. Postcard: "U.S. Immigration Station, Ellis Island, New York. Railroad Waiting Room, where admitted aliens are afforded opportunity to purchase food in convenient containers to last them until arrival at their destination. Here also they may send telegrams to relatives or friends to meet them." ca. 1925. (Lunch counter area- now rooms 109-110.) Statue of Liberty Collection.



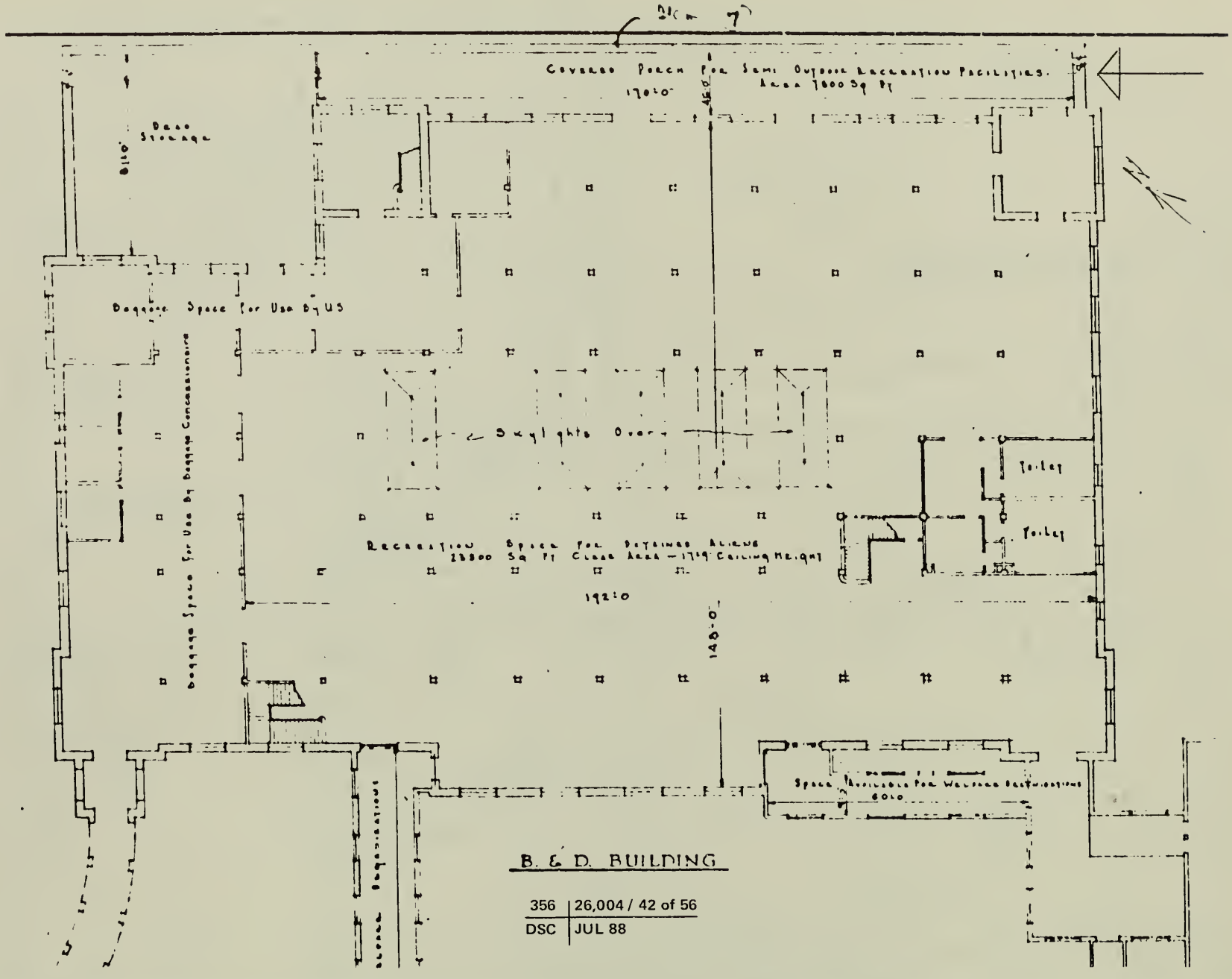
Portion of Drwg. No. D980-2- "Repairs, Alterations and Additions, Baggage and Dormitory Building, Island No. 1, 1st Floor, General Construction", 1924

Exhibit 28



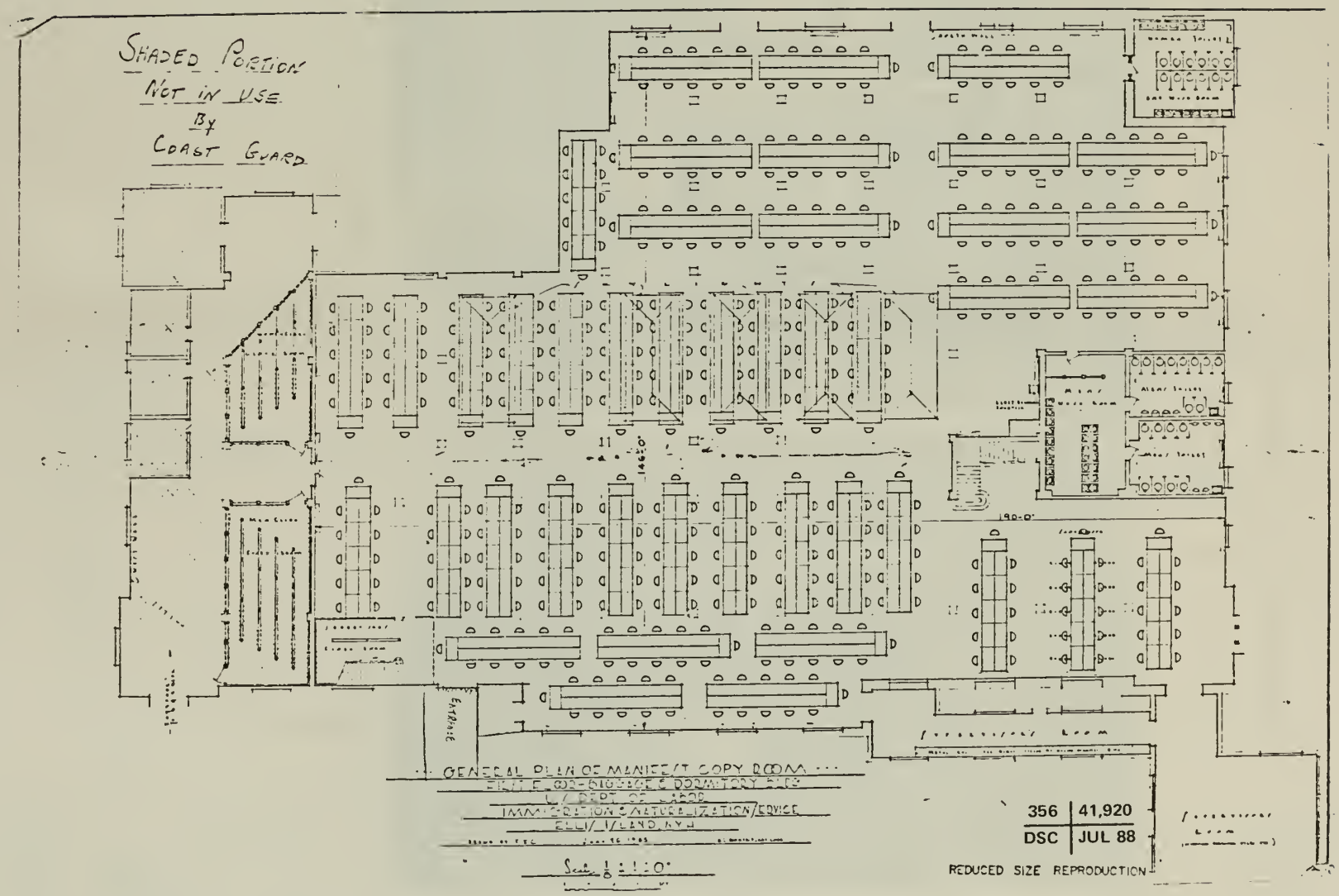
Portion of Drwg. No. D1034- "Electrical Installations, Island No.1, First Floor", 1929.
Partitions of ticket offices in railroad room.

Exhibit 29



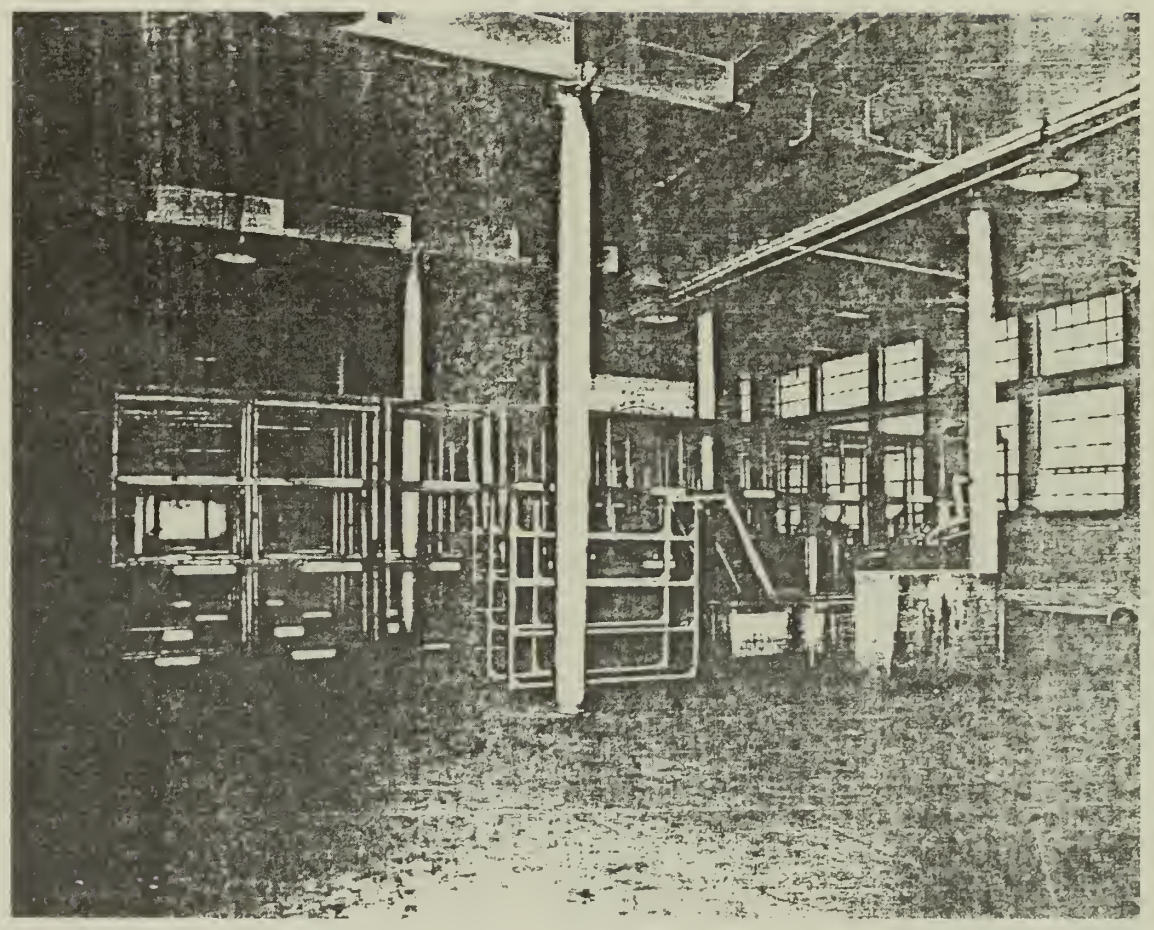
Portion of Drwg. D-7- First Floor Plan, February 1935. Previous baggage and ticket spaces now designated "Recreation Space for Detained Aliens".

Exhibit 3



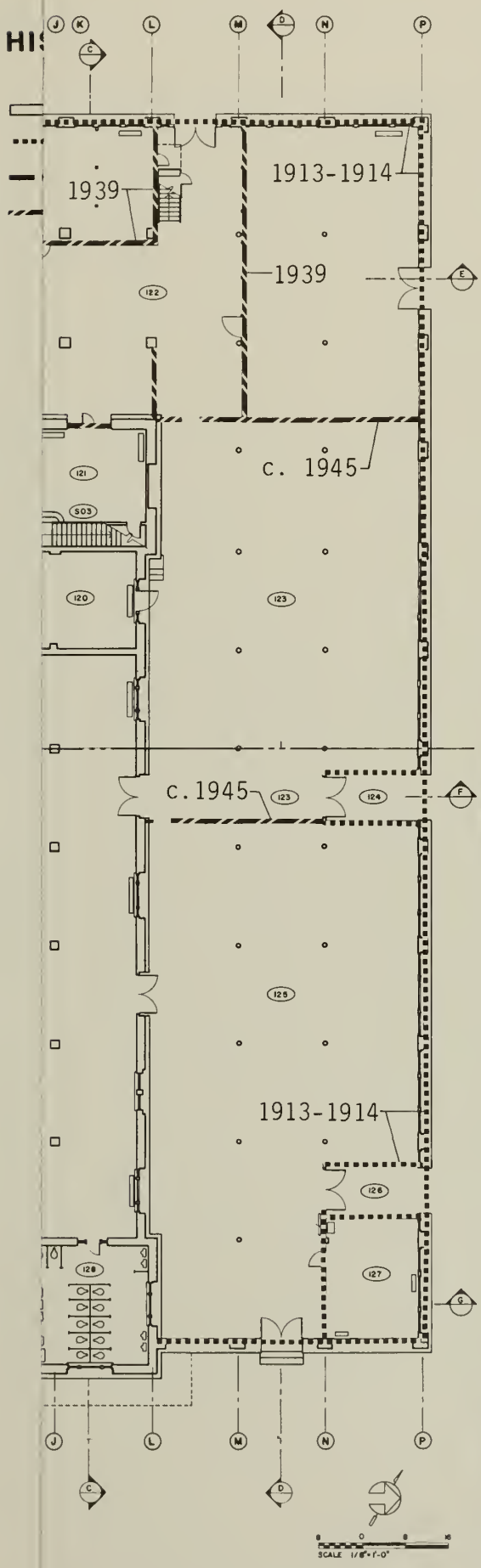
Drawing of "General Plan of Manifest Copy Room- First Floor, Baggage and Dormitory Building", 1935.

Exhibit 31



4. Porch area, room 124- view toward west at baggage racks, 1954.

Exhibit 32



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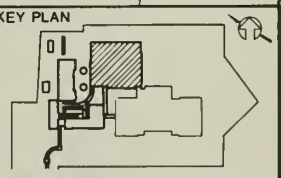


TITLE OF SHEET

BAGGAGE & DORMITORY
1st FLOOR PLAN

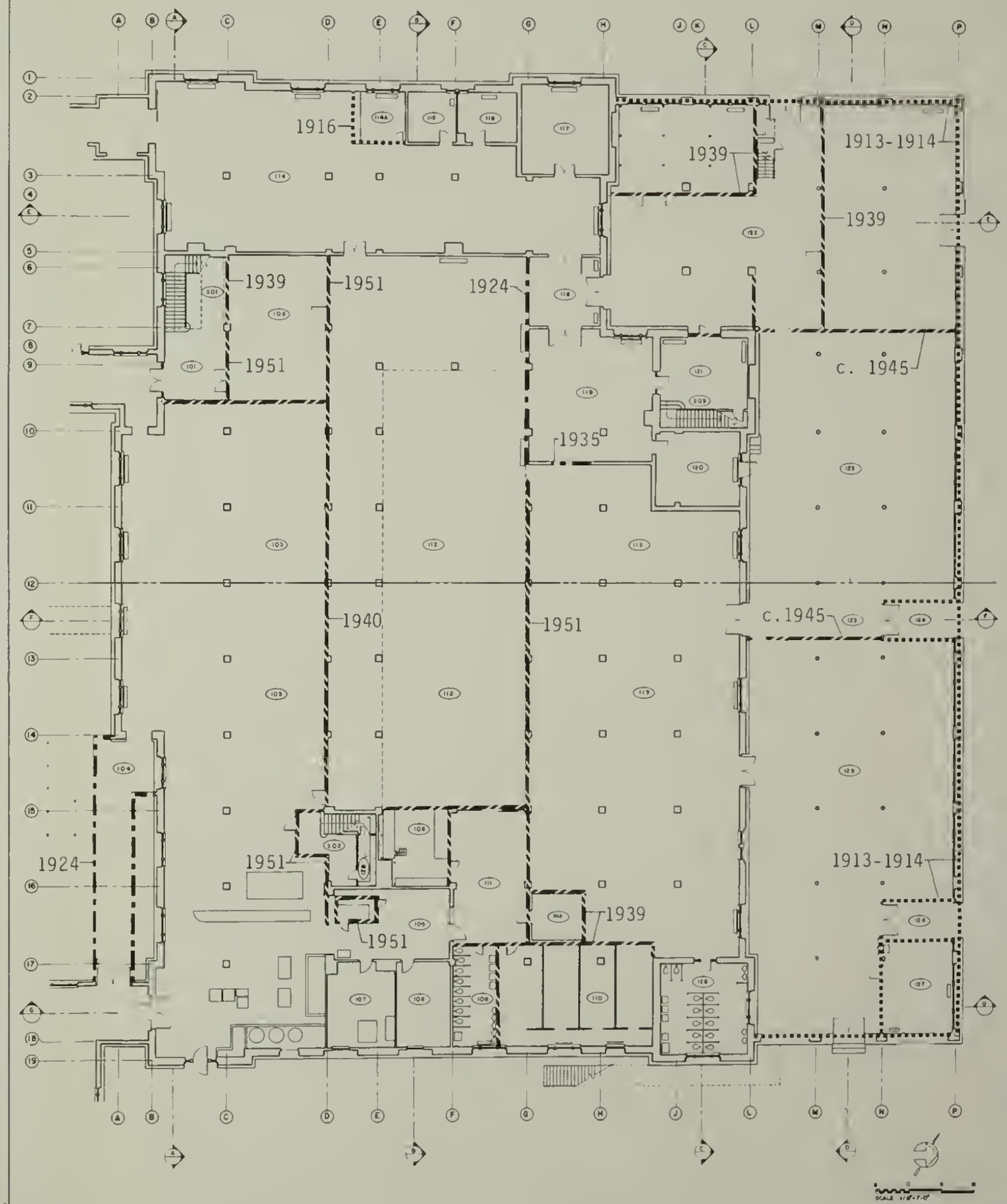
SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

HISTORICAL DEVELOPMENT

- ORIGINAL WALLS 1909-1912
- WALLS ADDED 1913-1923
- WALLS ADDED 1924-1938
- WALLS ADDED 1939-PRESENT

Exhibit 32



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TITLE OF SHEET
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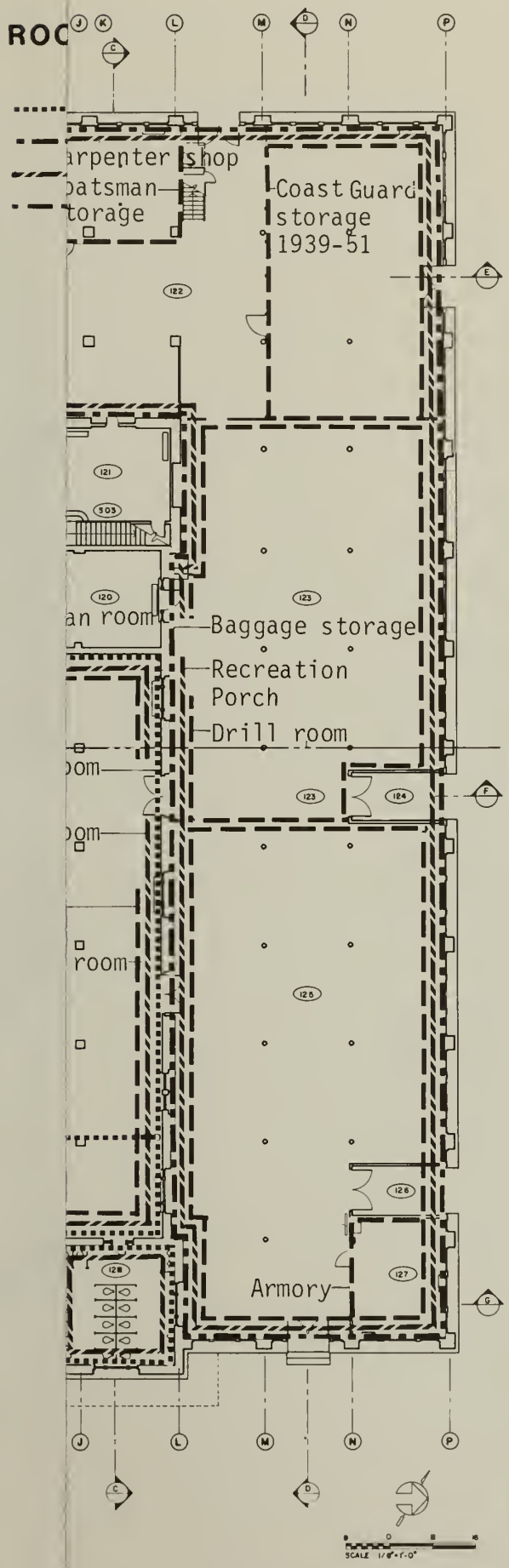
1st FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 33



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BAGGAGE & DORMITORY
1st FLOOR PLAN

SUB SHEET NO. | DRAWING NO.

