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NPS Form 10-900 OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Engine House No. 6
Other names/site number: East Franklinton Engine House
Name of related multiple property listing: N/A

(Enter "N/A" if property is not part of a multiple property listing

2. Location

Street & number: 540 West Broad Street
City or town: Columbus State: Ohio County: Franklin
Not For Publication: n/a Vicinity: n/a

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

___national ___statewide X local

Applicable National Register Criteria:

X A ___B ___C ___D

Barbara Powers DSHPO Inventory & Registration July 12, 2016

Signature of certifying official/Title: **Date**

State Historic Preservation Office, Ohio Historical Society

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official: **Date**

Title : **State or Federal agency/bureau or Tribal Government**

Engine House No. 6 | Franklin, Ohio
Name of Property | County and State

4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register

___ determined eligible for the National Register

___ determined not eligible for the National Register

___ removed from the National Register

___ other (explain:) _____

Patrick Andrus — Signature of the Keeper

9/2/2016 — Date of Action

5. Classification

Ownership of Property

Private:	x
Public – Local	
Public – State	
Public – Federal	

Category of Property

Building(s)	x
District	
Site	
Structure	
Object	

Number of Resources within Property

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

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6. Function or Use
Historic Functions

GOVERNMENT: Fire Station/Fire House

Current Functions

Vacant

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7. Description

Architectural Classification
LATE VICTORIAN: Romanesque

Materials: Principal exterior materials of the property: Brick, STONE/Limestone

Narrative Description

Summary Paragraph

Completed in 1892, Engine House No. 6 is a two story, Romanesque Revival style building constructed of brick and limestone, located on the northeast corner of West Broad Street and North Mill Street in the East Franklinton neighborhood in Columbus. Sanborn maps show that the immediate area was largely residential from the late nineteenth century through the first half of the twentieth century. By the 1950s, a number of industries had taken over large sections of the neighborhood near the railroad tracks to the east of the fire station. A series of row houses occupied the lots immediately to the east and to the north of the fire station. While the row houses to the east of the station are now gone, those to the north remain in place. Much of the remainder of the surrounding area has been converted to commercial use.

The building follows a rectangular plan that measures approximately 44 feet wide by 64 feet long. Some of the windows and doorways on the primary façade and sides of the building have been infilled with glass blocks and concrete masonry units (CMU), but the overall form and style of the building remains intact.

The building's plan, which remains entirely unchanged, is indicative of engine houses built in the late nineteenth century. It features a pair of large doorways in the primary façade, which provided ample room for moving horse-drawn firefighting equipment into and out of the building as quickly as possible. Above the doorways, the elaborate fenestration along the firemen's dormitory illustrates the level of detail and consideration given to the overall image of the engine house. Rock-faced limestone detailing in the arched windows, lintels, sills, and belt course lend the building not only a sense of artistic style, but a considerable measure of permanence and stability.

The tall hose tower at the west side of the building is perhaps the most distinguishing component of the building, as it not only stands out architecturally, but it illustrates the method by which the men once suspended and dried the hoses following a return from fighting a fire. Toward the end of its career in the mid-1960s, this particular engine house was among the last in the city to continue the age-old practice of manually hoisting the hoses to the top of the tower to drip-dry. Other engine houses had long since employed blowers to do this work. Also indicative of the building's age and function are the stables and feed loft at the rear of the building. The large doorway at the northwest corner of the building permitted the movement of horses into and out of the stables, and the pedestrian-sized doorway at the second story facilitated the loading of hay and oats into the loft for feeding the horses below. In every aspect of its form and design, the building illustrates the necessary architectural features of a late-nineteenth century engine house.

Narrative Description

Engine House No. 6 stands two stories in height with a foundation footprint that is almost rectangular in shape. The main façade, which faces south toward Broad Street, measures approximately 44 feet in width. The sides of the building extend due north for approximately 64 feet. The rear or north wall of the building measures 40 feet in width. The four-foot width

discrepancy between the primary façade and the rear of the building occurs along the west side of the building, where the hose tower divides the front half of the building from the rear portion. The hose tower measures approximately 9 by 12 feet and stands roughly 60 feet in height. Its north wall extends inward another four feet east of the west side of the main façade, thereby reducing the rear wall width to 40 feet.

The building's brick walls rest atop a coursed ashlar, rock-faced limestone foundation. Across the width of the façade and along a portion of the sides of the building, the foundation extends four courses of stone above grade. Toward the rear of the building the foundation does not rise more than a few inches above grade. The building's brick walls are laid in running bond.