PKG. NO. | SHEET | OF

ROOM USES

- 1909-1912
- 1913-1923
- 1924-1938
- 1939-PRESENT

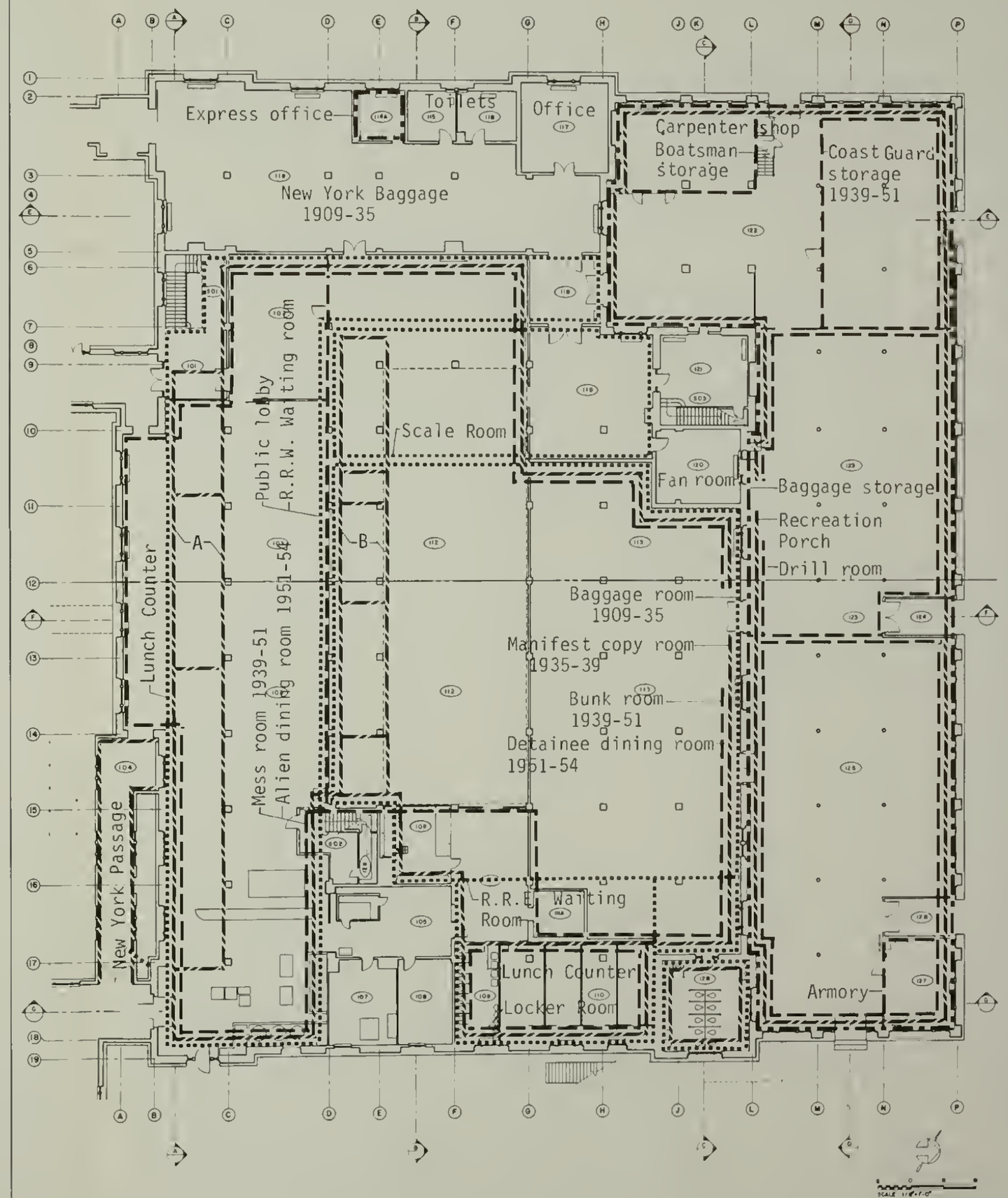
"A" Partitions: (1924-35)

R.R.E. Ticket Office
R.R.W. Ticket Office
Money Exchange

"B" Partitions: (1924-35)

R.T.W. Baggage
South Pacific
Postal Telegraph
Western Union
Post Office

Exhibit 33



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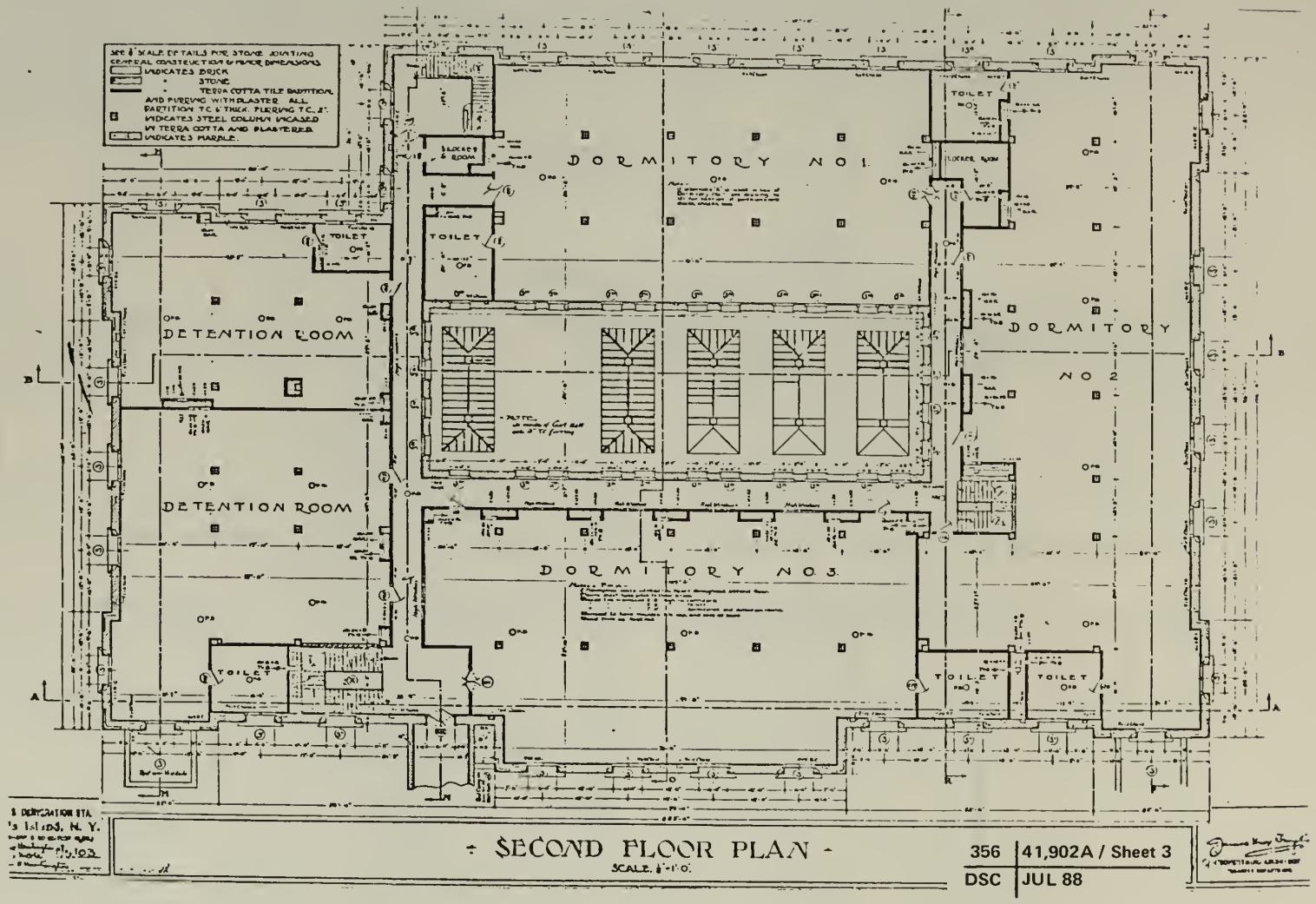
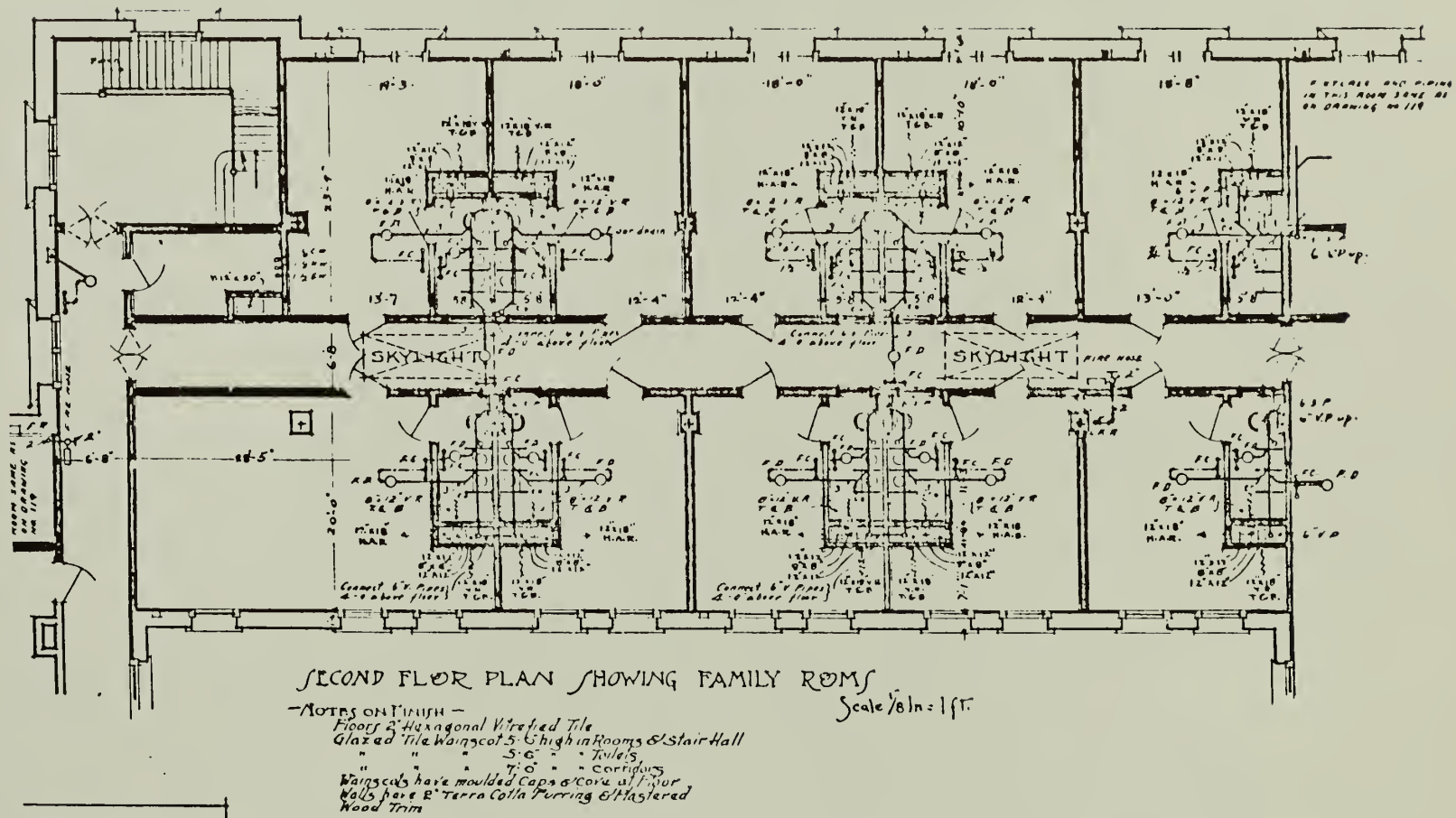
TITLE OF SHEET
BAGGAGE & DORMITORY
1st FLOOR PLAN

SUB SHEET NO. DRAWING NO.
PKG. NO. SHEET OF



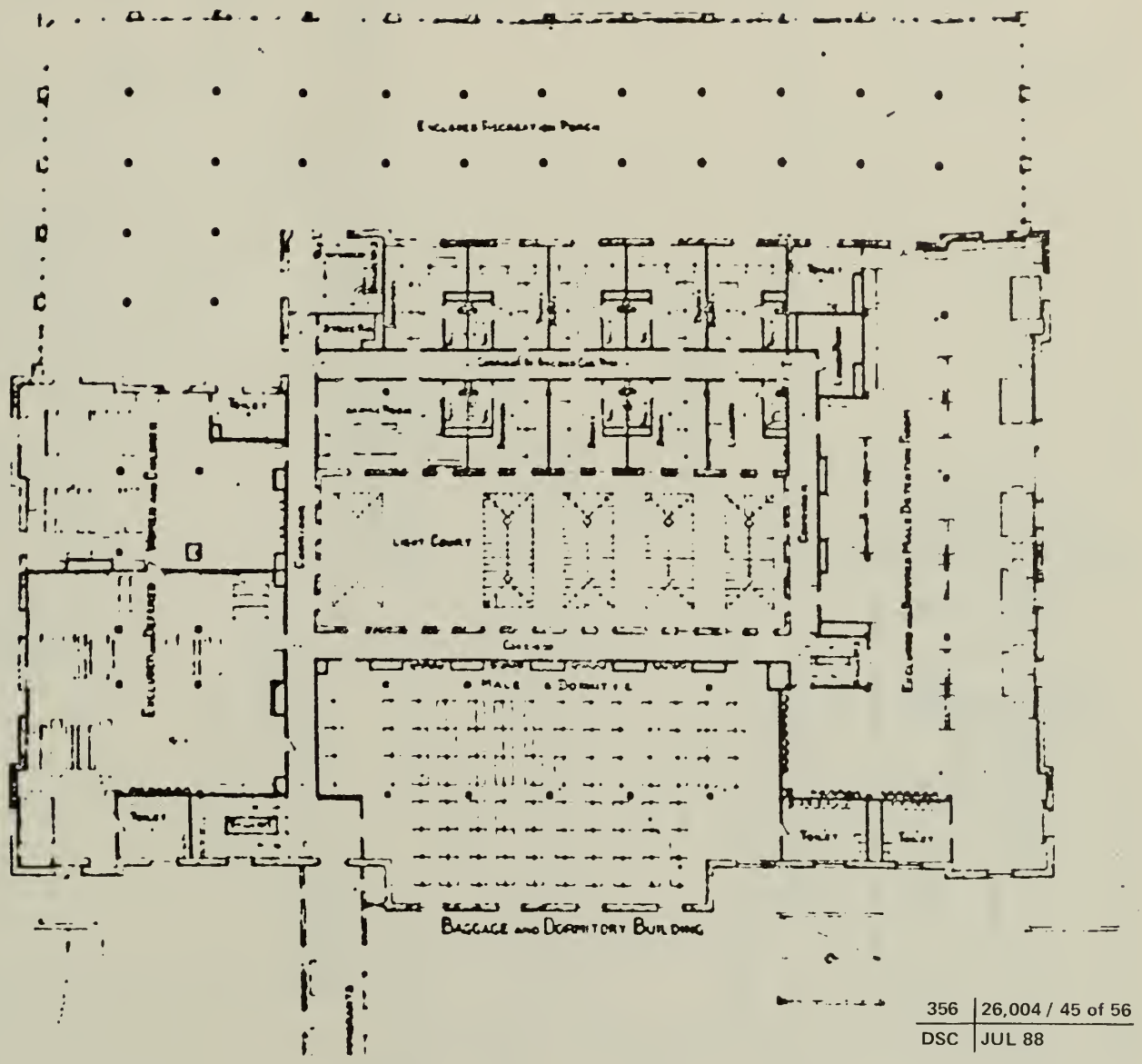
"Second Floor Plan", 1907. Original plan prior to alternative of family rooms in place of "Dormitory No. 1".

Exhibit 34

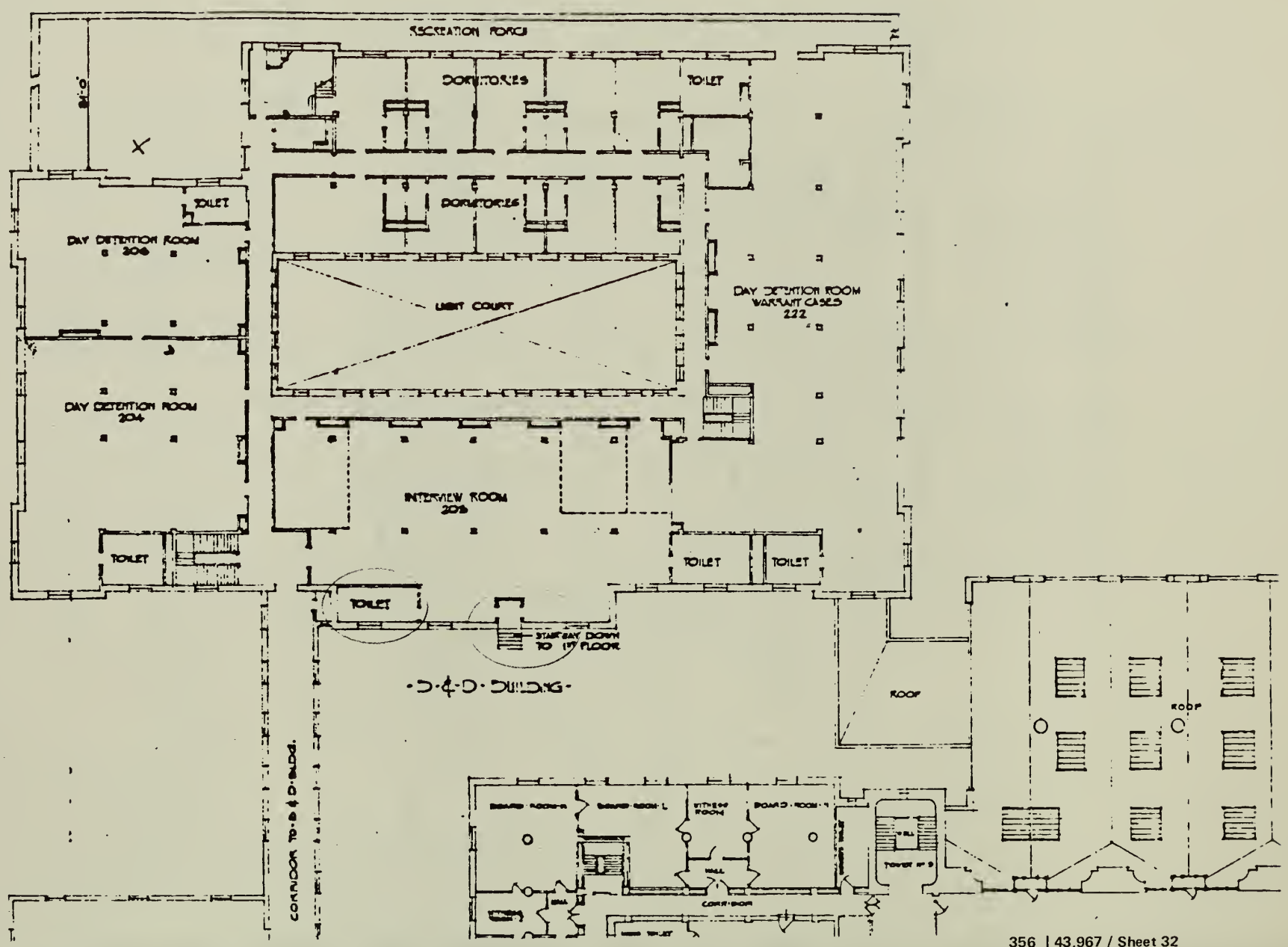


"Family Rooms in Place of Dormitory No. 1- Alternate A", 1907.

Exhibit 35



Portion of Drwg. "Some Minor Alterations in Division of Space as Shown on Plan and Some Changes in Assignments But Plan is Generally Correct, Main Isl., Second Floor", 1916. "Excluded and Deferred Women and Children" rooms at left and room for "Excluded and Deferred Males" at right.



"Repairs to Doors and Windows, Second Floor Plan, Island #1", 1939.

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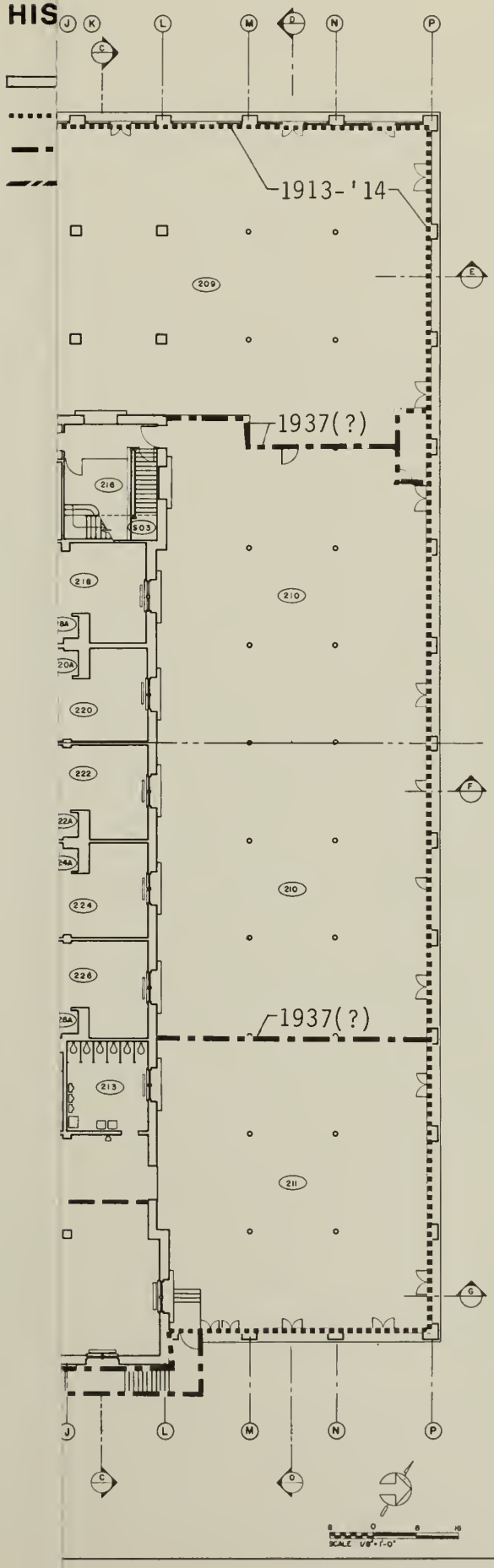
Exhibit 37

Exhibit 38



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DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

STATUE OF LIBERTY NATIONAL MONUMENT

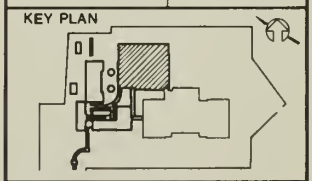
NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	int

DESIGNED: DATE:

DRAWN: TECH REVIEW:

KEY PLAN



TITLE OF SHEET

BAGGAGE & DORMITORY 2nd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

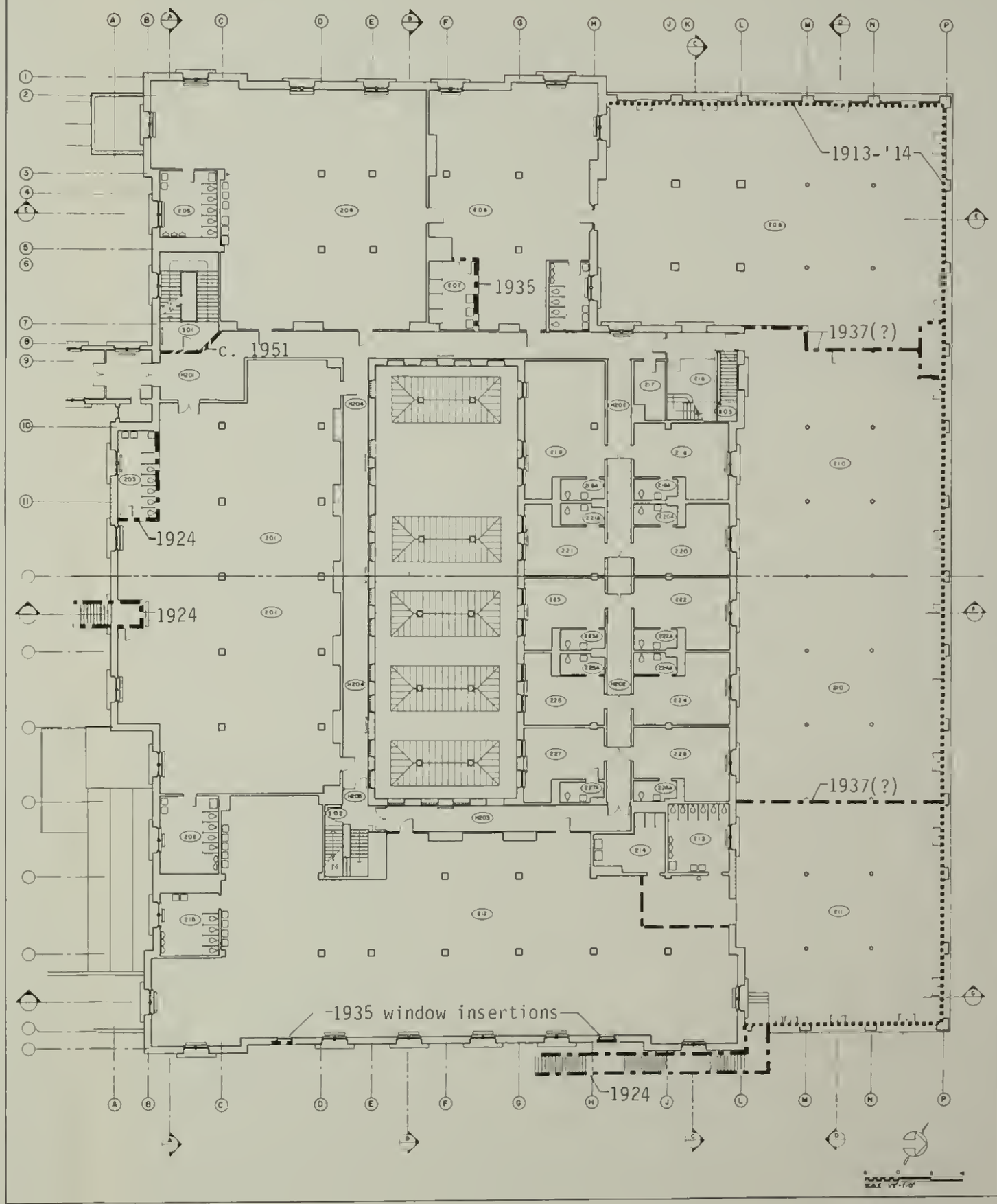
PKG. NO. SHEET

OF

HISTORICAL DEVELOPMENT

- ORIGINAL WALLS 1909-1912
- WALLS ADDED 1913-1923
- WALLS ADDED 1924-1938
- WALLS ADDED 1939-PRESENT

Exhibit 38



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NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	int