Primary Façade (south side)
The building's primary façade faces south toward Broad Street. The façade is divided into five symmetrical bays at the first story and seven symmetrical bays at the second story (photo 1). The first story of the façade features a pair of large, segmental arch doorways, which provided access for the station's firefighting equipment. The arch voussoirs that comprise the pair of arches over the doorways consist of rock-faced limestone, like that found around the foundation and elsewhere on the building. The doorways are flanked on either side by tall and narrow windows which contain glass blocks. An historic photo (see Figure 1) of the engine house, which shows similar windows in the hose tower, the narrow window openings in the facade likely originally featured 1/1 double-hung sash. The doorways themselves were originally enclosed with pairs of large, wooden, swinging doors. Although the doors have been replaced with plywood and sheets of corrugated plastic, the openings remain intact. The limestone arches above the doorways remain intact and are currently covered by a large metal sign that features the name of the most recent tenant to occupy the building: Jimmy Rea Electronics. Historical photos (See Figures 2 & 3) show that the words "HOSE REEL" are carved into the arch stones above the left (west) doorway and the word "ENGINE" is carved into the stones above the right (east) doorway. The sides of the doorways are accented by rock-faced limestone quoins. A rock-faced limestone belt course extends across the width of the façade just below the doorway arches.

The second story of the façade is divided into seven bays. Three of the bays are located in the center of the façade under a parapeted, gabled wall dormer. The dormer is flanked on either side by narrow, decorative limestone tourelles or towers. The tourelles flank a line of three, arched windows, each separated by brick mullions. A running, rock-faced limestone transom bar separates the original 1/1 double-hung windows from the arched transoms above. Pairs of original, 1/1 double-hung windows are located on either side of the dormer. Like the inner three windows, those at the sides of the façade are separated by brick mullions. These windows feature rectangular-shaped transoms, which are divided from the sash below by the same, running rock-faced limestone transom bar that extends across the arched windows in the center of the façade. A running, rock-faced limestone sill extends the width of the façade. A running, rock-faced limestone lintel extends across each of the two bays on either side of the dormer. It does not extend to the three inner windows. The parapet of the gabled wall dormer is accentuated by cut limestone coping stones. The center of the gable features an inscribed limestone tablet bearing the designation, "Engine House No. 6." Tall and narrow vents, surmounted by rock-faced arches, are located on either side of the tablet.

East Side
The first story of the east side of the building is divided into 12 bays while the second story is divided into eight bays (photo 2). The discrepancy in the number bays is accounted for by the fact that the first story extends some 21 feet beyond the second story component of the building. This one-story section, located at the rear of the engine house, originally served as stables for the engine house's horses. Like the rear of the building, the east side of the engine house is rather non-descript. Toward the façade at the south end of the building, the east side features pairs of original 1/1 double-hung windows at the first and second stories. Like the two pairs of upper story windows on the façade, those on the east side of the building include rectangular-shaped transoms, running rock-faced sills, lintels, and limestone transom bars above the two second story windows.

The running limestone belt courses and transom bar are a continuation of the same such elements found on the façade. Similarly, the limestone foundation, which rises four courses above grade, continues around the side of the building. These limestone decorative elements terminate at a chimney, located three bays to the north of the southeast corner of the building. North of this chimney, fenestration consists largely of small, 1/1 double-hung windows. However, four bays from the southeast corner of the building there is a pair of 1/1 double-hung windows on the second story, and eight bays in from the southeast corner there is a pair of tall, double-hung windows on the first story. The remainder of the windows on this side of the building consist of the smaller rectangular windows. While many of these windows retain their original window openings and sash, there are six on the first story that have been either partially or fully infilled with CMU. All of the windows feature rock-faced limestone lug sills and lintels. Unlike the continuous, running sills and lintels at the front of the building, those toward the rear of the east side of the building extend only partially beyond the width of each individual window.

North Side
The north end or rear of the building was built to stable the station's team of horses. The north, east, and west walls of the stables stand one story in height (photos 3-4). A tall hipped roof, similar to that covering the two-story section of the engine house, covers the stables. The hipped roof connects flush with the brick wall that comprises the rear or north side of the two-story section of the building. The north wall measures 40 feet across and is divided symmetrically into five bays, with an infilled pedestrian doorway located in the center of the wall. A gabled roof dormer is located directly above the former doorway. A pair of small, infilled arched window openings is located to the east side of the former doorway. A pair of taller, infilled arched window openings is located to the west side of the former doorway. All five openings are infilled with CMU. All four infilled window openings feature rock-faced lug sills. The segmental arches over the windows and door each consist of two rows of brick headers. These are the only brick arches found on the building.

West Side
The west side of the building features a tall hose tower, which is one of the more prominent, character defining features of the building. The first story of the west side is divided into nine bays, with the hose tower comprising the sixth bay from the north end of the building (photo5).

The second story is divided into six bays. Unlike the opposite, east side of the building, which was largely hidden from public view by adjacent residential buildings, the west side of the engine house is exposed to North Mill Street. For this reason, the decorative elements, which consist largely of limestone trim, are more extensive on the west side of the building than on the east side.

The first story of the west side of the building includes a pedestrian door at the southwest corner (photo 6). The door likely originally included a transom, but the upper portion of the doorway has been covered with plywood. A modern door with a glass window currently occupies this opening. To the north of the doorway, at the el of the hose tower, there is a pair of closely-spaced, tall rectangular-shaped windows that have been infilled with CMU. A rock-faced limestone belt course extends across the former window openings at the transom level. This is the same belt course that wraps around the façade at the south end of the building. The former window openings are surmounted by rock-faced limestone lintels.

The fourth bay from the southwest corner consists of the station's hose tower. The tower measures approximately nine feet by 12 feet and stands roughly 60 feet in height. Tall and narrow, infilled window openings are located on the south and west sides of the first story. The openings are infilled with CMU. The south, west, and north sides of the second story each include a window. The window on the south side of the tower is currently infilled with plywood. Due to the narrow confines of the south side of the tower, below the roofline, the window opening is tall and narrow, like the window below it at the first story. The sill consists of the same running string course that wraps around the west side of the building from the façade (photo 7). A rock-faced limestone transom bar divides the window opening from the transom above. The rock-faced limestone lintel is incorporated into the running limestone belt course that extends from the façade to the west side of the building.

A historic image of the building reveals that the tower originally featured a tall, pyramidal-shaped roof. The roof sat atop four, square brick pillars. The area between the pillars was open to the elements. This arrangement, along with the series of tall, louvered vents along each of the four sides of the tower, would have provided for the movement of air and the drying of hoses. Decorative square-shaped holes are located on all four sides of the tower toward the top of the tower. The pyramidal roof was removed at some point prior to the early 1960s, leaving only the bases of the brick pillars.

Interior First Floor

The building's first floor was designed to accommodate firefighting equipment of the late nineteenth century. In the case of Engine House No. 6, this included a horse-drawn hose reel, steam-powered pumping engine, supply wagon and the horses that pulled the equipment. The hose reel and engine were located in the front of the building. Historical photos indicate that the left (west) stall was designated for the hose reel, while the right (east) stall housed the engine. Presumably, the supply wagon sat somewhere behind the hose reel or engine. The stables for the station's horses were located in the one-story section at the rear (north end) of the building. A series of spring-loaded double doors separated the stables from the front part of the building. With the sound of the alarm the doors sprung open and the firemen led the horses toward the

front of the building, where they were harnessed to the firefighting equipment. This arrangement continued until 1919, when the city replaced the horse-drawn equipment with motorized vehicles.

Following the closure of the station in 1966, the first floor served as retail space. Jimmy Rea Electronics occupied the building from ca. 1975 until 2014. The extant wood framed partition walls within the first floor area provided for display and office space and merchandise storage for the electronics store (photos 8-10). Nearly all of the partition walls are clad with pegboard, which was used to insert hooks for hanging merchandise. Much of the front or south end of the first floor space remains largely open. There are, however, three separate smaller rooms along the south and east sides of the front area. Presumably, these small rooms provided for a small office for the store and storage space for merchandise. The former stables, at the rear of the building, have been divided into three rooms. These wooden partition walls possibly date to the later years of use by the fire department and would fall within the period of significance for the property. A brief article in the local paper, dating to 1963, notes that the stalls had been converted to use as a kitchen area for the firemen.

Removal of the partition walls in the front portion of the building would return the space to its original configuration, which was one large open room that housed firefighting equipment. The floor, throughout the first floor, consists of concrete covered with synthetic tiles. It is not known how much of the floor was originally cement. The floor in the stables, for example, could have originally consisted of nothing more than dirt, but this remains unknown. It also remains unknown if any portion of the flooring consisted of wood. No such material remains evident at present.