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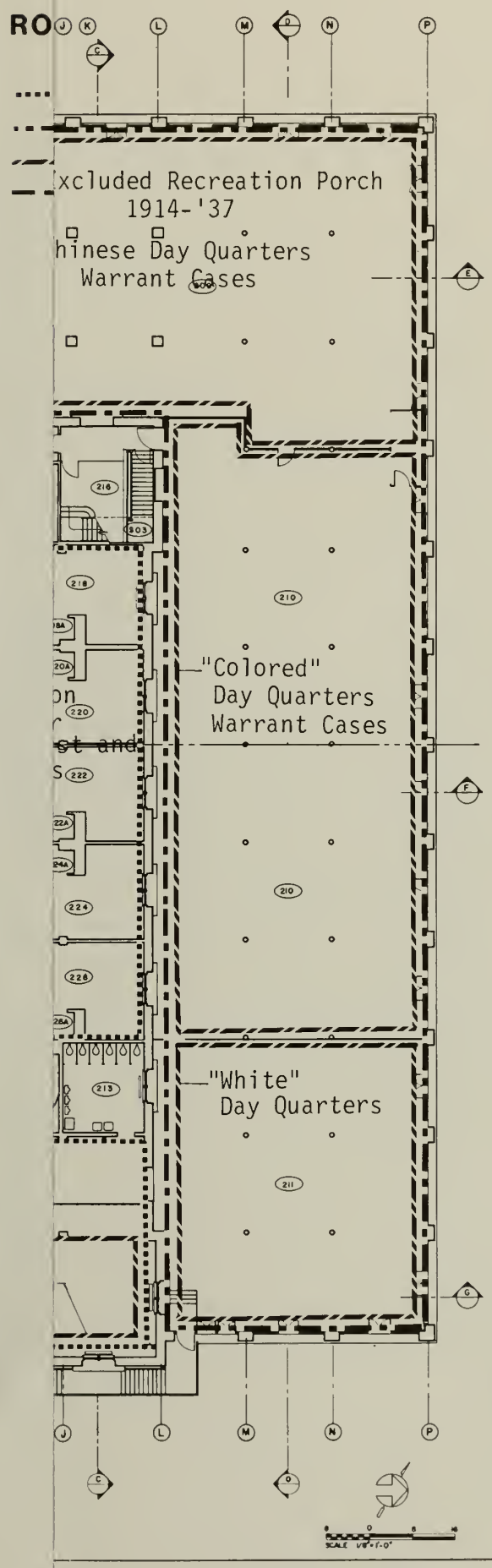
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
2nd FLOOR PLAN

SUB SHEET NO. DRAWING NO.
PKG NO. SHEET OF

Exhibit 39



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mk	sht	REVISIONS	date	ini

DESIGNED: DATE:

DRAWN: TECH REVIEW:

KEY PLAN

TITLE OF SHEET

BAGGAGE & DORMITORY
2nd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

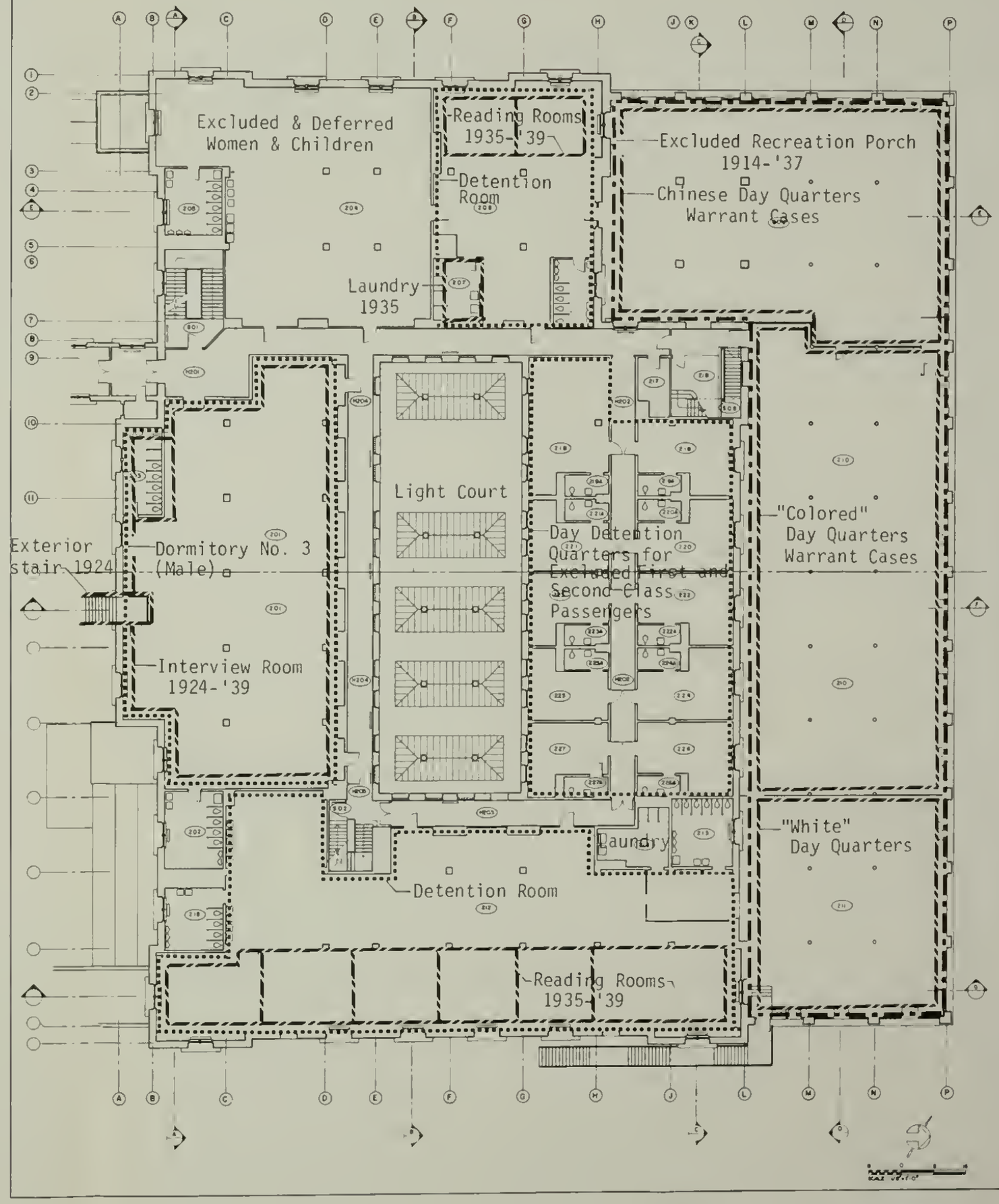
PKG. NO. SHEET

OF

ROOM USES

- 1909-1912
- 1913-1923
- 1924-1938
- 1939-PRESENT

Exhibit 39



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NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	by

DESIGNED: DATE:
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KEY PLAN

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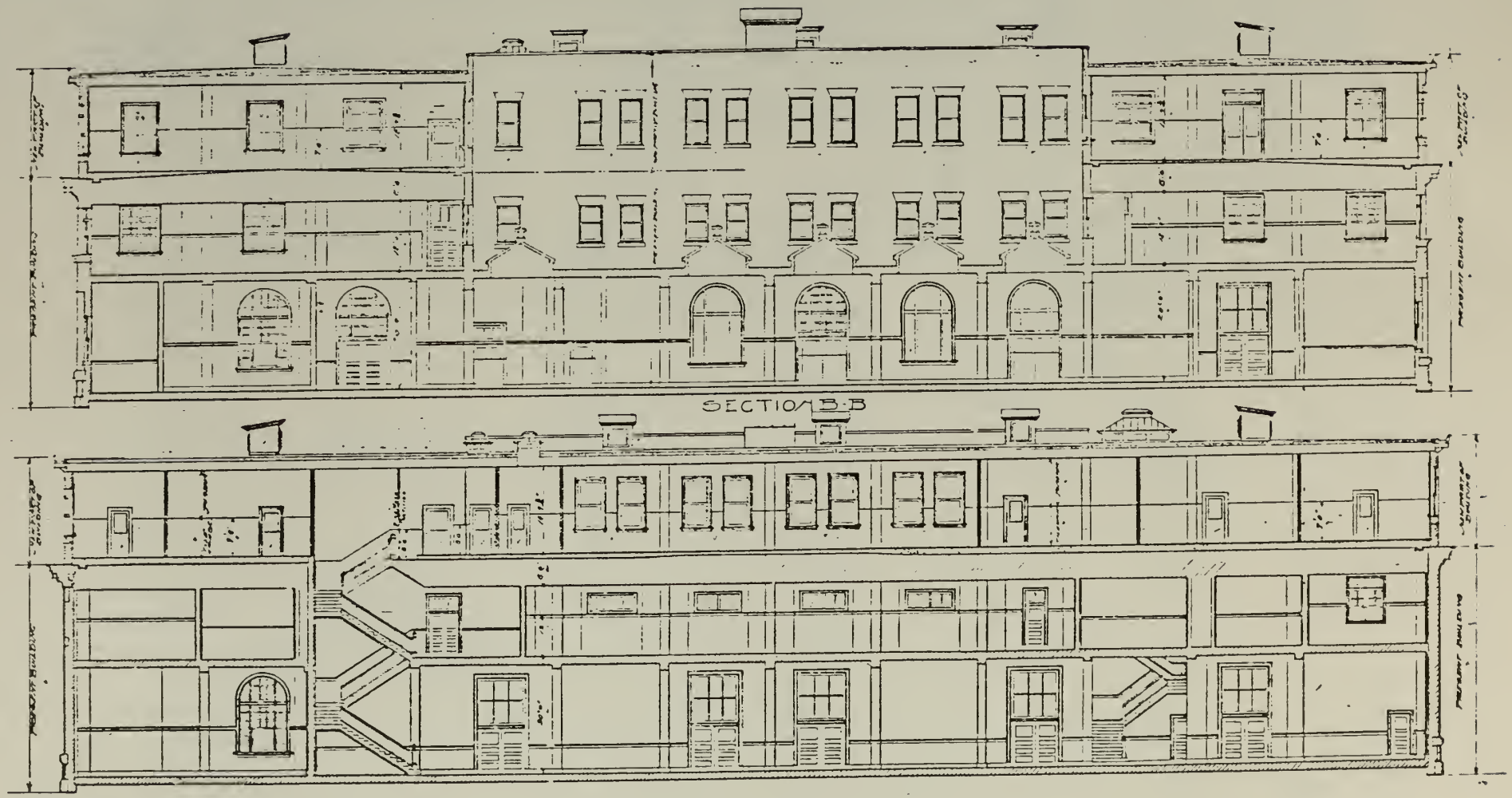
BAGGAGE & DORMITORY 2nd FLOOR PLAN

SUB SHEET NO. DRAWING NO.
PKD NO. SHEET OF



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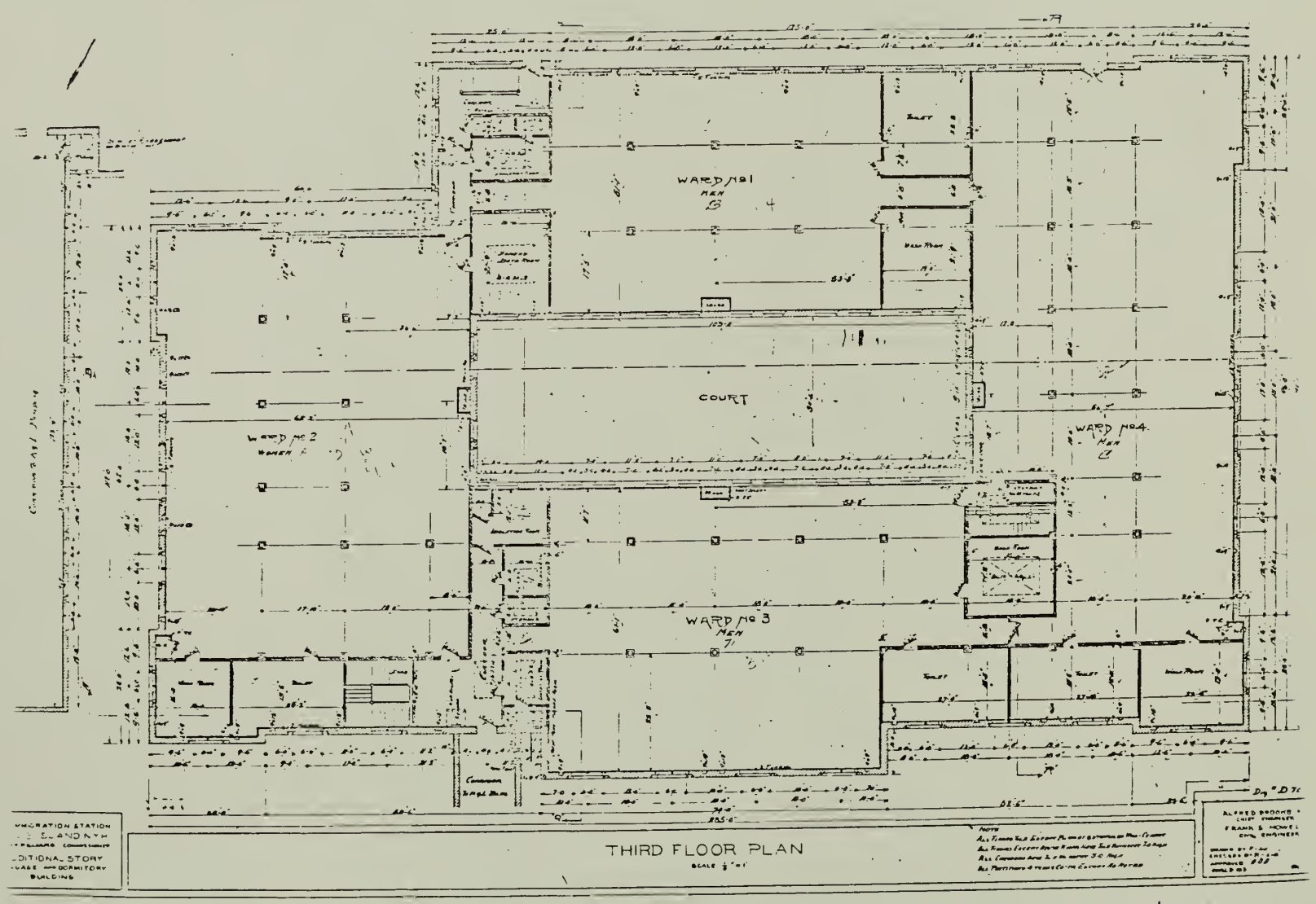
DSC	JUL 88

Drwg. D767- "Sections of Completed Building- Additional Story of Baggage and Dormitory Building", 1913.

Exhibit 40



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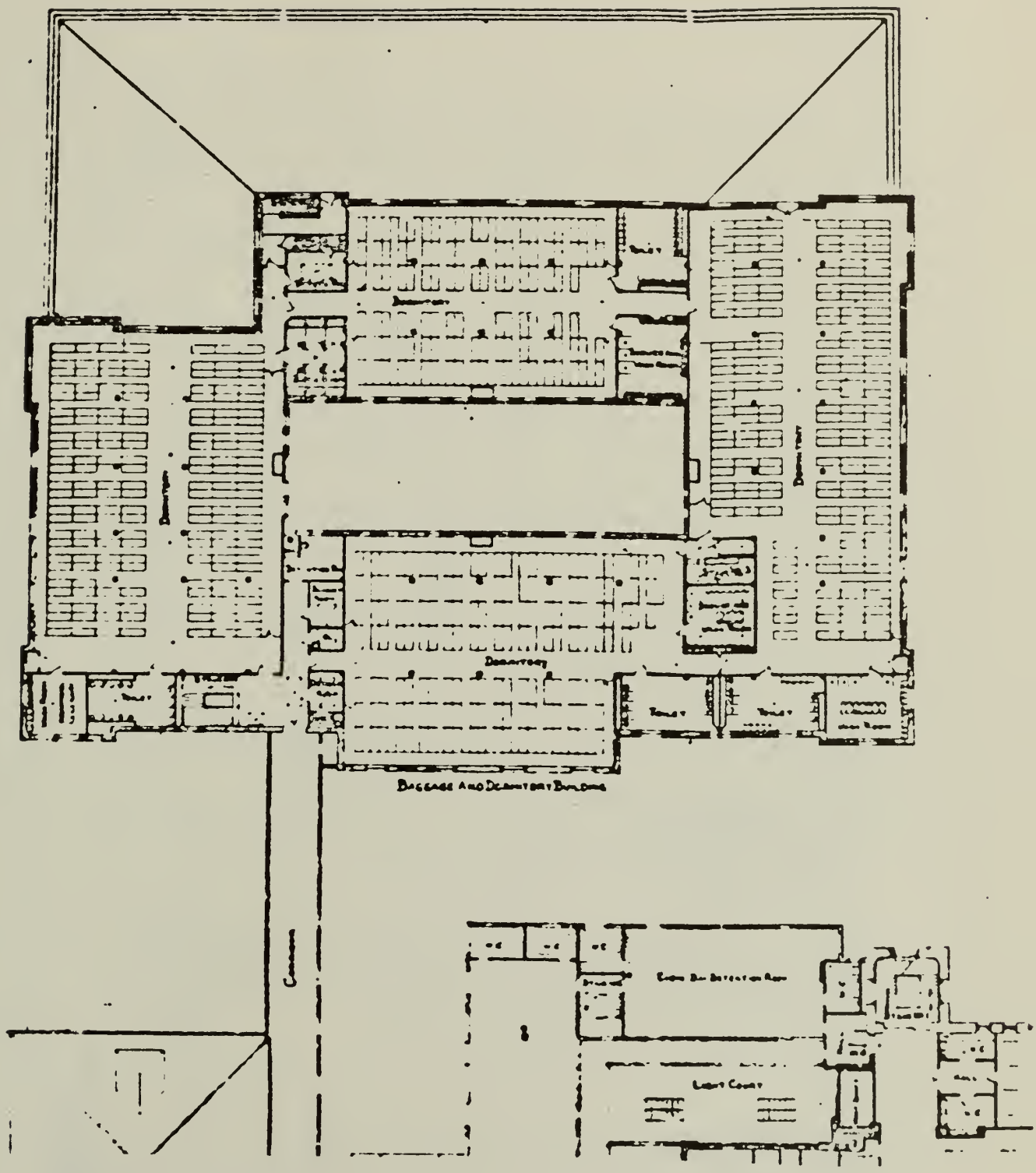
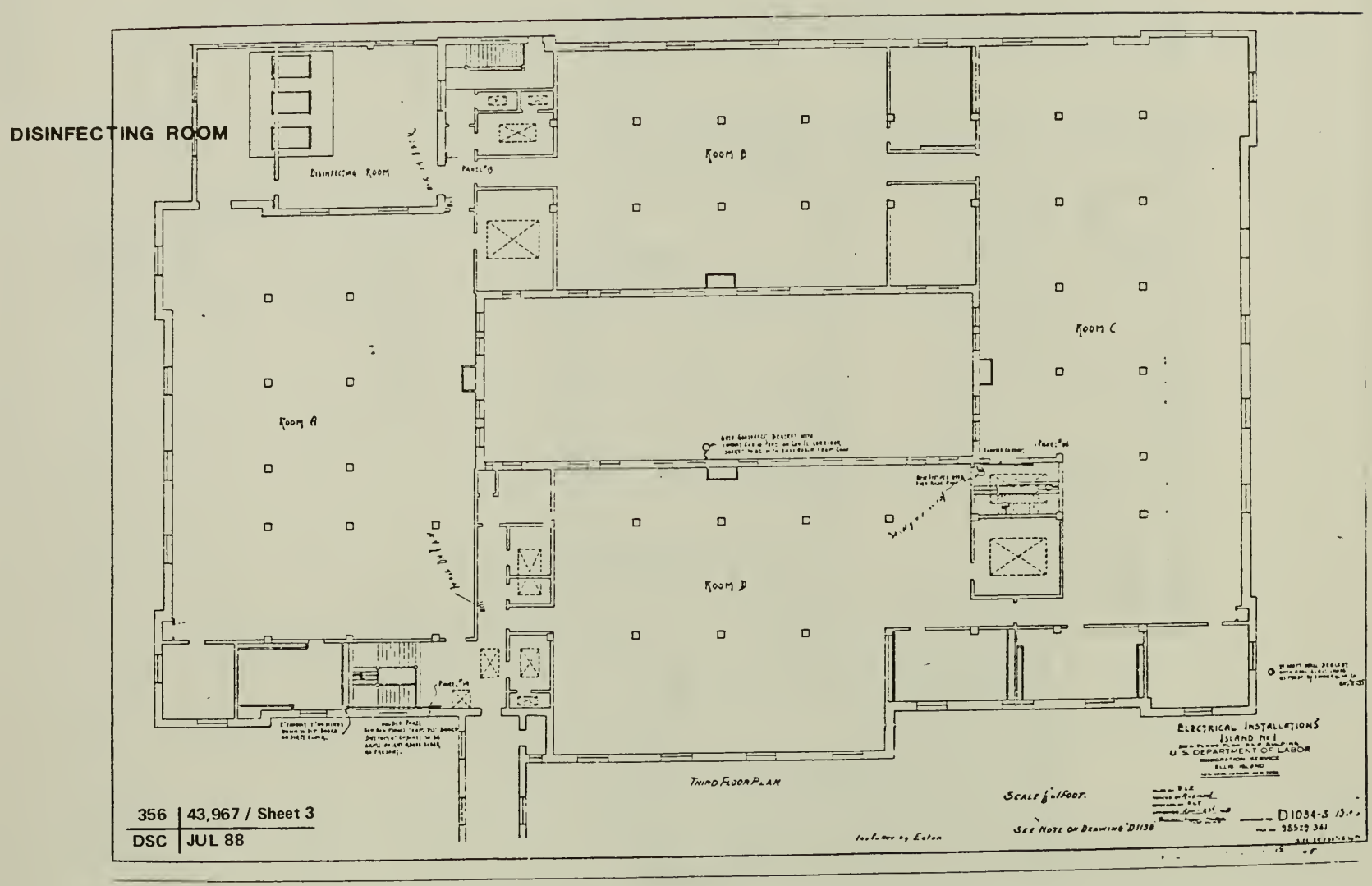
"Third Floor Plan", 1913.

Exhibit 41

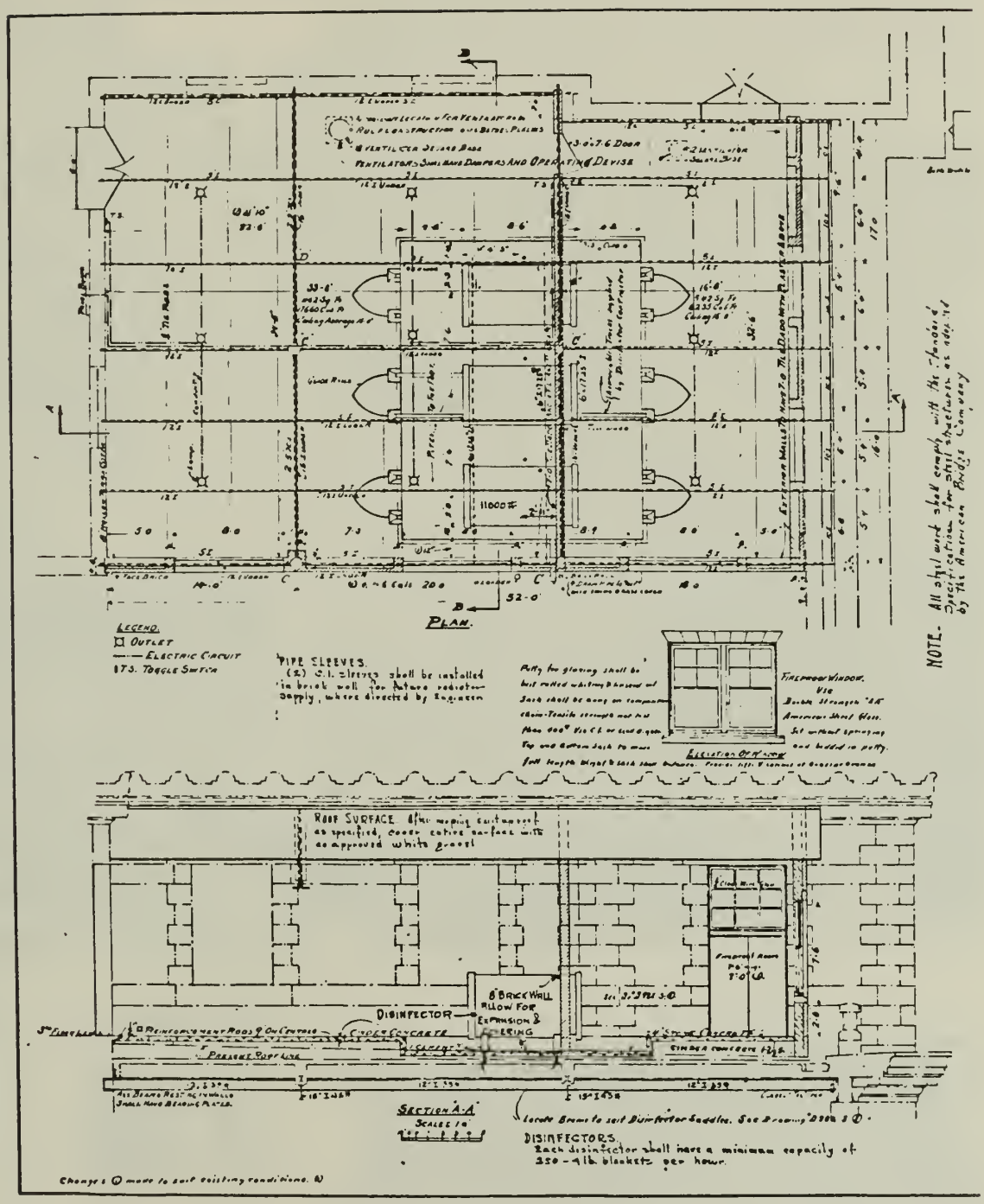


"Some Minor Alterations in Division of Space as Shown on Plan and Some Changes in Assignments, But Plan Is Generally Correct, Third Floor", 1917. Arrangement of wire cages in dormitories.



Drwg. No. D1034- "Electrical Installations, Island No. 1, Third Floor, Baggage and Dormitory Building", 1929.

Exhibit 43



Portion of Drwg. No. D982-1, "Repairs, Alterations, and Additions-Baggage and Dormitory Building, Third Floor, Disinfectors, Building Construction", 1924.

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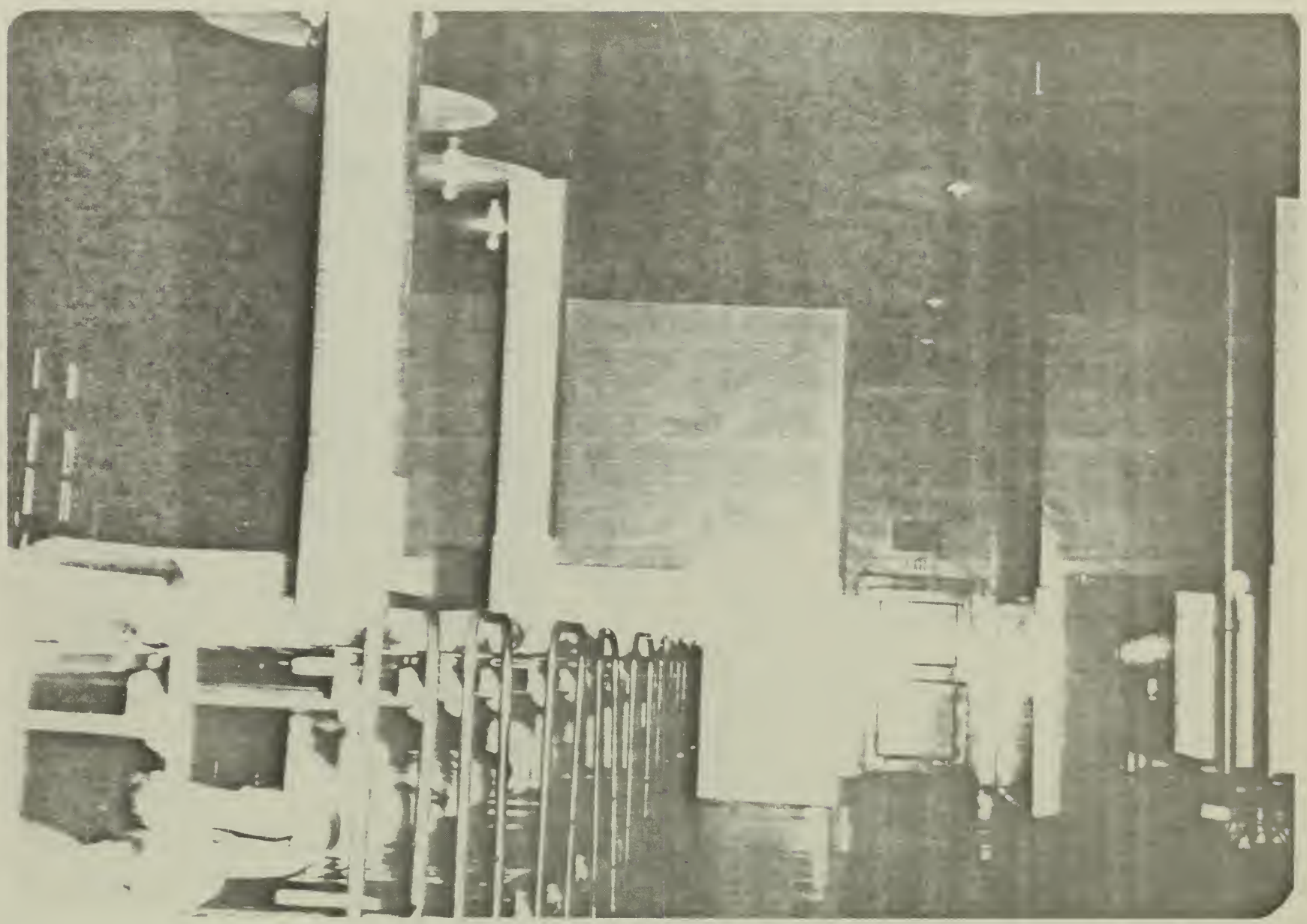
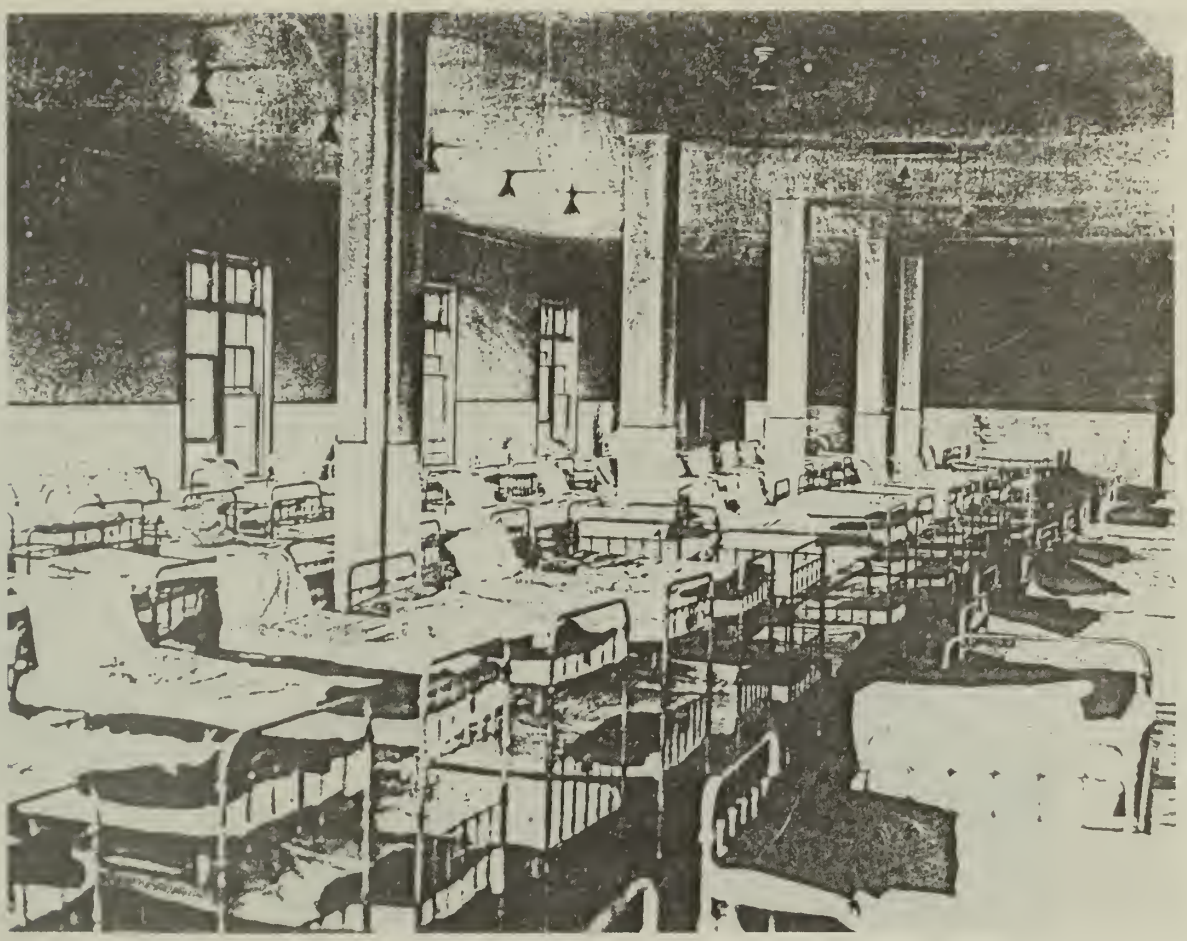
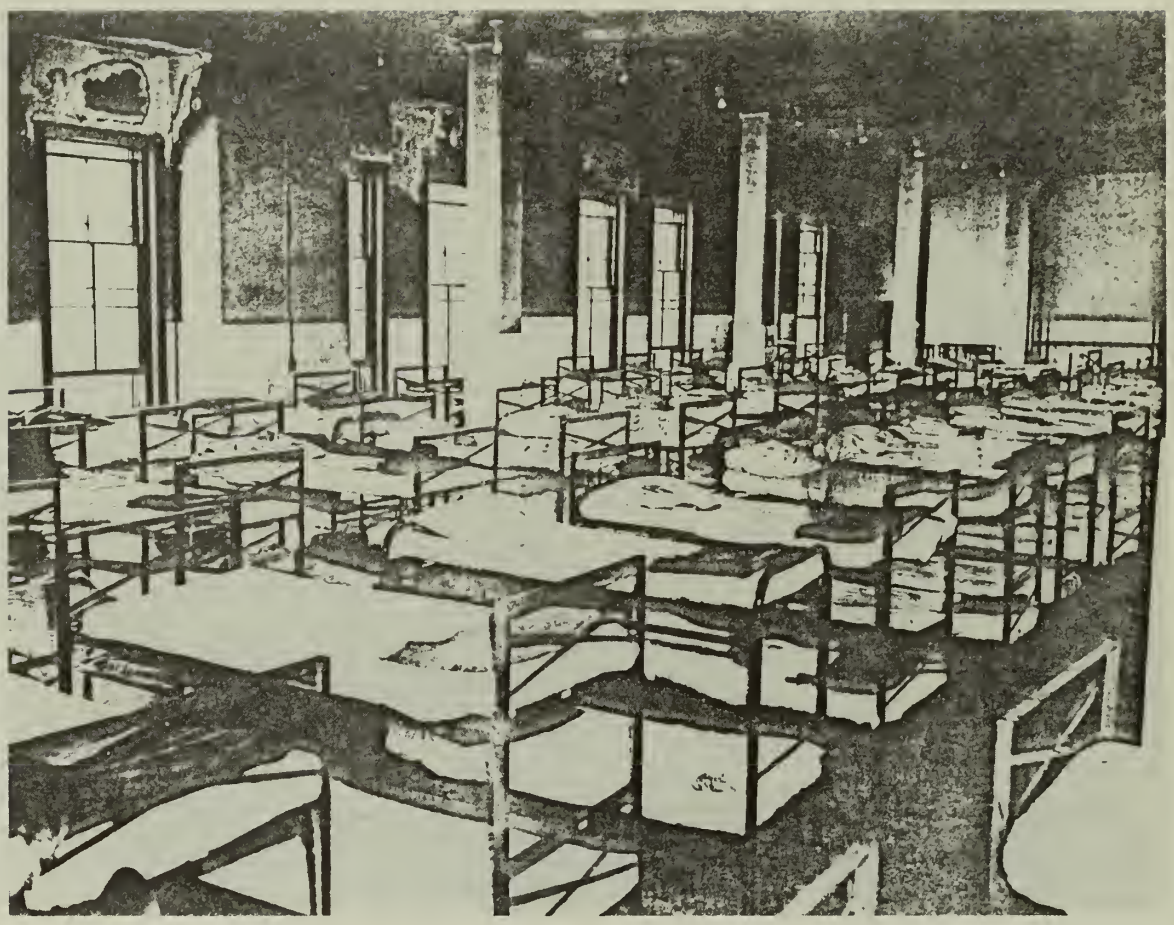


5. Room 315- toward northeast wall, late 1940's.

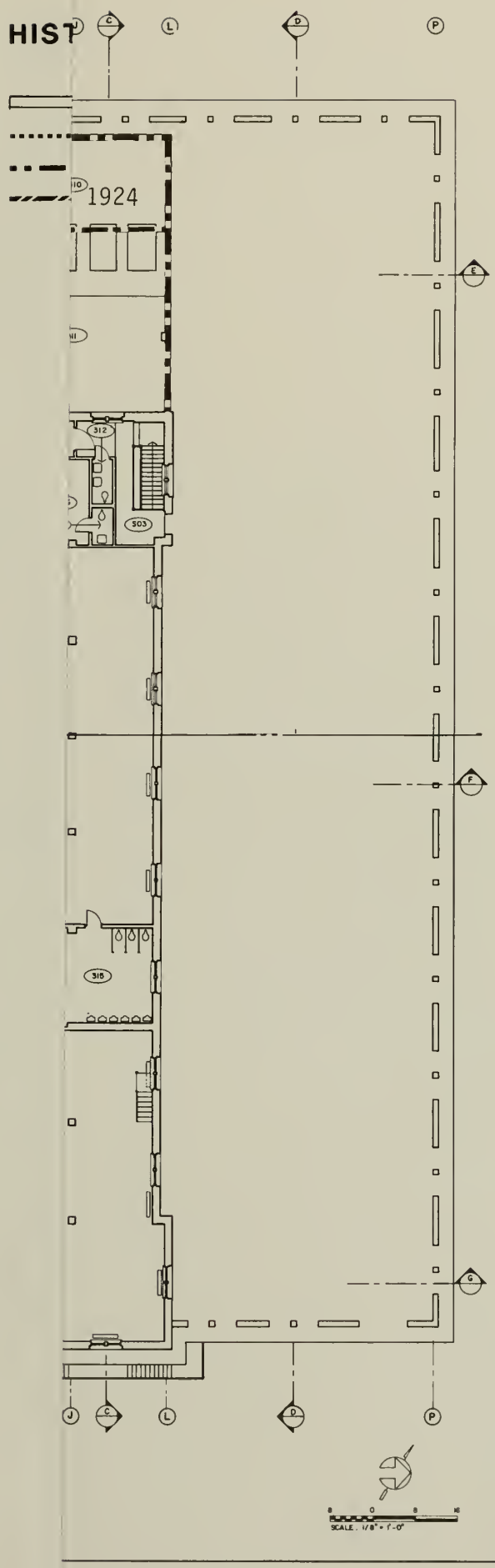


6. Room 315- view northeast, 1931. "One of the dormitories for aliens waiting disposition of their case", United Press International.



7. Room 324- northeast corner, 1947. "A section of the night quarters assigned to male detainees. The inmates are barred from entry into this section during daylight hours", Associated Press/Wide World Photos.

Exhibit 45



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DSC	JUL 88

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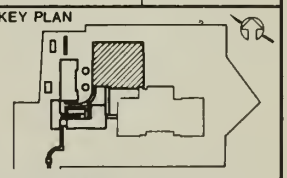


TITLE OF SHEET

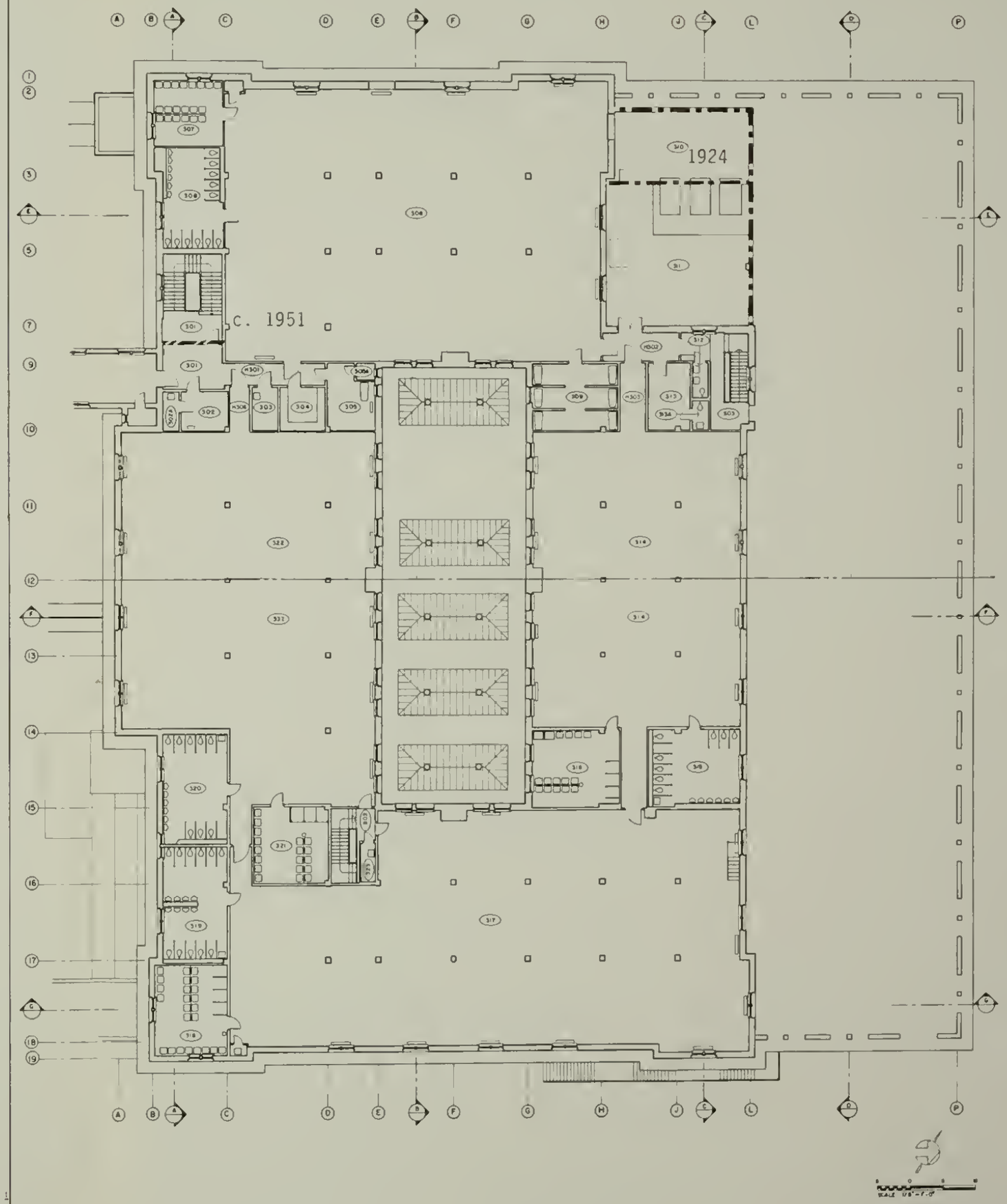
BAGGAGE & DORMITORY 3rd FLOOR PLAN

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

HISTORICAL DEVELOPMENT

- ORIGINAL WALLS 1909-1912
- WALLS ADDED 1913-1923
- WALLS ADDED 1924-1938
- WALLS ADDED 1939-PRESENT

Exhibit 45



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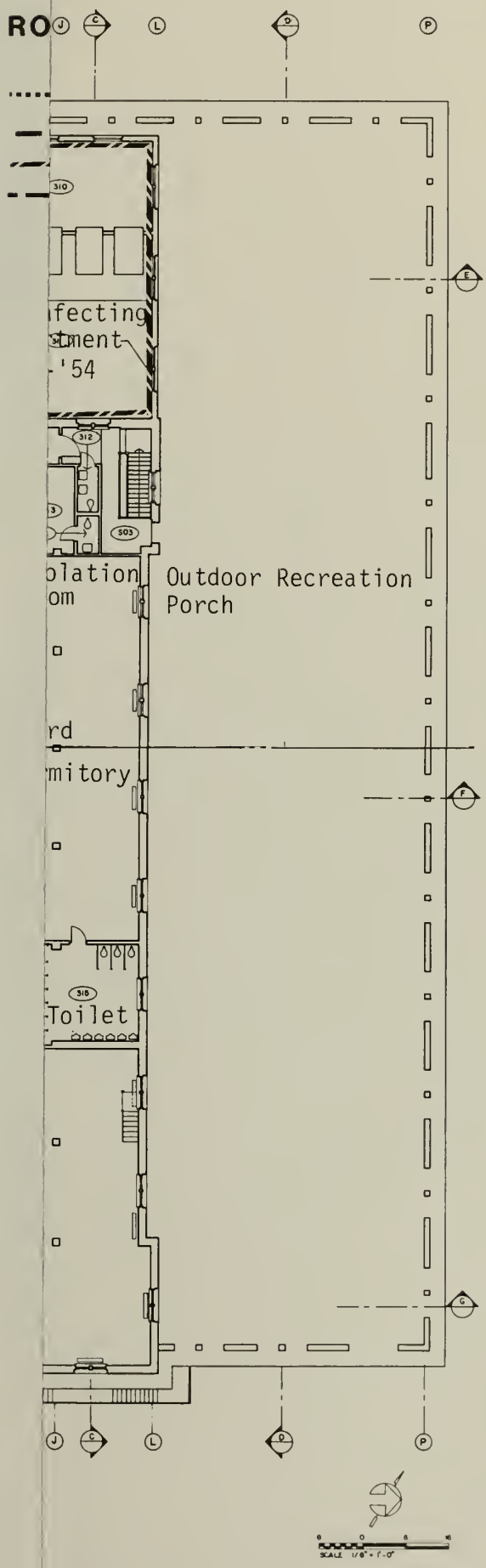
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
3rd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 46