With no historical interior photos available, it remains unknown how the interior first floor walls were originally treated, but the short sections of exposed brick show no indication that the brick was plastered. Quite possibly, the brick walls on the first floor remained entirely exposed, or perhaps painted for ease of cleaning. The few visible window treatments appear to be simple wood molding. With most of the remaining treatments obscured by furred-out wood walls, it remains unknown what the original trim consists of. Removal of the 1970s materials would expose whatever original treatments might remain.

Interior Second Floor

A staircase at the southwest corner of the building provides access to the second floor (photo 11). The staircase appears to be original in both its location and materials. The second floor of the engine house included the dormitories and amenities for the firemen, the office for the fire chief, and the hay loft for storing the horses' food supply. The former sleeping quarters constitutes the largest space within the second floor (photos 12-13). This large, open room is located at the south or front end of the building. It is located directly atop the former equipment storage area on the first floor. The fire pole, now gone, was located in the center of the front of the room, near the south wall. The floor is wood. Much or all of the original wood molding remains intact, including molded baseboards and window and door surrounds (photos 14-17). The walls and ceiling consist of smooth plaster. Minus the pole and furnishings, the dormitory room remains much as it would have looked when built and in use by the firemen who worked and lived there.

The station's fire chief maintained an office in the west side of the building just north of the sleeping quarters. The original woodwork remains intact, including a wooden storage locker or stand-alone closet (photo 18). The washroom, too, remains intact and unaltered. As all of the rooms in the living and administrative areas remain unaltered in design, layout, and style, they continue to convey the original arrangement of space that facilitated the daily needs of a working engine house. The remarkable integrity of these spaces provide a rare glimpse into the workings of a late nineteenth century engine house, wherein the firefighters spent much of their workweek living around the clock in close proximity to one another.

The second largest room on the second floor originally served as the feed loft for the station's horses. The room consists of one large open space for storing hay and oats (photo 19). Firemen used a doorway at the west side of the room to retrieve hay bales and sacks of oats from below (photo 20). The doorway is located on the west side of the building, facing North Mill Street, which would have provided easy access for feed wagons.

The area below the doorway, along the west side of the building, parallel North Mill Street, is surfaced with historic brick pavers. The pavers would have provided a firm surface for moving wagons and horses about the west side of the building. The extant wooden feed-loading door appears original to the building. Presumably, there existed a pulley that would have been supported by a wooden beam that extended outside the building, just above the doorway. A portion of this wooden support remains at the interior of the feed loft, just above the loading door. The pulley is no longer intact, as the beam has been cut flush with the brick wall at the exterior of the building. An exterior security light currently covers the severed end of the former pulley support. A rectangular section of planks is located just in front of the loading door. This may have been added as a means of reinforcing the area where the firemen stood as they hoisted hay and oats to the feed loft.

To feed the horses, firemen dropped hay and oats through a hatch door located in the floor at the center of the room. Once dropped to the first floor below, they then pitched the feed to the various stalls in the stables. The original hatch door remains in place. The feed loft also includes an original wooden staircase that leads to the attic space above the feed loft. A small utility room is located off to the north side of the loft (photos 21-22). The feed loft retains all of its original 1/1 double-hung windows, which total five in number. The window spacing is designed to provide symmetry with windows and doorways at the first story. The wood plank floor is original to the feed loft, as are the exposed brick walls. A local newspaper article from the early 1960s reveals that the resident firefighters were using the former feed loft as a game room, complete with ping pong table and basketball hoop, which was anchored to the north wall just east of the former pulley support. Due to the impracticality of heating and cooling this voluminous space, they used the room during fair weather only.

The feed loft appears to remain unchanged since the time of its construction. The room remains open and free of partitions, just as it would have been during its time of use in the 1890s through ca. 1919, when the department transitioned to motorized vehicles. And with its original windows, wood floor, exposed brick walls, and loading door and trap door for dispensing feed to

the horses below, the feed loft provides an unblemished link to the early, horse-drawn era of firefighting in Columbus.

Some window and exterior door openings were either infilled or downsized with glass block or cinderblock, but the opening sizes remain clearly evident. While the second floor was largely left untouched, numerous partition walls were added to the first floor, as well as drop ceilings, which currently obscure the pressed tin ceiling that remains above. Where visible, original wood molding remains intact around the borders of the original walls.