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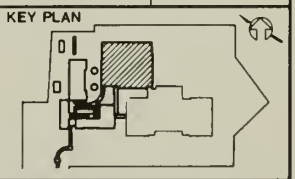
KEY PLAN



TITLE OF SHEET
BAGGAGE & DORMITORY
3rd FLOOR PLAN

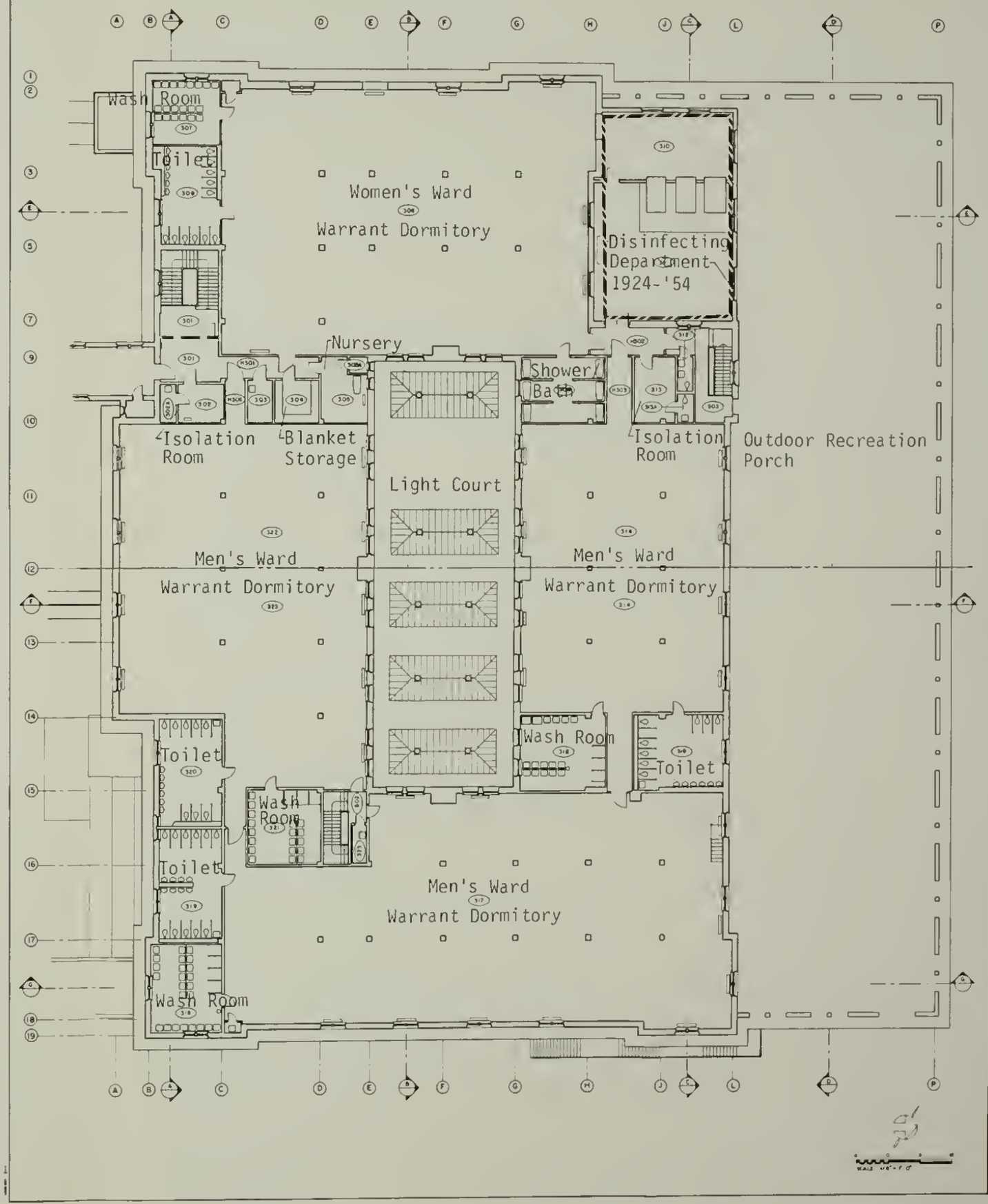
SUB SHEET NO.	DRAWING NO.

PKG. NO. SHEET OF

ROOM USES

- 1909-1912
- 1913-1923
- 1924-1938
- 1939-PRESENT

Exhibit 46



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DSC	JUL 88

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NEW YORK / NEW JERSEY

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KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
3rd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG NO. SHEET OF

8. Room 114- finishes of concrete flooring, cement plaster wainscot and freestanding columns encased with galvanized iron.

9. Room 108- tile wainscot, hexagonal tile flooring, plaster walls and ceiling.

10. Room 123- Recreation porch area looking southwest at original north exterior wall.

11. Room 122- bi-level grille enclosure along west wall.

12. Room 112- looking south at plywood partition wall with wire grille above.

13. Room 113- looking south at buff tile partition wall with wire grille above.

14. Room 212- view southwest- tile wainscot on walls and columns, tile floor, deteriorating plaster on walls and ceiling.

15. Room 210- view east toward partition wall and original exterior wall (at right).

16. Room 324- view southwest.

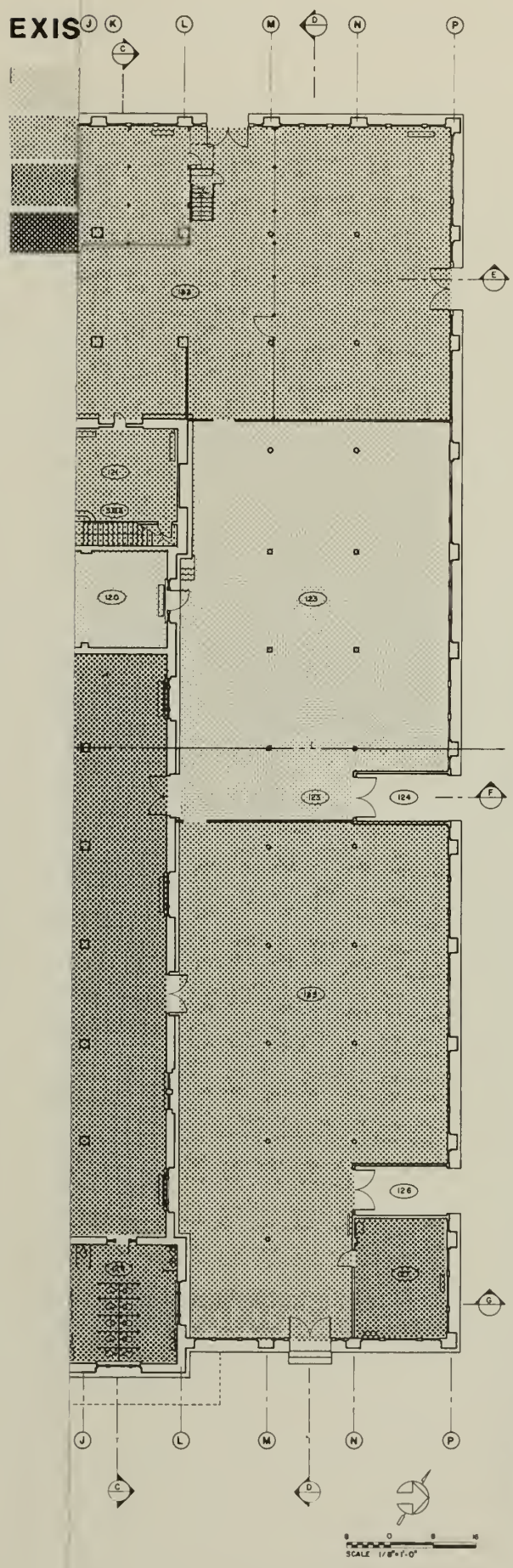
17. Room 311- "disinfecting department", view northeast toward disinfectors (3).

18. Painted circle around bare lamp for reflective purposes, room 316.

19. Painted circles around bare lamps, room 306.

Exhibit 47

EXIS



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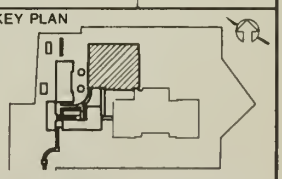


TITLE OF SHEET

BAGGAGE & DORMITORY
Ist FLOOR PLAN

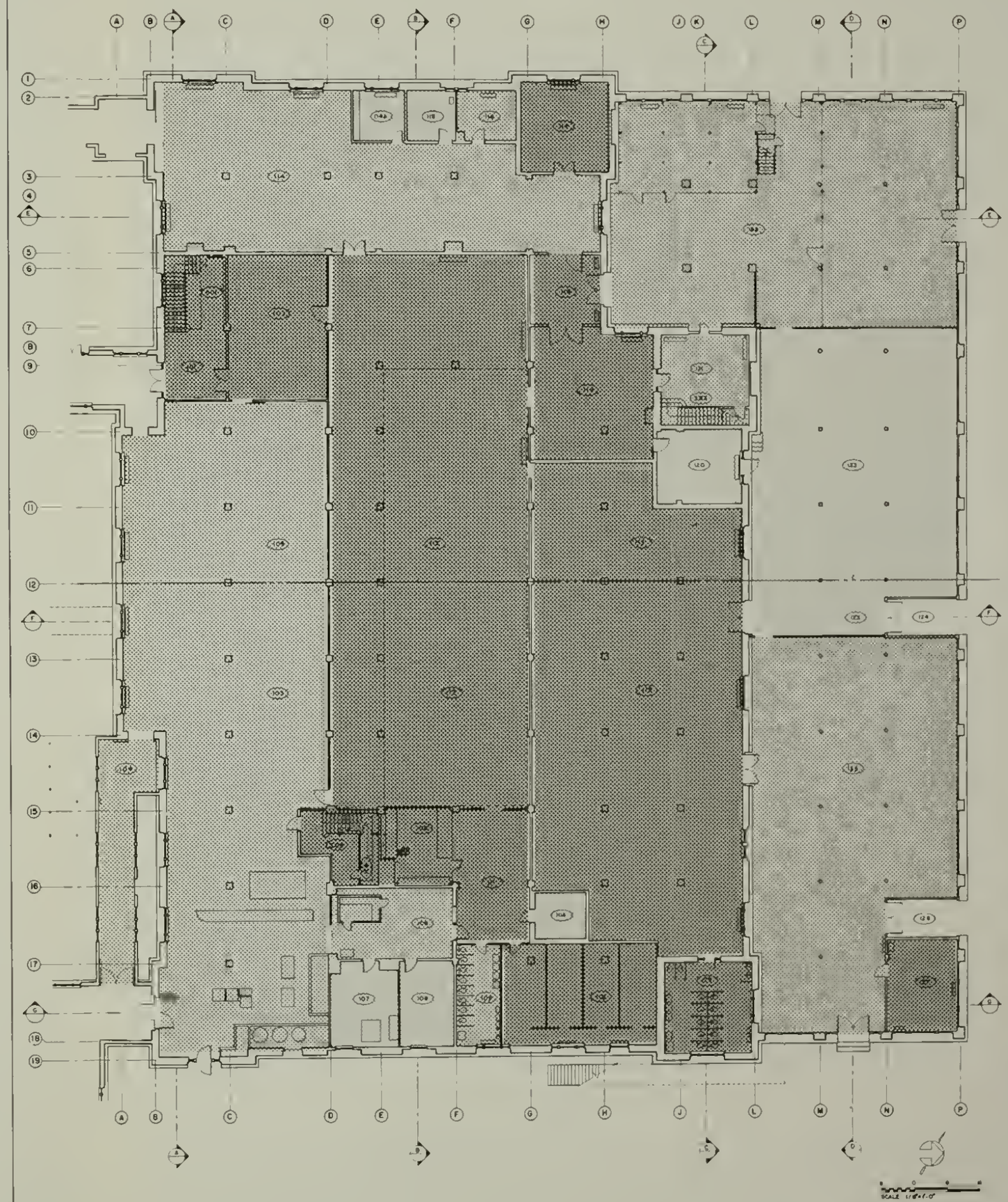
SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

EXISTING CONDITIONS

- GOOD
- FAIR
- POOR
- DESTROYED

Exhibit 47



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KEY PLAN

TITLE OF SHEET

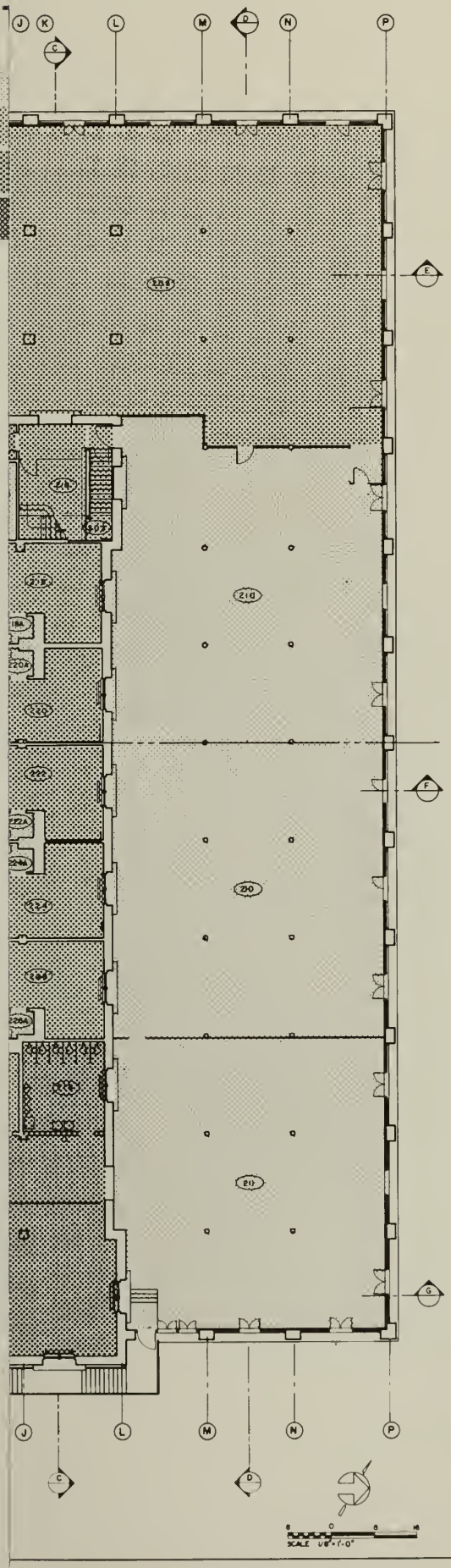
BAGGAGE & DORMITORY
1st FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 48

EXIST



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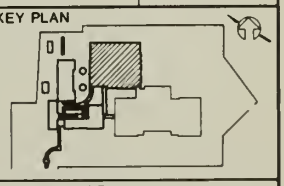


TITLE OF SHEET

BAGGAGE & DORMITORY
2nd FLOOR PLAN

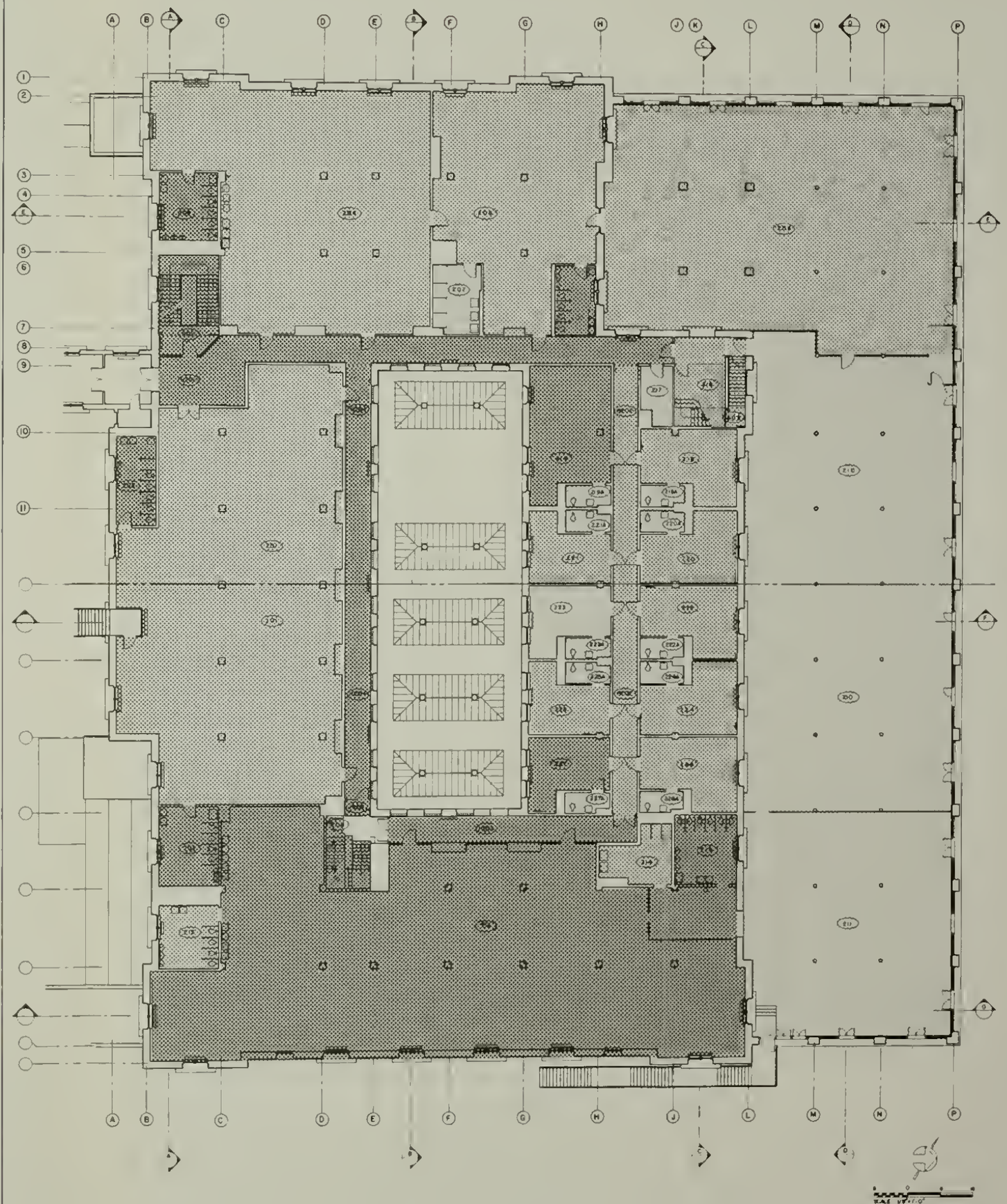
SUB SHEET NO.	DRAWING NO.

PKG. NO. ___ SHEET ___ OF ___

EXISTING CONDITIONS

- GOOD
- FAIR
- POOR
- DESTROYED

Exhibit 48



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BAGGAGE & DORMITORY
2nd FLOOR PLAN

SUB SHEET NO. | DRAWING NO.
PKG. NO. | SHEET OF

Exhibit 49

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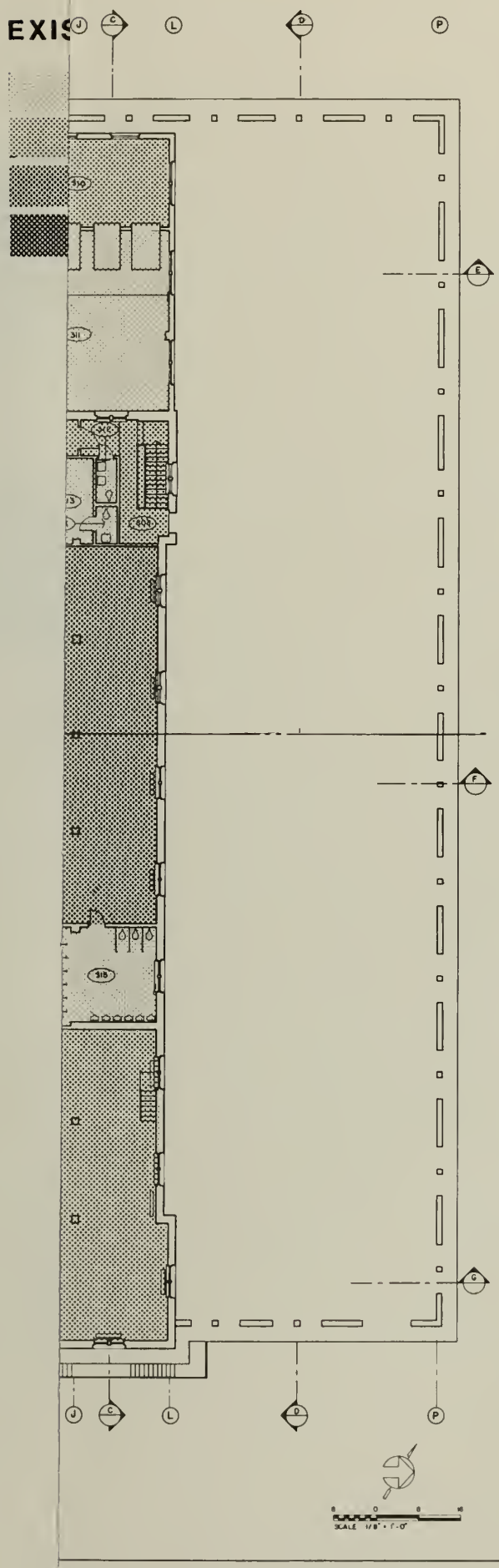

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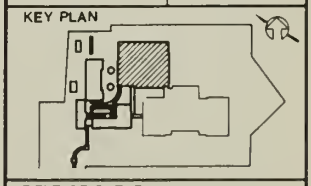


TITLE OF SHEET

BAGGAGE & DORMITORY
3rd FLOOR PLAN

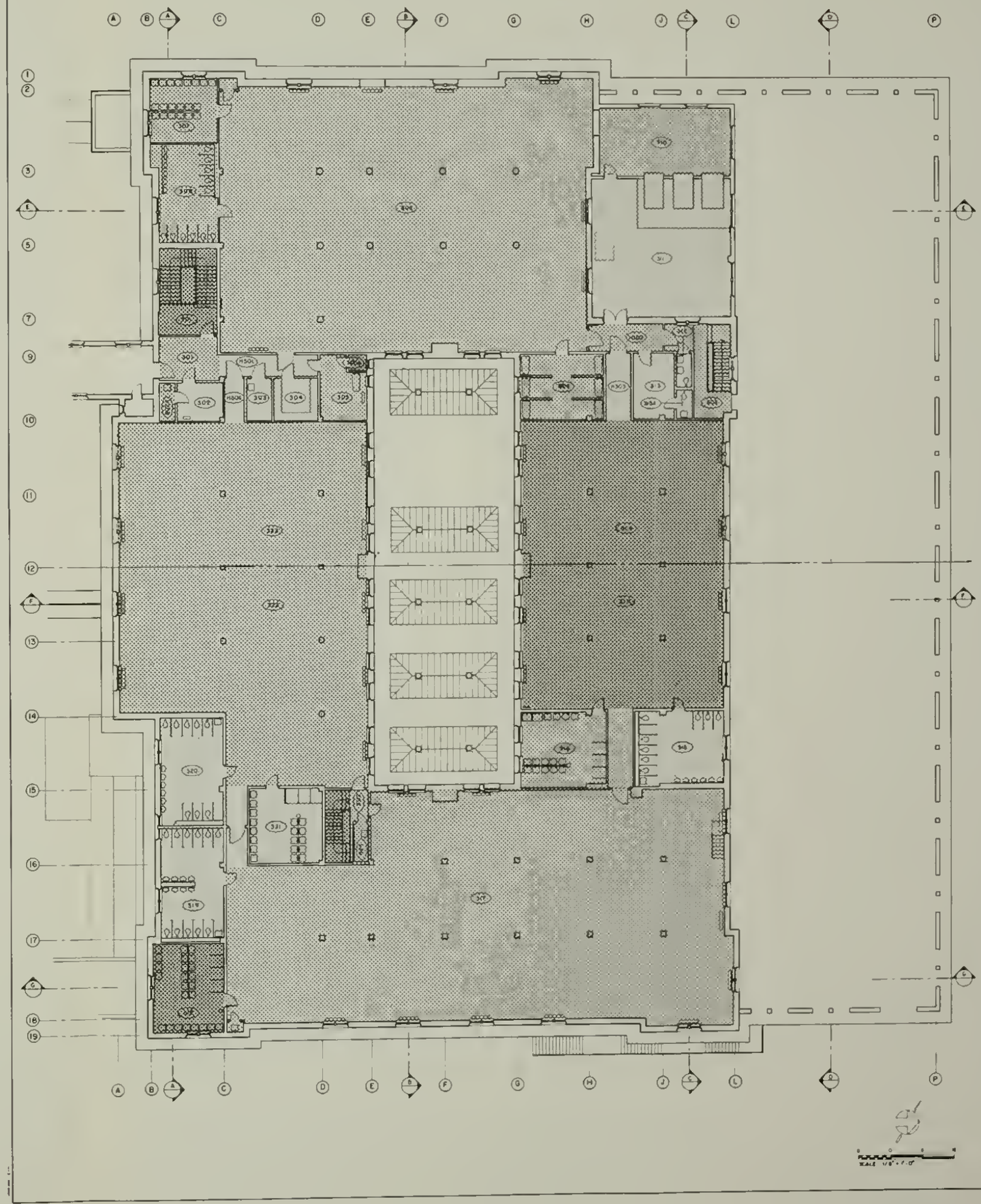
SUB SHEET NO.	DRAWING NO.