Overall, the historical integrity of the Engine House No. 6 remains good and it effectively conveys its historic function. The property retains sufficient character defining features such as its form, exterior historic building materials, façade fenestration, brick pavers, a number of original doors and windows, original restrooms, locker rooms, and built-in cabinets to represent its historic significance.

8. Statement of Significance

Applicable National Register Criteria
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B. Property is associated with the lives of persons significant in our past.
- [ ] C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] **D.** Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations
(Mark "x" in all the boxes that apply.)

- [ ] A. Owned by a religious institution or used for religious purposes
- [ ] B. Removed from its original location
- [ ] C. A birthplace or grave
- [ ] D. A cemetery
- [ ] E. A reconstructed building, object, or structure
- [ ] F. A commemorative property
- [ ] G. Less than 50 years old or achieving significance within the past 50 years

Areas of Significance
Social History

Engine House No. 6 Franklin, Ohio
Name of Property County and State

Period of Significance
1892-1966

Significant Dates
1892/1934

Significant Person
(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder
John Flynn, Architect
D. Spencer & Sons, Contractors

Statement of Significance Summary
Engine House No. 6 is eligible for listing in the National Register of Historic Places at the local level of significance under Criterion A for its association with the history of social services (firefighting), provided by the City of Columbus. The period of significance for Engine House No. 6 extends from 1892, when contractors D. Spencer & Sons completed the building, to 1966, when the City of Columbus decommissioned the station.

Narrative Statement of Significance

Engine House No. 6 was designed by architect John Flynn and built by contractor, D. Spencer & Sons. Born in Canada ca. 1856, Flynn moved to the United States in 1885. He worked as an architect in Ohio through the early 1890s. The "Report of the City Fire Department" for 1891 indicates that he designed engine houses 1 through 6. Historical photos of the engine houses reveal that all six were designed in the Romanesque Revival style, but that no two were exactly alike. Of the six Columbus engine houses designed by Flynn, only numbers 5 and 6 remain standing. Information has not been located about additional Ohio buildings designed by Flynn, nor how or why Flynn came about designing the engine houses for the City of Columbus.

By 1894, Flynn had relocated to Philadelphia, Pennsylvania, where he continued to work as an architect. Little information exists for Flynn, but available records indicate that he designed a number of Catholic institutional buildings in eastern Pennsylvania, including a home for penitent women, located in Reading, Pennsylvania; St. Margaret's Church, located in Narbeth, Pennsylvania; and St. Francis de Sales School, located in Philadelphia. It is not known precisely where the home for penitent women was located or if it remains standing. The latter two buildings, however, appear to remain standing. Photographs reveal that they are both built of white limestone. St. Margaret's Church features elements of Romanesque architecture and includes a bell tower that is similar in design to the hose towers found on his Columbus engine houses. St. Francis de Sales School exhibits elements of Neo Classic architecture, with the primary façade featuring a Classical entablature surmounted by an enclosed pediment. Available information indicates that Flynn died ca. 1914.

The "Report of the City Fire Department" for 1891 lists D. Spencer & Sons as the contractor for engine houses 1 through 7. Reports for the city's fire department indicate that a great many contractors and subcontractors were involved in the erection of the city's engine houses, which suggest that those awarded contracts were likely the lowest bidders and or perhaps the best qualified for the job.

Engine House No. 6 is one of the few remaining Columbus engine houses built during the late nineteenth century, which was a time of transition in the way the city dealt with fighting fires. The property represents an evolutionary step in the history of firefighting within the City of Columbus, which experienced considerable growth during the late nineteenth century. As the city extended its water mains further outward during this period of growth, water pressure declined, as the pumps at the municipal water supply were insufficient to maintain pressure for such great distances. This left the hydrants in the outer neighborhoods incapable of delivering sufficient pressure to extinguish fires. The city had used pumping engines in the past to generate sufficient water pressure for fighting fires, but maintenance expenses gradually relegated the engines to reserve status. By the early 1890s, only two pumping engines remained with the city's fire department, and both were older models that dated to the 1870s.

Through the 1880s, the city's fire department relied largely on hose reels, which were considerably less expensive to acquire, maintain, and operate than steam-powered pumping engines. Hose reels were a simple firefighting device that consisted of a horse-drawn cart with a large cylindrical reel for carrying a firefighting hose. Horses pulled the hose carts to the scene of the fire, where firefighters unreeled the hose and connected it to a hydrant. Upon extinguishing the fire, firefighters re-wound the hose about the reel for transport back to the station, where the hose was then removed from the reel and suspended in a hose tower to dry. Once dry, firefighters re-wound the house about the hose reel in preparation for the next fire.