PKG. NO. | SHEET | OF

EXISTING CONDITIONS

- GOOD
- FAIR
- POOR
- DESTROYED

Exhibit 49



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BAGGAGE & DORMITORY
3rd FLOOR PLAN

SUB SHEET NO DRAWING NO.

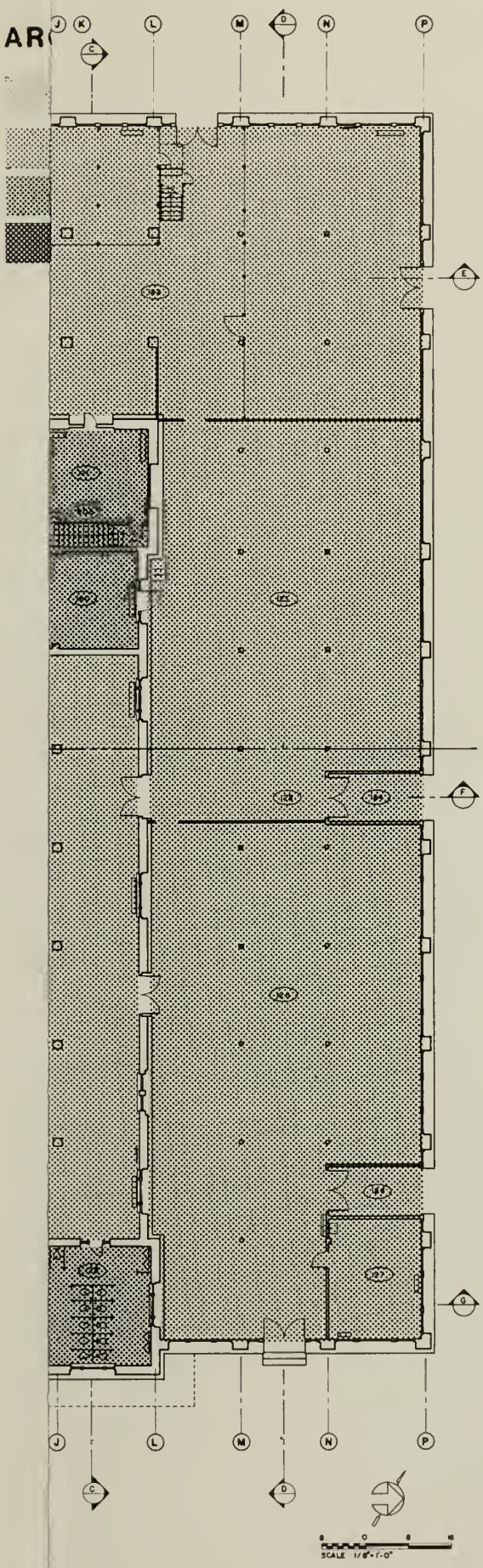
PKG NO. SHEET OF

20. Room 322- wash room with skylight, finishes in good condition.

21. Room 212- southwest corner, deteriorated ceiling and wall plaster.

22. Hallway 201- view north, hung ceiling destroyed, severe deterioration of materials on exterior light court wall (right).

Exhibit 50



UNITED STATES DEPARTMENT OF THE INTERIOR

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DENVER SERVICE CENTER

ARCHITECTS

BEYER BLINDER BELLE /
ANDERSON NOTTER FINEGOLD

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NEW YORK, NY 10114

(212) 741-3960

356	26,004 / 54 of 56
DSC	JUL 88

SURVEY OF STRUCTURES UNIT ONE

ELLIS ISLAND

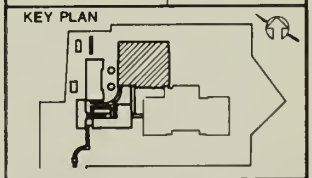
STATUE OF LIBERTY NATIONAL MONUMENT

NEW YORK / NEW JERSEY

mk	sht	REVISIONS	date	ini

DESIGNED:	DATE:
DRAWN:	TECH REVIEW:

KEY PLAN



TITLE OF SHEET

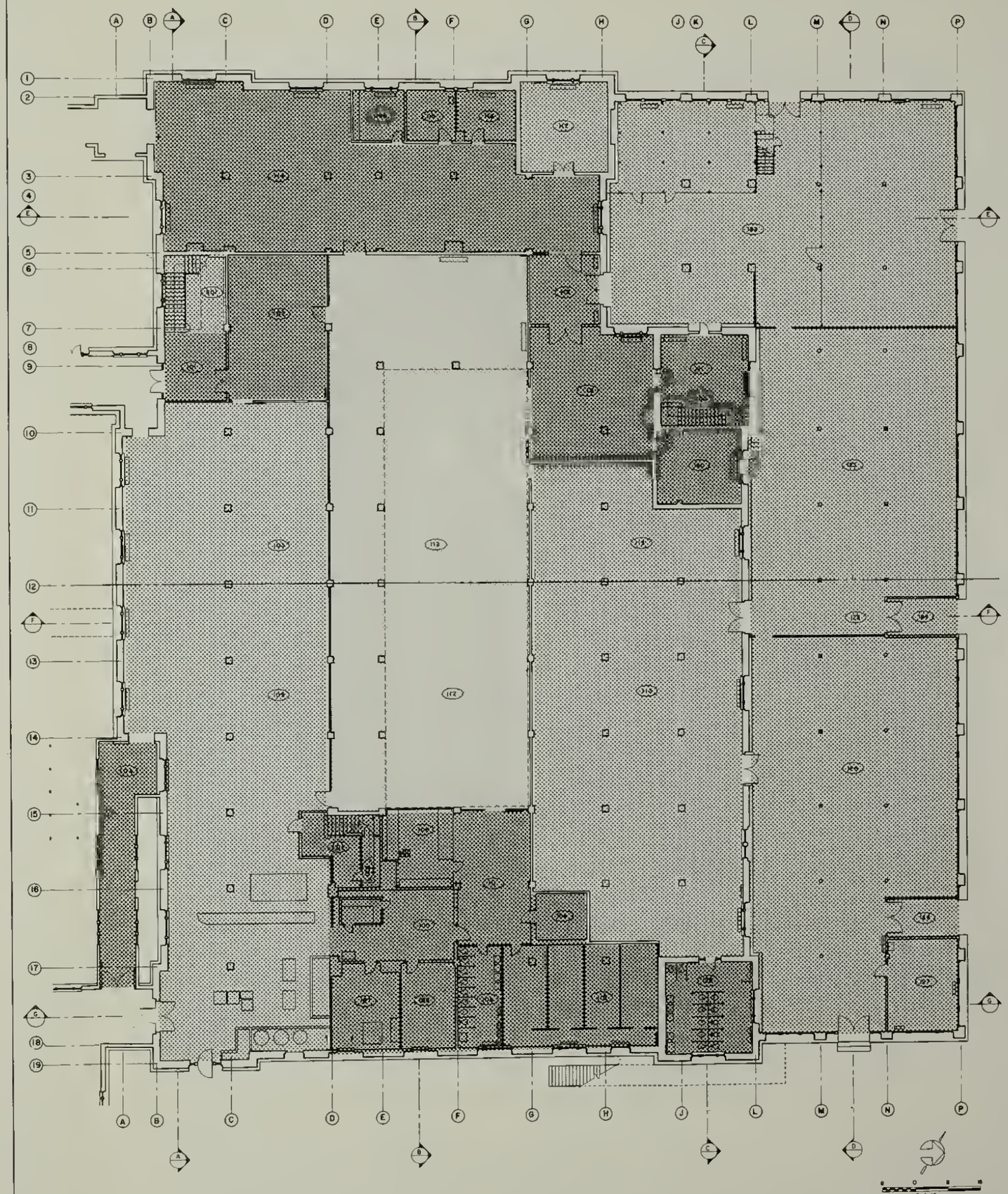
BAGGAGE & DORMITORY
1st FLOOR PLAN

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

ARCHITECTURAL SIGNIFICANCE

- MOST
- SOME
- MINOR
- NEGLIGIBLE

Exhibit 50



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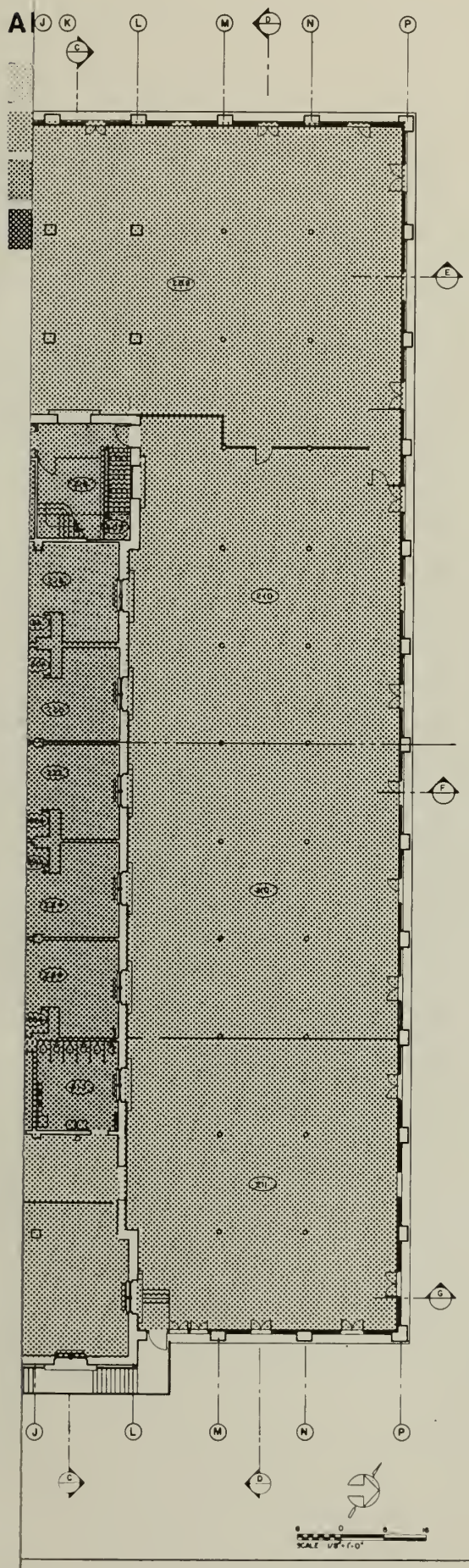
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
1st FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 51



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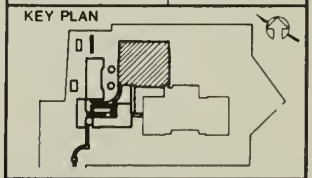
KEY PLAN



TITLE OF SHEET

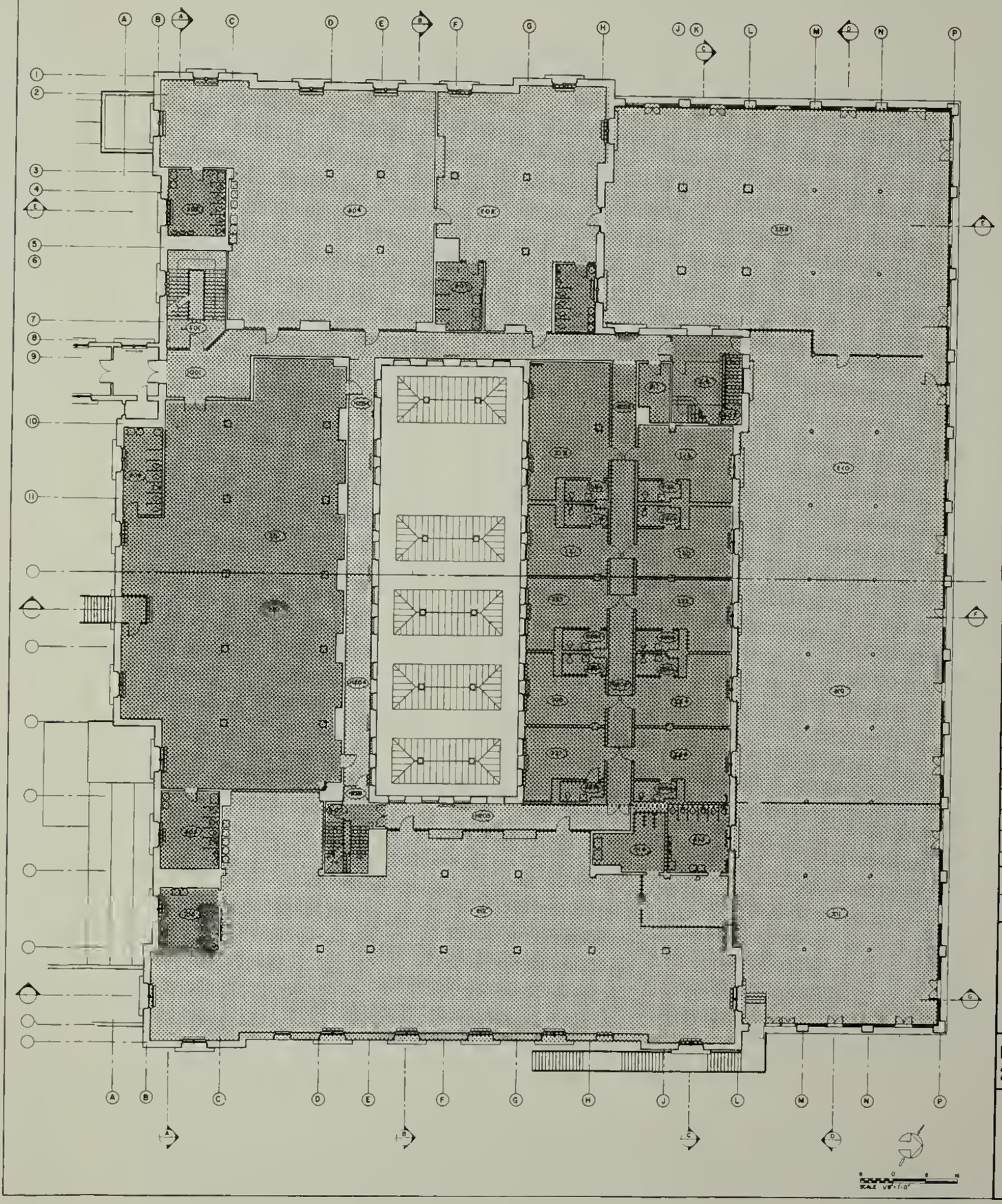
BAGGAGE & DORMITORY
2nd FLOOR PLAN

SUB SHEET NO.	DRAWING NO.
	PKG. NO. / SHEET / OF

ARCHITECTURAL SIGNIFICANCE

- MOST
- SOME
- MINOR
- NEGLIGIBLE

Exhibit 51



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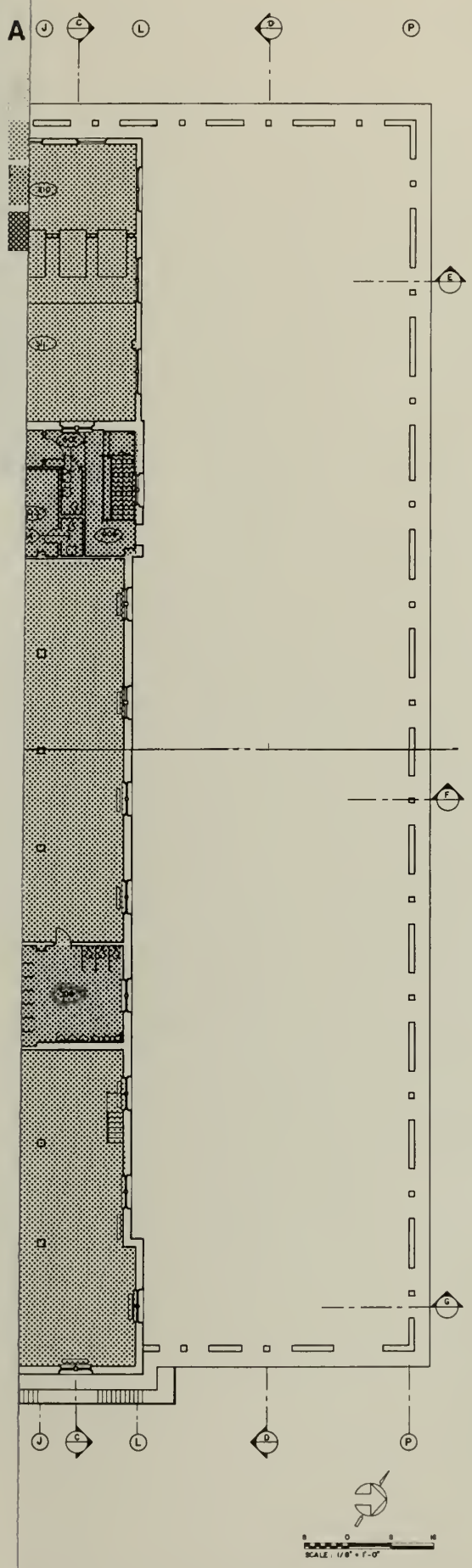
KEY PLAN

TITLE OF SHEET
BAGGAGE & DORMITORY
2nd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

PKG. NO. SHEET OF

Exhibit 52



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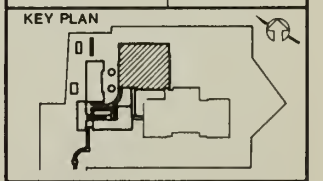


TITLE OF SHEET

BAGGAGE & DORMITORY 3rd FLOOR PLAN

SUB SHEET NO. DRAWING NO.

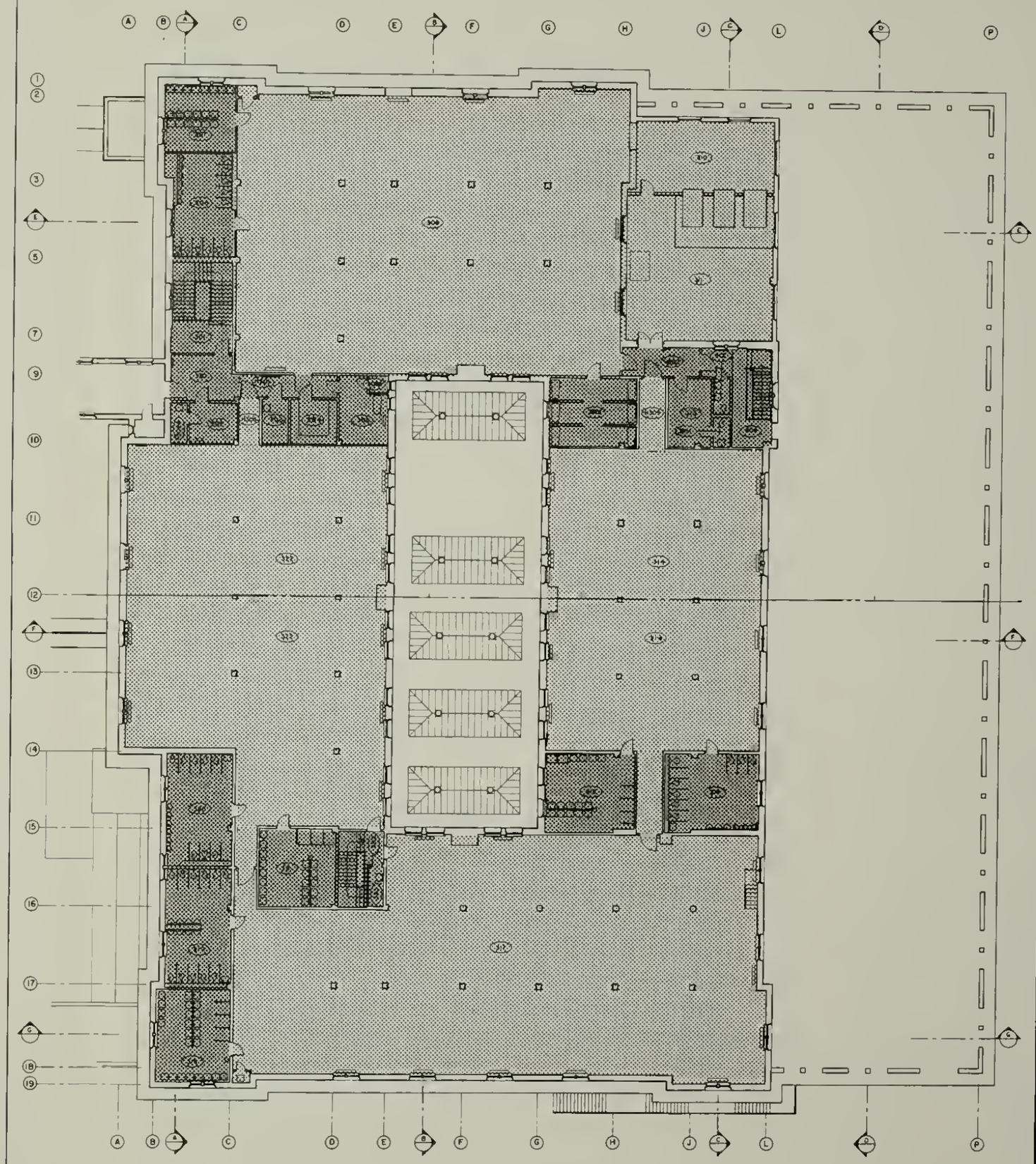
PKG. NO. SHEET

OF

ARCHITECTURAL SIGNIFICANCE

- MOST
- SOME
- MINOR
- NEGLIGIBLE

Exhibit 52



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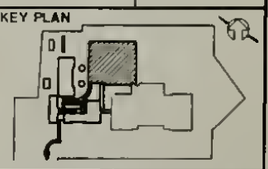
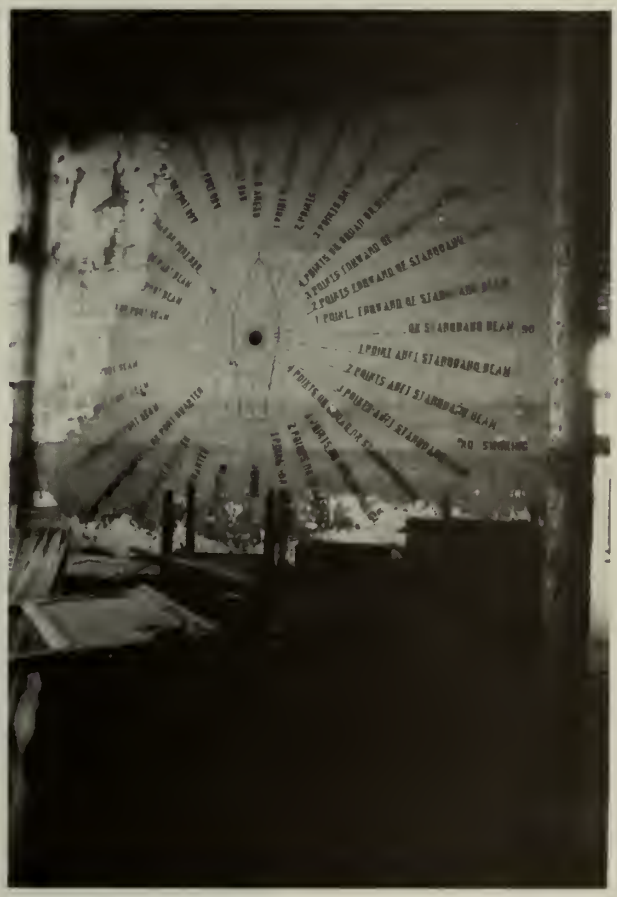
KEY PLAN