By 1891, the decrease in pressure within the city's water mains made it necessary to re-invest in steam powered pumping engines, which could significantly increase pressure from the city's fire hydrants. Many of the city's existing fire stations, however, had been built to accommodate the small hose reels that had dominated the fire department's firefighting arsenal through the 1870s and 1880s. Requiring more space for the fire departments new pumping engines, the city had to

rebuild existing stations, as well as build entirely new engine houses in areas where such facilities had not previously existed. The design of Engine House No. 6 was a direct result of the events that led to the acquisition of pumping engines during the 1890s. In 1891, the city demolished the smaller, hose reel station that occupied the parcel at 540 West Broad Street and immediately began work on the engine house that stands today. Engine House No. 6 was one of about 12 engine houses that was either constructed or rebuilt during the early-to-mid 1890s.

Historic Context: Columbus Fire Protection

The first major fire experienced by Columbus occurred in 1822. The event prompted Columbus Town Council to organize a publicly funded and professionally-administered staff devoted to fire service. The new department included a twelve-man ladder company, a fifteen-man hook and axe company, another dozen men to guard property, and anywhere from 15 to 50 men to form a bucket brigade. The Town Council located funding for six ladders, four axes, and two hooks. Property owners were responsible for providing their own leather buckets.

In about 1823, the Council purchased their first fire engine. Known as the "Tub," the engine consisted of a tub for holding water and a hand pump to move the water through a hose. In 1824, the Council ordered construction of an engine house to house the Tub. The Tub remained in service for about 12 years. Following the city's incorporation in 1834, the new City Council re-organized the fire department. It included fire guards, a protection and salvage company, a hook and ladder, engine and hose companies and fire wardens. They also ordered construction of a new engine house. This was the only engine house at that time, which suggests that the fire department consisted of a single ward.

As Columbus grew during the mid-nineteenth century, they continually replaced older hand-powered pumping engines with newer models, but the basic method of fighting fires remained the same; fires were extinguished by manually pumping water through a hose and onto the fire. The department updated to a steam-powered engine in 1855. Steam powered engines provided a mechanical means of pumping water from a hydrant, cistern, or some other portable water supply. They significantly increased the pressure at which firemen delivered water to the fire. Pulled by three horses, the Columbus, as it was named, was manned by a crew of paid men. This was only the fourth paid steam crew in the United States.

Despite the modernization of its firefighting equipment, the city continued to lose property to conflagrations. A major fire in 1860 burned the Neil House. One of the most prominent hotels in the city, the burning of the building was considered a significant loss to the community. The loss of the Neil House marked the worst fire in the city up to that time. At the time of this major fire, the steam engine was in the shop, forcing volunteer firefighters to rely on the cisterns and hand pump engines, which were inadequate for the task. The magnitude of the Neil House fire prompted city officials to invest in a pair of Silsby rotary steam fire engines. Considerably more powerful and efficient, the Silsby rotary engines were better designed to fight large scale fires. The success of these engines led to the acquisition of a third. All three engines were manned by paid crews.

The fire department did not receive additional steamers until 1890. City leaders considered the existing system of fire hydrants to be sufficient for fighting fires without the use of steam engines. Consequently, the engines were used only when it became absolutely necessary. From the mid-1870s through the 1880s, hose wagons largely replaced the steam engines. However, as the city expanded further outward, the water mains extended ever further from the city's water pumping plant. As a result, water pressure decreased at the hydrants. This forced the fire department to once again turn to steam power.

In 1890, Engine Houses 2 and 4 each received a new Ahrens steamer. That same year, the department acquired an additional six engines. The engine acquisitions made it necessary to rebuild a number of stations that had been built during the 1880s, as they were too small to accommodate the new equipment. By 1892, the department had enlarged or rebuilt four engine houses, including Engine House No. 6.

The engine houses continued to rely on horse power through the first decade of the twentieth century. The first automobile owned by the fire department arrived in 1909. It was designated for use by the Chief. An additional two automobiles arrived in 1910. Water reached the second story windows in the historic flood of 1913, temporarily closing Engine House #6, but it was soon put back into commission. The same year (1913), the city acquired a pair of Seagrave tractors to pull Engine 1 and Ladder 1. Through the nineteen-teens, the department gradually motorized its fleet. Through a series of tests, the department determined that motorized vehicles resulted in a quicker response time than the use of horses. The department retired the last of its horses in 1919. The transition to a motorized fleet does not appear to have affected the form or function of Engine House No. 6 in any way, other than the stables at the rear of the building were no longer required to house horses. Although it is unknown how the stables were used immediately following the transition to motorized vehicles, a newspaper article dating to 1963 reveals that, by that time, the stables had been converted to a kitchen for the firemen.