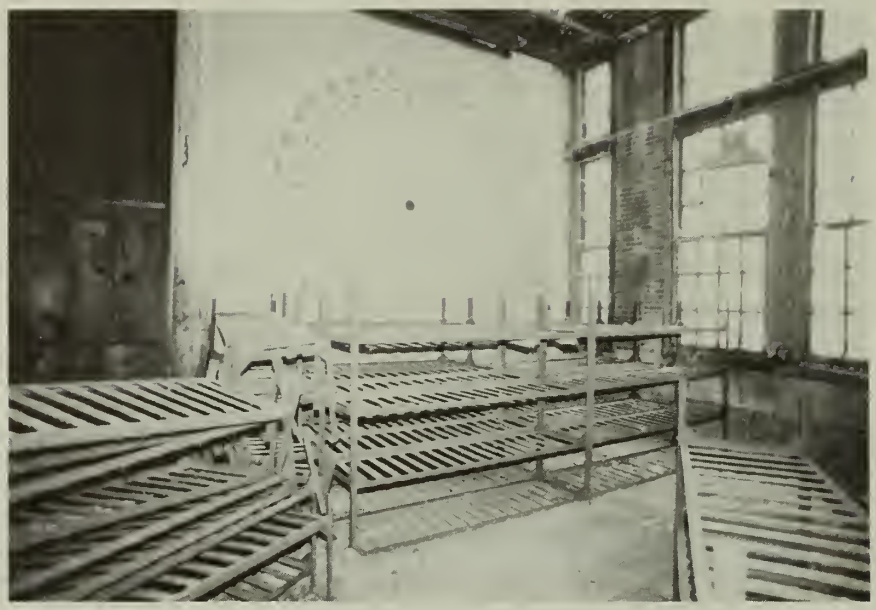
TITLE OF SHEET
BAGGAGE & DORMITORY
3rd FLOOR PLAN

SUB SHEET NO. DRAWING NO.
PKG. NO. SHEET
OF

23. Room 124- northeast corner, navigational coordinates chart painted on plastered wall ca. 1940.



24. Close-up view of above. Plaster deteriorating.



25. Room 124- northwest corner, compass painted on plastered wall ca. 1940.

26. Close-up of above.

27. Room 124- south wall, signal flags.

28. Room 124- south wall, signal flags.

29. Room 123, south wall, signal flags.

30. Room 123, south wall, signal pennants.

31. Room 123- southwest corner signal flags.

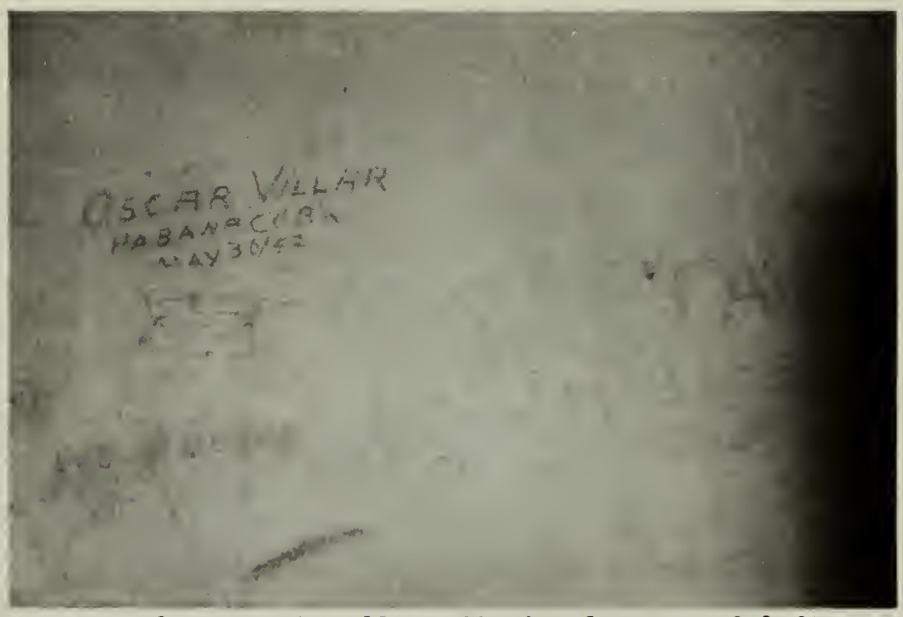
32. Room 122- east wall, signal flags and pennants on either side of infilled window.

33. Room 122- south wall signal pennants.

34. Room 211- south wall, grafitti on stone quoining.

35. Room 211- south wall Italian and English grafitti- "G. SCUKA 2nd AUGUST to 8 WHAT A LIFE!".

36. Room 211- south wall grafitti.



37. Room 211- south wall grafitti, close-up of left corner of above photo. "Oscar Villar Habana, Cuba May 30/52".

4. Mechanical Systems

a. Electrical

1. History

The contract for original electrical work was with the Lee and Bellmer Company in 1908-09 and included running feed lines to the powerhouse and connecting them to four parcel boards in the baggage and dormitory building. New electrical work was installed for the projection and third story in 1913 and in the disinfecting room in 1924. Exhibits 53 and 54 depict a holophane ceiling light fixture and exterior wrought iron bracket for the metal masonry projection of 1914.

Funds for alterations were provided under federal projects 63 and 64 by the Public Works Administration in 1934. Improvements to the electrical system included a new main panel board on the first floor, a switchboard on the third floor, and new wiring in the toilet rooms near the lunch counter.

The electrical system was overhauled in 1939 with ten light panels and one distribution panel cleaned and temporary wires replaced by permanent outlets.[6]

---

[6]Unrau, pp. 372, 382, 387, 410-413.

2. Description and Existing Conditions[7]

Electric power was brought from the powerhouse to the building in two conduit runs. One run of conduits in the attic space of covered way 4 goes from the powerhouse to the first floor southwest corner of the baggage and dormitory building. At the end of the attic, ninety-degree fittings are used to bring the conduits up the south wall of the covered entrance to the building. Ninety-degree fittings are also used to bring the conduits across the entrance ceiling to the inside face of the building's south wall and down this wall to the basement level. The conduits then run at the basement ceiling to under the main power panel on the west wall and turn up into this panel. The second run of conduits is brought from the powerhouse to the building via a pipe trench between the east wall of the powerhouse and the west wall of the baggage and dormitory building. The conduits enter into the building's basement and turn up into the main power panel. The building has combination lighting and power panels of assorted sizes at various locations in corridors and larger rooms, such as the kitchen on the first floor and dormitory rooms. The panels are the switch and fuse type.

All wiring is installed in steel conduits, and wiring is copper with rubber/cambric insulation. All electrical panels are badly deteriorated through corrosion and vandalism. The backboxes might be usable after thorough cleaning and inspection. Conduits, pull boxes and other raceway components and wiring are not serviceable. The obsolete fire alarm system utilized coded pull stations.

---

[7]Based on Syska & Hennessy, Inc., "Ellis Island; Historic Survey Report; Mechanical Systems," December 1984.

Lighting fixture types consist of suspended glass globe fixtures (photos 1-3) and ceiling-mounted and suspended RLM type incandescent fixtures (photos 4-7). These two types are referred to as Type A and Type B respectively, on the interior survey form (Appendix D). Type C (photos 8-10) consists of miscellaneous secondary fixtures, used for task, safety or exit lighting. Another utilitarian type of light is the ceiling-mounted bare lamp without attached fixture, set in either porcelain socket and circular metal housing or mounted to ceiling conduit. This type is referred to as CML (ceiling mounted lamp) in the condition survey (photos 11-12). Type A & B lighting fixtures have historical value and should be refurbished. Many of the glass globe lighting fixtures have been damaged or are missing from the brass hoods. The metal shades are largely intact but show corrosion.

b. Heating and Ventilation

1. History

The contract for the original heating system was let to Evans, Almirall & Company in June 1908. A heating system for the new projection and the third story, with incidental changes to the existing system, was contracted in 1913. Leaking high pressure steam lines between the baggage and dormitory building and the powerhouse were renewed in 1925. A new low pressure steam heating system for the building was installed in 1932 as part of the general island vacuum system. The project included the installation of new black welded steel pipe for the steam supply and steam lines.

The ventilating system has become more extensive since construction, when ventilating fans were installed in the second floor dormitories. New exhaust ducts were installed with roof ventilators on the third floor (rooms 306-318) and new wall registers and duct work were installed in the family room toilets on the second floor in 1934-35. Eight siphon ventilators equipped with exhaust fans were installed in second floor dormitories in 1935.[8]

2. Description and Existing Conditions[9]

The building was heated by low-pressure steam supplied from the powerhouse. The steam piping was installed below grade in a concrete "pipe tunnel" which connects the east side of the powerhouse to the west side of the crawl space of the baggage and dormitory building. The steam piping mains are routed to the building's steam risers through the crawl space, which is only partially excavated. A steam heater was installed near the ceiling of the first floor which in turn supplied floors one, two and three via risers. Steam was distributed on each floor by branch piping to the various heating units, including radiators, unit heaters and parallel pipe clusters (photos 13-17).

Ventilation of the building was provided by approximately a dozen ducted roof exhaust fans, which were designated as ventilators on the original design drawings. Other ventilating units served the first and second floors through masonry ducts. Additional ventilation was provided by small wall-mounted and window propeller fans. A large

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[8]Unrau, pp. 380, 387, 391, 404.

[9]Based on Syska & Hennessy.

exhaust hood was used above the kitchen equipment in room 103 (photos 18-21).

None of the existing piping can be feasibly reused due to its advanced state of deterioration. Asbestos insulation is being removed at the present time. Radiators and pipe clusters probably could be reused after thorough cleaning, depending on metal thickness. Unit ventilators are in a severe state of disrepair. The various wall-mounted fans have limited functional value.

c. Plumbing

1. History

Installation of the plumbing system was part of the $352,670 contract let to the New York State Construction Company in 1908.

In 1910 day labor forces on the island constructed two toilets in the courtyard between the baggage and dormitory building and the main building.

A new plumbing, drainage, and water supply system was installed in the new projection and the third floor in 1913.

During the brief occupation by the Navy Department in 1918-1919, a concrete and metal-covered pipe tunnel was installed between the powerhouse and the baggage and dormitory building and the corroded hot, cold, and salt water pipes were renewed. Plumbing work was installed in a new toilet enclosure (room 203) in 1924 (exhibit 55).

A contract for repairs and replacements to the heating and plumbing systems in several buildings on the island was let to David Brandt Inc. in 1926. The following plumbing work was scheduled for the baggage and dormitory building: Renewal of the hot water system from manifolds in the powerhouse to and in the baggage and dormitory building; renewal of fresh, cold and salt water mains up to horizontals above the first floor; renewal of hot, cold and salt water mains along the north side; and renewal of all branch lines and risers of hot, cold, and salt water mains directly to fixtures.

New plumbing fixtures were installed in rooms 204, 206, and 212 in 1931. The contract let to Alfred Beyrodt included the removal of cast-iron toilet partitions, old fixtures, and piping and the installation of new tiling, marble toilet partitions, lavatories, toilets, slop sinks, urinals and supply, vent and soil lines.

Additional plumbing replacements (190 fixtures) were made in 1932 in eight large wash rooms and toilet rooms on the third floor and some renewals were executed in 16 small rooms on the first and second floors. The contract made to A. Blaustein also included the renewal of the entire house drain system under the first floor, the renewal of all concealed leader lines, and new water supply mains on the first floor with new risers to the third floor.

In 1934-35, plumbing repairs and replacements included the installation of new shower/laundry rooms (207 and 214) and replacements of miscellaneous water closets and faucets on the second floor.[10]

---

[10]Unrau, pp. 370, 383, 387, 389, 399-403.

2. Description and Existing Conditions[11]

Domestic cold water to the baggage and dormitory building is fed from a six-inch main extending into the powerhouse from covered way 5. The main runs through the powerhouse where makeup water is provided for mechanical equipment before continuing to the baggage and dormitory building. At approximately the middle of the powerhouse on the south wall a three-inch cold water main drops down to a pipe trench that runs below grade over to the baggage and dormitory building. In the baggage and dormitory building, the main rises up from the trench at the west wall below the first floor slab to the ceiling. At the ceiling the water is distributed to all fixtures.

The sanitary sewer system consists of a main below the first floor level and risers serving the second and third floors. Both water and sewer piping exists at the ceiling of the first and second floors serving the floors above.

All water and sanitary piping requires replacement. Existing fixtures have historical value and should be reused after inspection and cleaning. Plumbing fixture types are depicted in photos 22-38.

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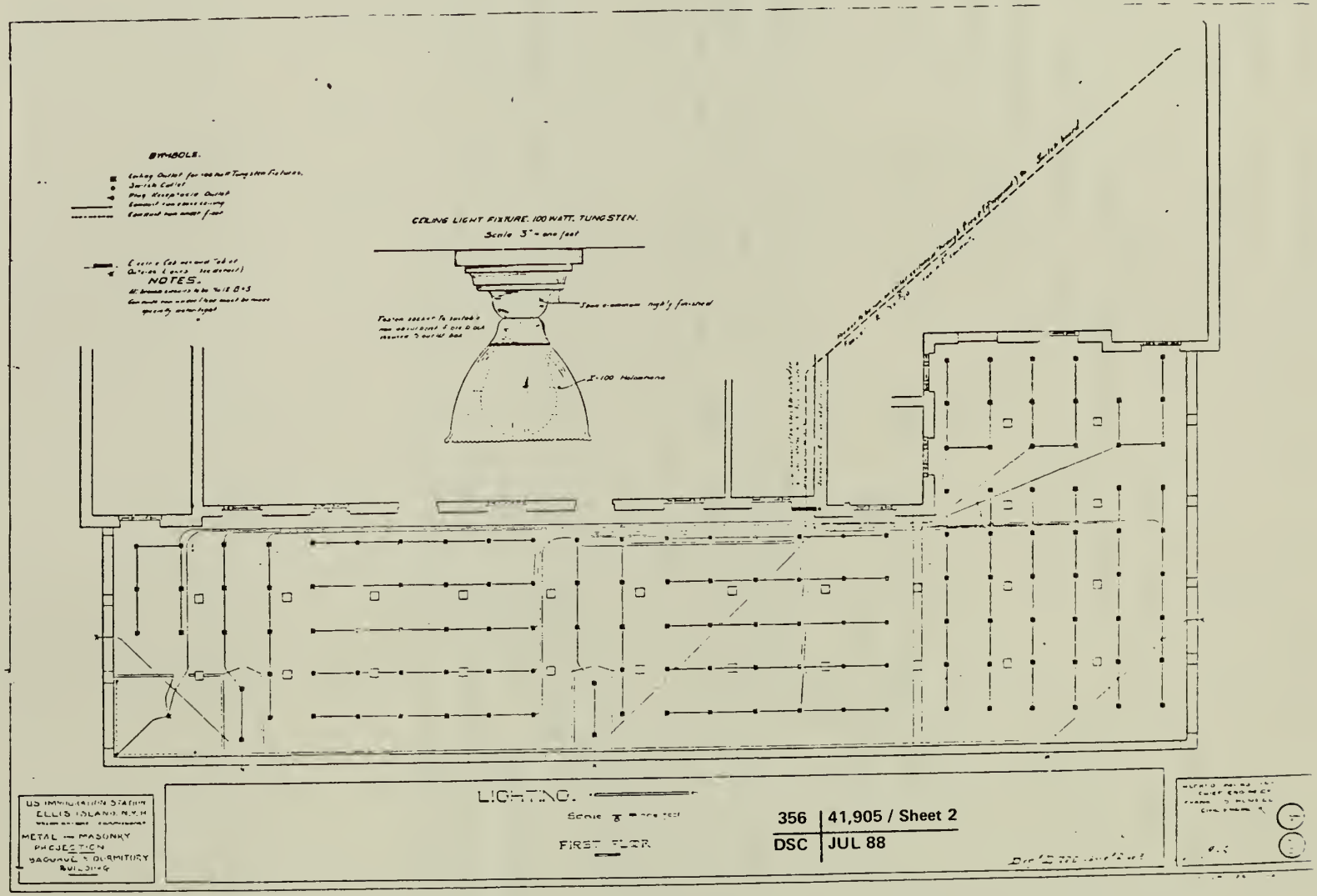
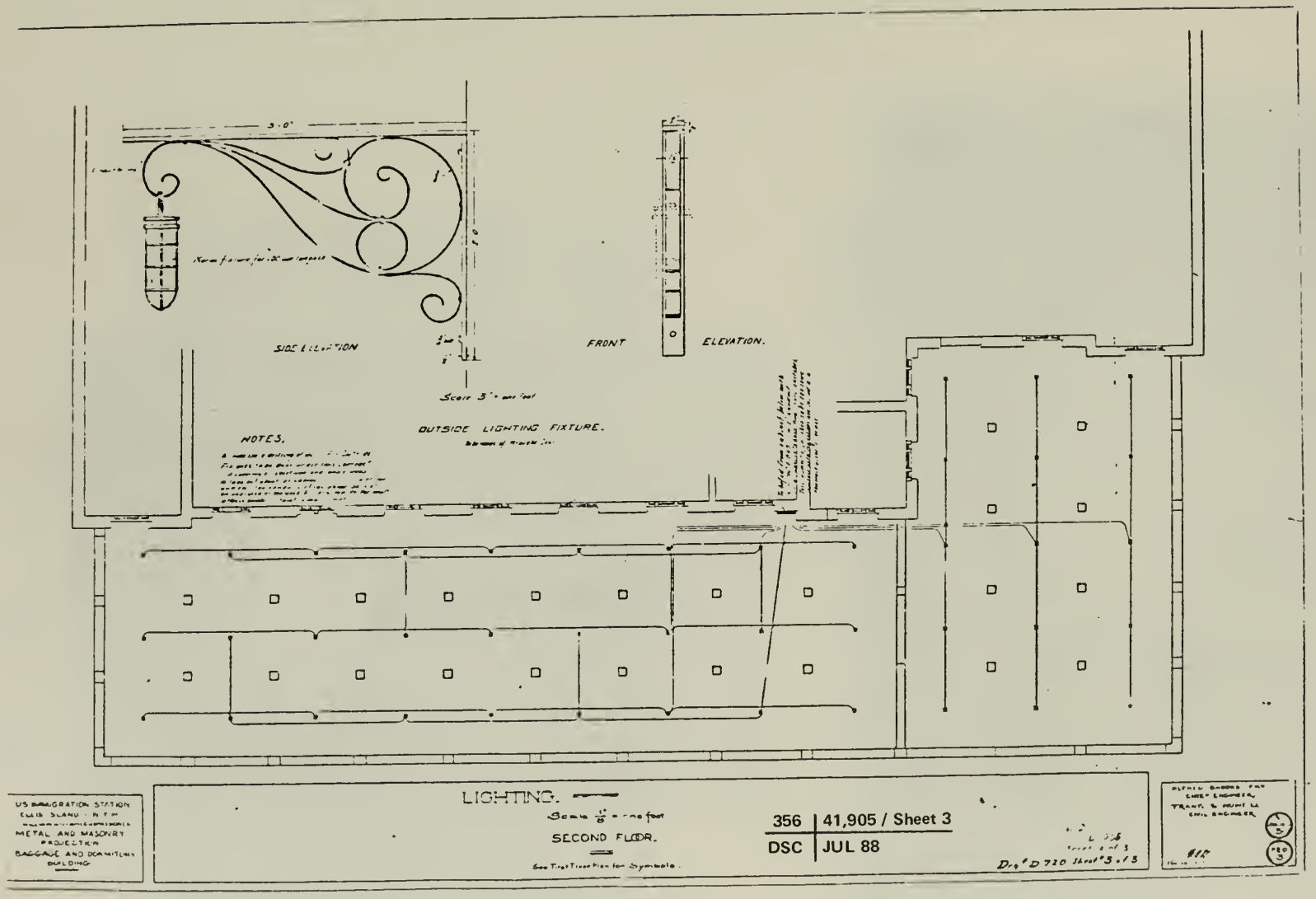
[11]Based on Syska & Hennessy.



Drawing for holophane lighting fixture to be installed in the new metal and masonry projection, 1913.

Exhibit 53



Drawing for outside wrought iron lighting fixture for metal and masonry projection, 1913.

Exhibit 54

1. Type A- suspended glass globe, room 212, ca. 1924.

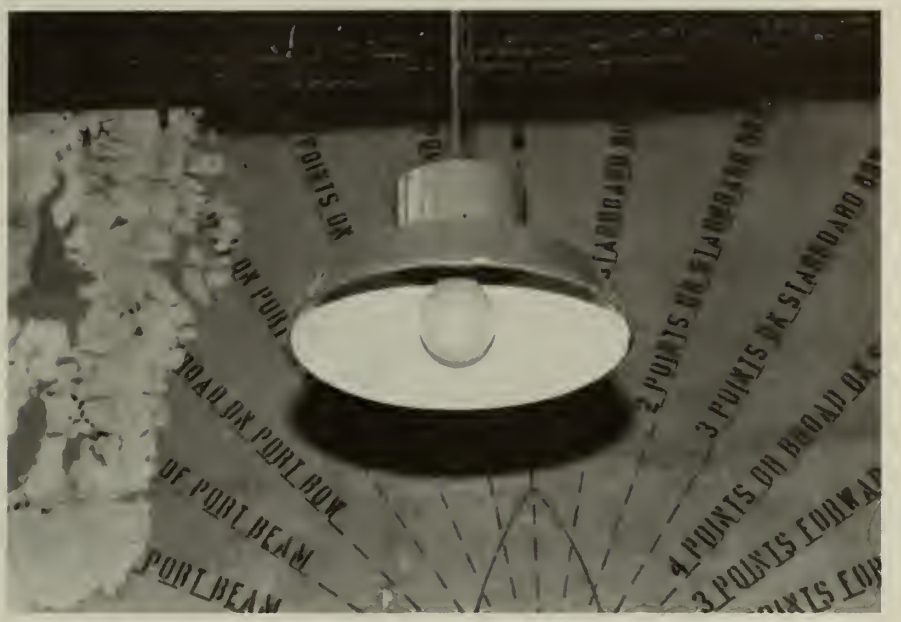
2. Type A- suspended glass globe, room 204, ca. 1924.

3. Type A- suspended glass globe, Tiebout Glass Co., N.Y.C., room 201, ca. 1924.

4. Type B- RLM fixture, chain suspended, room 103, ca. 1934.

5. Type B- RLM fixture on drop cord, room 112, ca. 1934.

6. Type B- RLM fixture with blue tinted globe lamp, room 125, ca. 1939.



7. Type B- RLM fixture on drop cord (also found as ceiling mounted fixture), room 124, ca. 1935.

8. Type C- porcelain socket with metal ceiling mounted housing and directional metal shade, (found at perimeter of second and third floor dormitories)

9. Type C- chain suspended lamp with cone-shaped metal shade, room 107, ca. 1950.

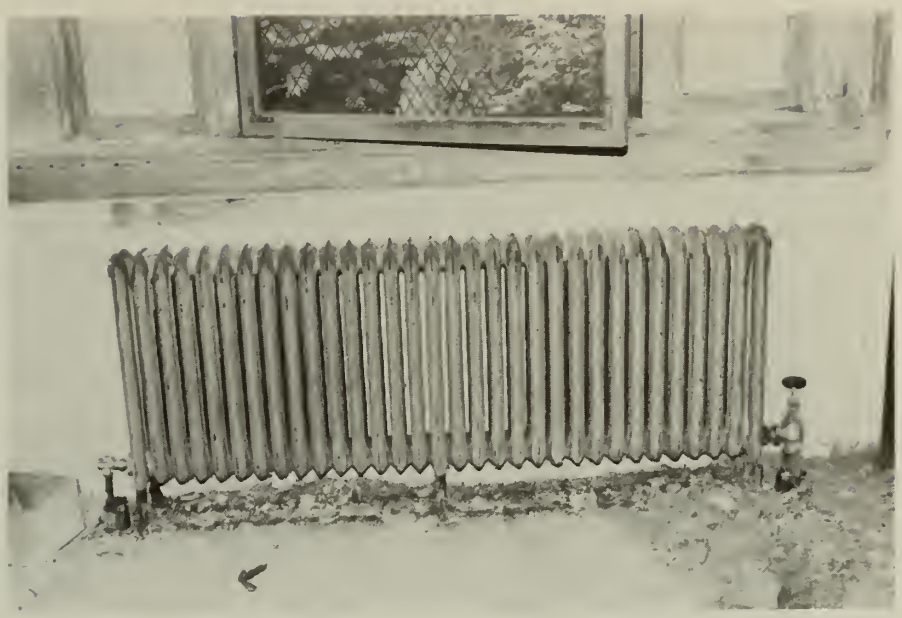
10. Type C- 'Vaportight' fixture with cast metal guard, room 122, ca. 1935.

11. CML- bare lamp in porcelain socket set in ceiling mounted metal housing, typical,

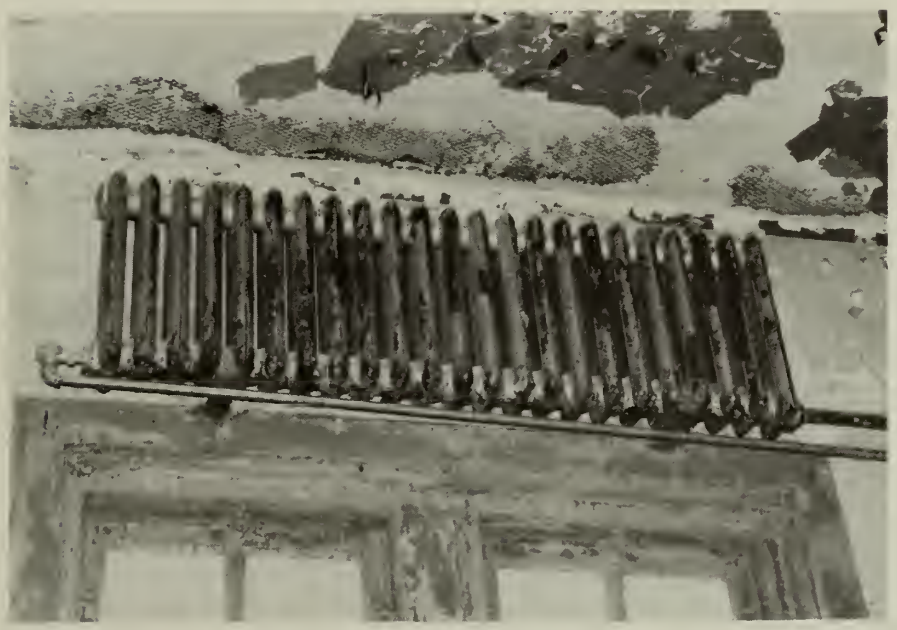
12. Conduit mounted housing with lamp, metal strip guards occur in second floor recreation porch-room 210 and 211

13. Wall-mounted radiator, ca. 1909.

14. Wall-mounted radiator, room 322.

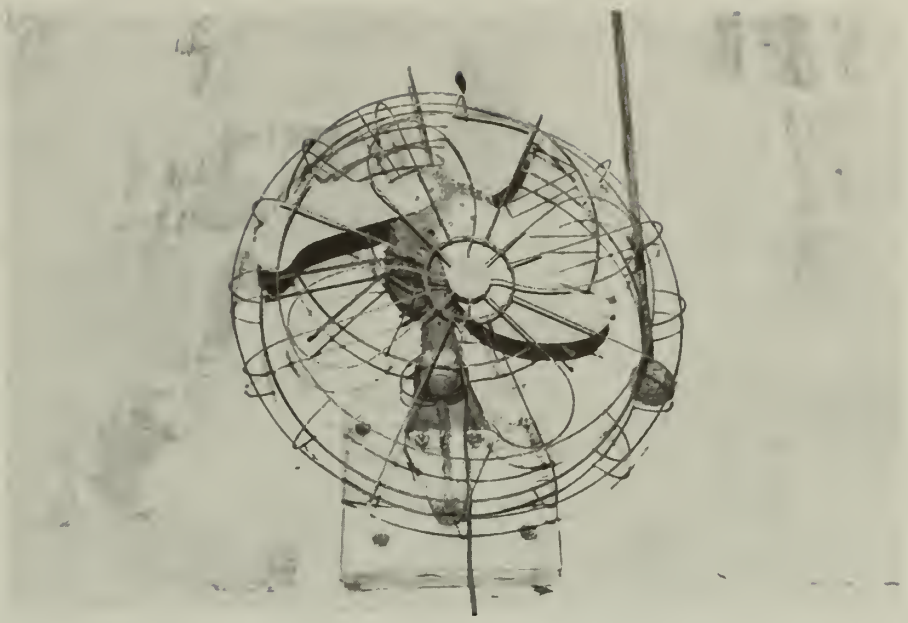


15. Typical sectional radiator, room 103, ca. 1909.

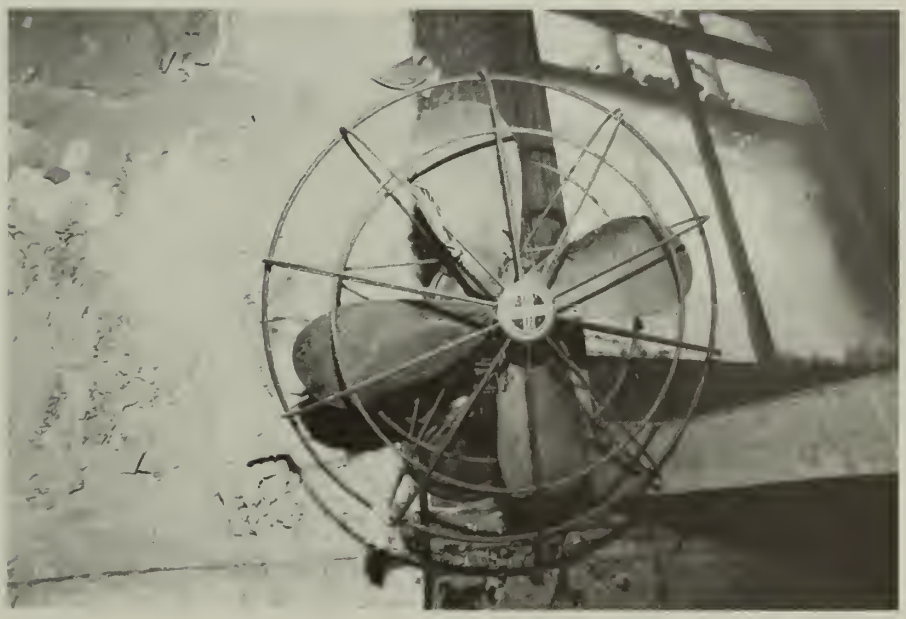


16. Wall-mounted radiator, room 307, ca. 1909.

17. Exposed steam pipe clusters, ceiling suspended, (typical in north porch), ca. 1914.

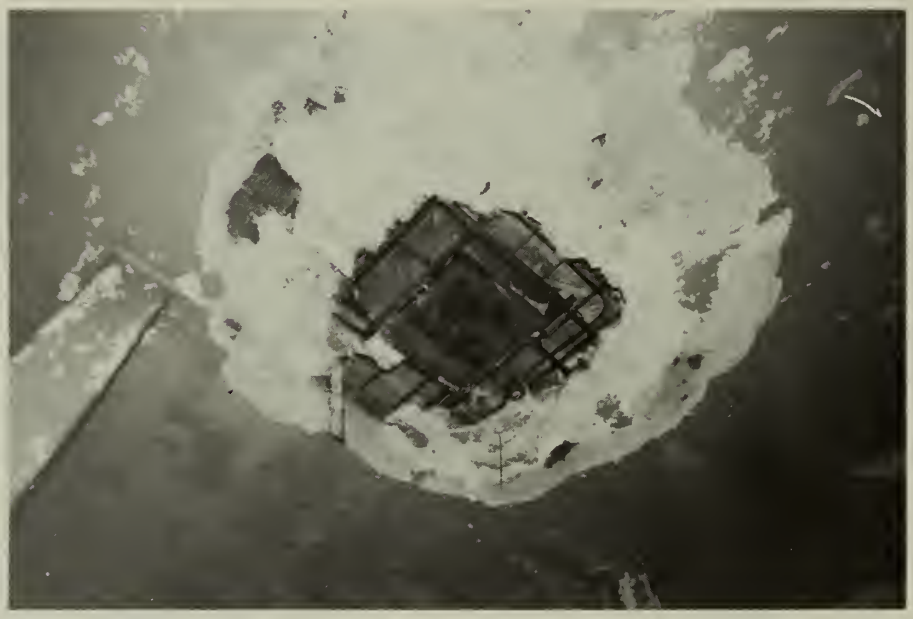


18. Wall-mounted propeller fan, room 103.

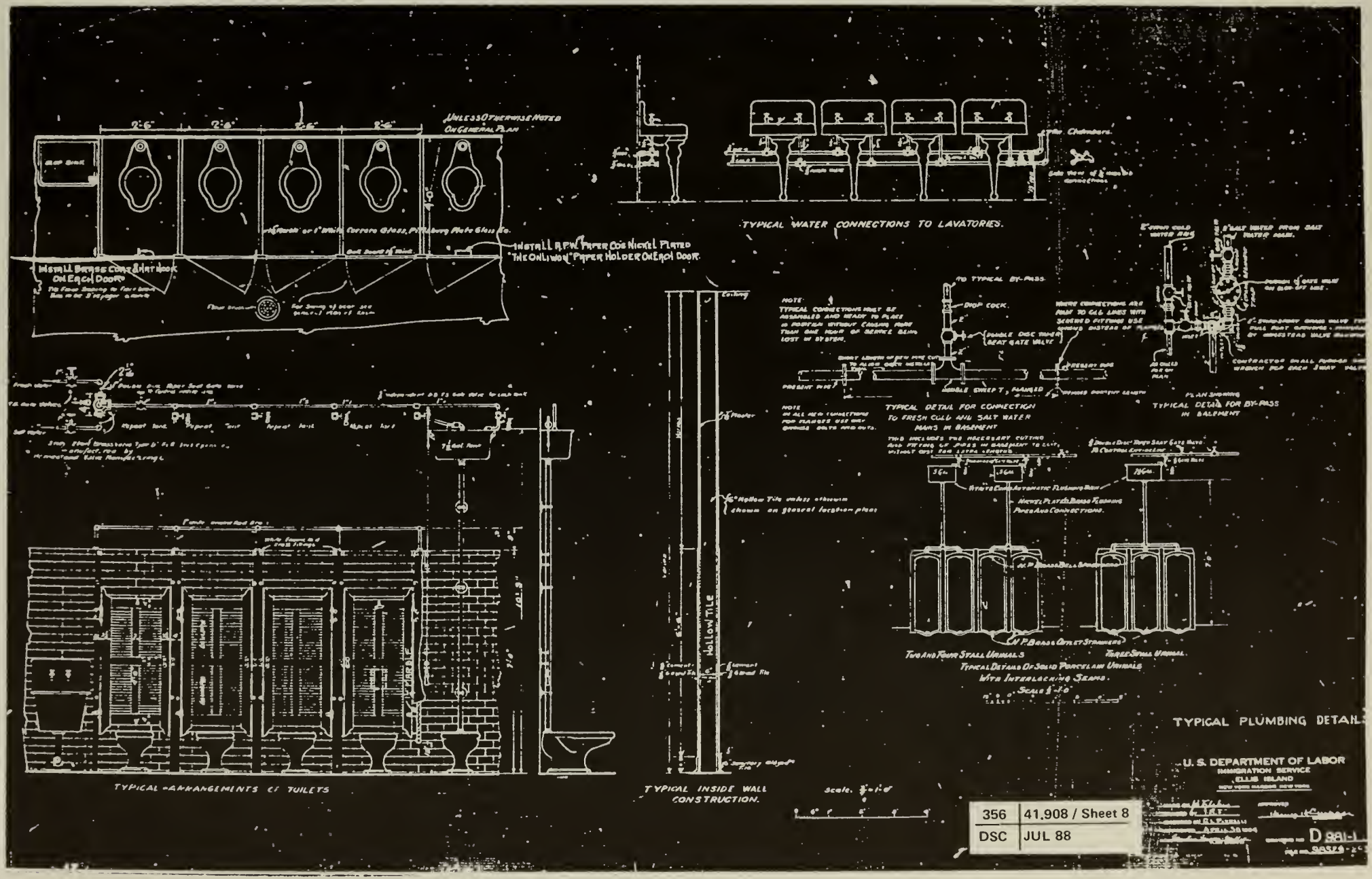


19. Wall-mounted propoeller fan.

20. Window fan- room 110, ca. 1939.



21. Ceiling register to roof ventilator, typical- third floor, ca. 1934.



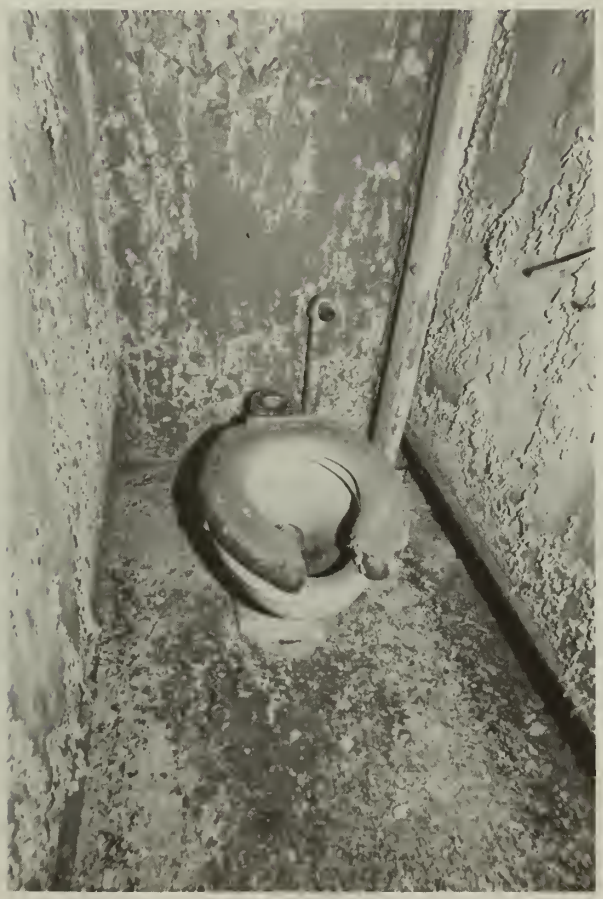
"Typical Plumbing Details", 1924. Installation of new toilet, room 203, on the second floor.

Exhibit 55

22. Urinal, room 320.

23. Urinal, room 213, ca. 1920's.

24. Wall-mounted urinal, room 109, ca. 1939.



25. Typical toilet, room 109, ca. 1939.

26. Typical pedestal sink installed between 1900-1924, room 204.

27. Typical pedestal sink, room 317, ca. 1930's.

28. Freestanding attached sinks and drinking fountain, room 322, ca. 1932.

29. Porcelain drinking fountain, room 317, ca. 1932.

30. Slop sink, room 203.

31. Slop sink, room 108.

32. Porcelain slop sinks, room 207.

33. Slop sink, room 303.

34. Bathtub and shower head, women's bath, room 309.

35. Freestanding bathtub, room 305, ca. 1924.

36. Aluminum partitions and tile floor and walls of showers, room 317, 1932.

37. Aluminum enclosed shower, room 207, 1935.

38. Aluminum stall-less shower, room 110, 1939.

5. Structural System[12]

a. Description and Existing Conditions

The structure is three stories with a two-story projection at the north. A low unfinished basement runs around the perimeter of the building. Exterior brick walls are bearing walls.

The original two-story structure was framed with flat clay tile arches on steel beams embedded in the arches and with bottom flanges protected with clay tile fireproofing. Columns are structural steel angles plus plate with fireproofing of plaster furring. The second floor ceiling slab is of concrete reinforced with triangle wire mesh (bed spring type) on exposed steel beams. The plaster hung ceiling acted as fireproofing. The roof structure of the added third floor is wood-formed concrete slab on steel beams which are encased in concrete fireproofing. In the center of the three story portion, there is a light court above the first floor roof with skylights. This roof structure consists of wood-formed concrete slabs on deep long span steel beams fireproofed with plaster furring.

The two-story north porch is constructed of wood-formed concrete slabs on steels beams encased in concrete fireproofing. The columns are round cast iron with no fireproofing. Exterior walls are brick bearing walls with riveted spandrel beams exposed at the north, east and west elevations.

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[12]Based on Robert Silman Associates, P.C., "Ellis Island; Historic Structures Report; Structural Systems," November 1984, pp. 2-3, 8-10.

The first floor of the original building has some corroded beam soffits causing clay tile fireproofing to drop off (photos 1 and 2). In the southeast corner of room 103 the ceramic tile floor is cracking in a north-south direction at the columns (photo 3). In addition, the tile wainscots on the columns have extensive cracking. The interior courtyard roof beams are considerably corroded.

Some second floor hung-ceiling construction has broken out and corroded columns and beams are visible (photo 4). A portion of the slab soffit has fallen off and corroded triangle mesh is exposed. There are roof leaks allowing entry of water at several locations.

The third floor has a few spalled areas in the slab soffit above, but is generally in good condition. On the interior courtyard walls, the corroded edges of the spandrel beam flanges are exposed.

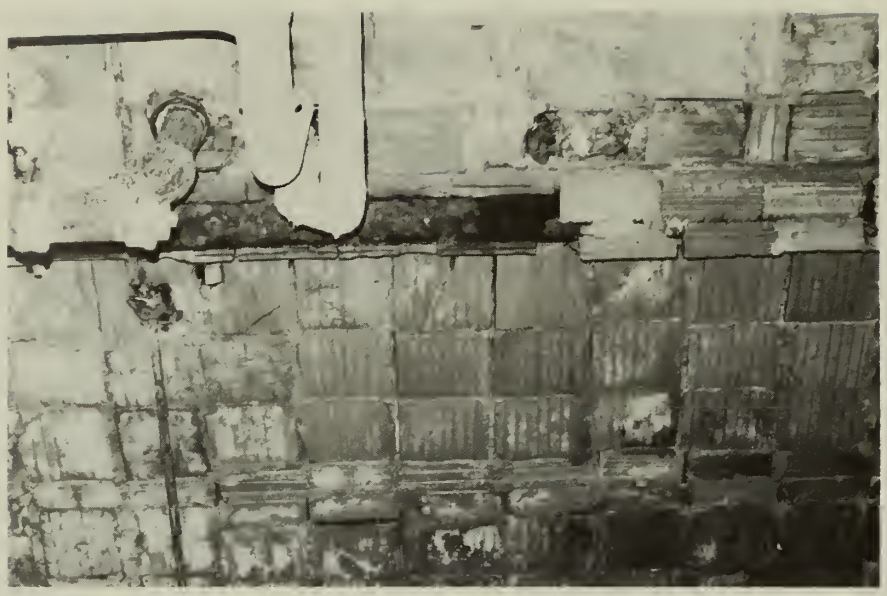
The first and second floor ceiling slabs of the two-story north porch exhibit some minor cracking and reinforcing has rusted through the slab soffit in one area of the second floor (photo 5).

On the exterior walls the riveted spandrel beams exposed in the three facades of the two-story north addition show some surface corrosion. The stone wall base shows some cracking and has open joints.

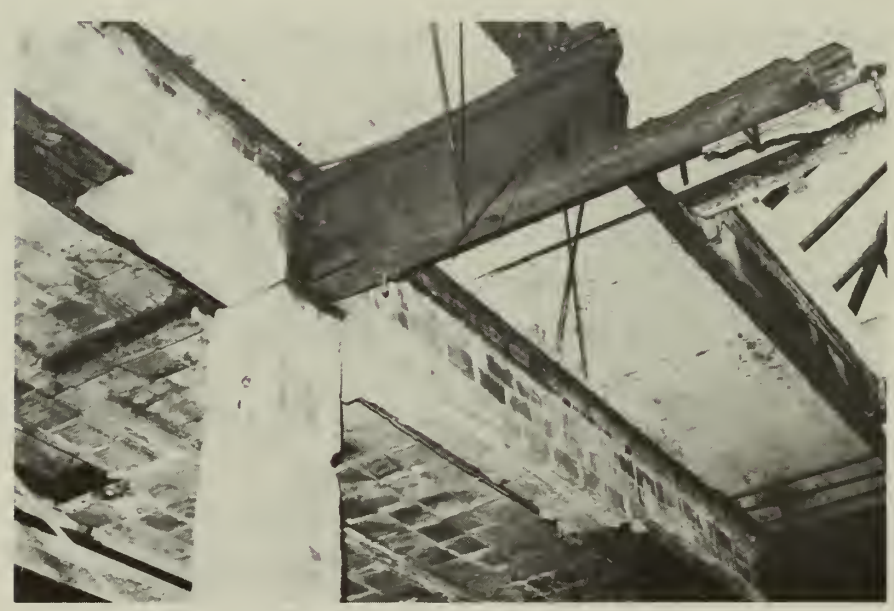
b. Recommendations

Rusting of both slab reinforcing and steel beams should be arrested by cleaning, rust-proofing and painting. Analysis should be done of the corroded areas

after a more thorough inspection and members reinforced if required. Corrosion of beam flanges in the south wall should be halted to prevent further wall deterioration which could result in a decrease of floor support capability. Outside brick should be removed to ascertain the extent of damage and necessary reinforcing cleaning, corrosion-proofing and painting should be done.



1. First floor ceiling, corroded beam soffits and missing tile.



2. Room 112, corroded beams around skylight, south side.

3. Room 103- cracking in floor tile in southeast corner.

4. Second floor hung ceiling, corroded beams and exposed metal lath.

5. Room 209- reinforcing rusting through slab soffit. Spalling of ceiling parging.

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Prepared for the U.S. Department of Interior/National Park Service, Denver Service Center by Beyer Blinder Belle/Notter Finegold Alexander

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Publication services were provided by the graphics staff of the Denver Service Center. NPS D-42 July 1988

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