The fire department continued to modernize its equipment through the 1920s. In 1934, one of the first emergency squads in the United States went into service at Engine House No. 6. Precisely what extra duties or personnel this service required remains unclear, as it is mentioned only briefly in the historical record. However, a photo from about the mid-1930s shows a small boat parked in front of Engine House No. 6., indicating that the emergency response team was likely trained to perform water rescues. Engine House No. 6's location near the Scioto River may have had some bearing on the decision to place the emergency squad at this location. Whether the response team also included an ambulance or not remains unknown as the historical record is sparse.

The Great Depression of the 1930s severely hampered the city's ability to maintain its engine houses. In March 1936, the city temporarily furloughed 187 firefighters. Budget constraints temporarily forced the closure of many engine houses, including Engine House No. 6. Of the city's 19 engine houses, houses 3, 4, 5, 11, 12, 13, 17, and 19 also closed temporarily. Precisely how long any one station remained closed is not clear, but the closures appear to have been brief for all but two engine houses, which remained closed until the 1950s. It is not known which two

houses were closed for this duration. How the city decided which stations were to be closed is also not clear, but presumably the city would have kept open the most critical stations.

As the economy began to improve heading into World War II, the city hired additional firefighters. They hired 61 men in 1941. However, by 1944, 50 of the city's firefighters were serving in the armed forces. At least 34 of these men returned to firefighting service at war's end. The end of the war marked a period of significant growth, with returning GIs purchasing homes in the new post-war suburban housing developments. As no new engine houses had been built since 1931, it became necessary once again to expand the city's firefighting capabilities. During the 1950s, the city added eight new engine houses to the department. Typical of postwar architecture, the newer engine houses were considerably less ornate than those built earlier in the century. These were modern buildings designed to accommodate modern firefighting equipment.

Just as the engine houses of the 1890s replaced their outmoded predecessors of an earlier era, new stations with more modern accommodations and equipment gradually rendered many of the older facilities, like Engine House No. 6, obsolete. Engine houses of the nineteenth and early twentieth century had been designed to accommodate horse-drawn equipment and/or smaller scale vehicles. Motorized firefighting equipment of the 1950s and 60s was considerably larger, thereby requiring more height and space for storage and maneuvering. The engine houses of the late nineteenth and early twentieth century were simply too small to meet the needs of a modern fire department. In 1963, the *Hilltop Record and News* noted that Engine House No. 6 was, "Still in service after countless years, but slightly behind the times." The author noted that its hose tower was operated much as it had been half a century earlier, with manually hanging the hoses to drip dry. Modern stations were equipped with blowers for drying hoses. By this time, the former hay loft had been converted to a game room, and the horse stalls into a kitchen. Considered outdated and inadequate for the purpose, in 1966, the Columbus Fire Department decommissioned Engine House No. 6, ending 75 years of service.

In 1975, Jimmy Rea Electronics acquired and re-purposed Engine House No. 6. by converting the former engine bays into retail space with drop ceilings and a system of partition walls which separated the various sections of the store. The second floor remained much as it did during its heyday as a working engine house. The electronics store closed its doors in 2014.

Engine House No. 6 is one of about 12 engine houses built in Columbus during the 1890s. Of those 12, seven remain standing in various states of integrity and condition. In addition to Engine House No. 6, Engine House No. 5, built in 1894, remains at 121 Thurman Avenue. Engine House No. 7, built in 1894, remains standing at 31 Euclid Avenue, but it has been severely altered. Engine House No. 8 remains at 283 20th Street North, but it, too, has been severely altered. Engine House No. 10, built in 1897, remains standing at 1096 Broad Street. Engine House No. 11, built in 1896, remains standing at 1000 East Main Street. And Engine House No. 12, built in 1896, remains standing at 734 Oak Street.

The historical integrity of Engine House No. 6 retains better historical integrity than most of the remaining engine houses from the era. As do the other surviving examples, Engine House No. 6 retains its original location, but it also retains its original design, materials, workmanship, and

feeling. Some of these aspects are missing from many of the surviving engine houses from the time period. Engine House No. 6's plan and massing remain unaltered, with no additions or deletions from the building's original design. The masonry, including the brickwork, brick pavers and handcrafted limestone detailing remain unaltered, providing an excellent example of the workmanship wrought by the masons and stoneworkers of the day. Much of the fenestration remains intact, with many of the original 1/1 wood sash windows still in place. Some infilling of window or doorway openings has occurred, but this does not undermine the overall integrity of the look and feel of the building's exterior.

In all aspects, Engine House No. 6 continues to exhibit the character defining features that exemplify an 1890s engine house, including the twin bays for the engine and hose reel, the dormitory for the firemen, the hose tower for drying hoses, and the stables, which housed the horses that hauled the firefighting equipment to the fire. The overall floorplan of the interior spaces retains equally good integrity. Minor partitioning has occurred on the first floor, but these walls consists of little more than dimensional lumber and pegboard. The original pressed tin ceilings appear to remain intact above the drop ceiling, and those window openings that remain visible indicate that the original trim remains intact. The staircase remains in its original location and retains its original materials. The second floor remains largely untouched, as it retains its original wood floors, window treatments, baseboards, door surrounds, and even storage lockers and lavatory. The hay loft for the former stables remains unaltered, complete with door for hoisting up horse feed, and the trap door that facilitated the feeding of the horses below. Overall, Engine House No. 6 remains in an exceptional state of preservation, providing one of the best surviving examples of its type.

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

City of Columbus
1890 *Annual Reports of the Various Departments of the City of Columbus, Ohio,* Columbus City Council, Columbus, Ohio.

Department of Public Safety of Columbus, Ohio
1894 *A Review of the Department of Public Safety of Columbus, Ohio,* The Firemen's Pension Fund and The Police Benevolent Association, Columbus, Ohio.

Hilltop Record and News
1963 "Good Ol' Engine House Number Six Has a History," Hilltop Record and News, Columbus, Ohio, January 23.

Throckmorton, Robert
1976 *Columbus, Ohio Division of Fire, 1822-1976,* Robert Throckmorton publisher, Columbus, Ohio.

Previous documentation on file (NPS):

__X_ preliminary determination of individual listing (36 CFR 67) has been requested
____ previously listed in the National Register
_____previously determined eligible by the National Register
_____designated a National Historic Landmark
____ recorded by Historic American Buildings Survey #_____
____ recorded by Historic American Engineering Record # _____
____ recorded by Historic American Landscape Survey # _____

Primary location of additional data:

____ State Historic Preservation Office
____ Other State agency
____ Federal agency
____ Local government
____ University
_X_ Other
Name of repository: _Columbus Metropolitan Library_____

Historic Resources Survey Number (if assigned): _FRA24116_____

10. Geographical Data

Acreage of Property 0.2109

Use either the UTM system or latitude/longitude coordinates

Latitude/Longitude Coordinates (decimal degrees)
Datum if other than WGS84:_____
(enter coordinates to 6 decimal places)

1. Latitude: 39.960742 Longitude: 83.01500
2. Latitude: Longitude:
3. Latitude: Longitude:
4. Latitude: Longitude:

Or
UTM References
Datum (indicated on USGS map):

[X] NAD 1927 or [ ] NAD 1983

1. Zone: 17 Easting: 327883 Northing: 4425127
2. Zone: Easting: Northing:
3. Zone: Easting: Northing:
4. Zone: Easting : Northing:

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries follow the outline of parcel 010-066792-00. Beginning at a point on the northeast corner of North Mill Street and West Broad Street and running in an easterly direction for approximately 60 feet, then due north along the east side of Engine House No. 6 for approximately 140 feet to a point near the northeast corner of Broderick Street, then due west for approximately 60 feet to a point at the northwest corner of Broderick Street and North Mill Street, then due south for approximately 140 feet to the point of beginning.

Boundary Justification

The boundary reflects property historically associated with Engine House No. 6.

---

11. Form Prepared By

name/title: Donald Burden/Architectural Historian
organization: Gray & Pape, Inc.
street & number: 1318 Main Street
city or town: Cincinnati state: Ohio zip code: 45202
e-mail: dburden@graypape.com
telephone: (513) 287-7700
date: 10/30/2015

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Additional items:** (Check with the SHPO, TPO, or FPO for any additional items.)

Photo Log

Name of Property: Engine House No. 6
City or Vicinity: Franklinton, Columbus
County: Franklin State: Ohio
Photographer: Frank Quinn
Date Photographed: 9/15/2015

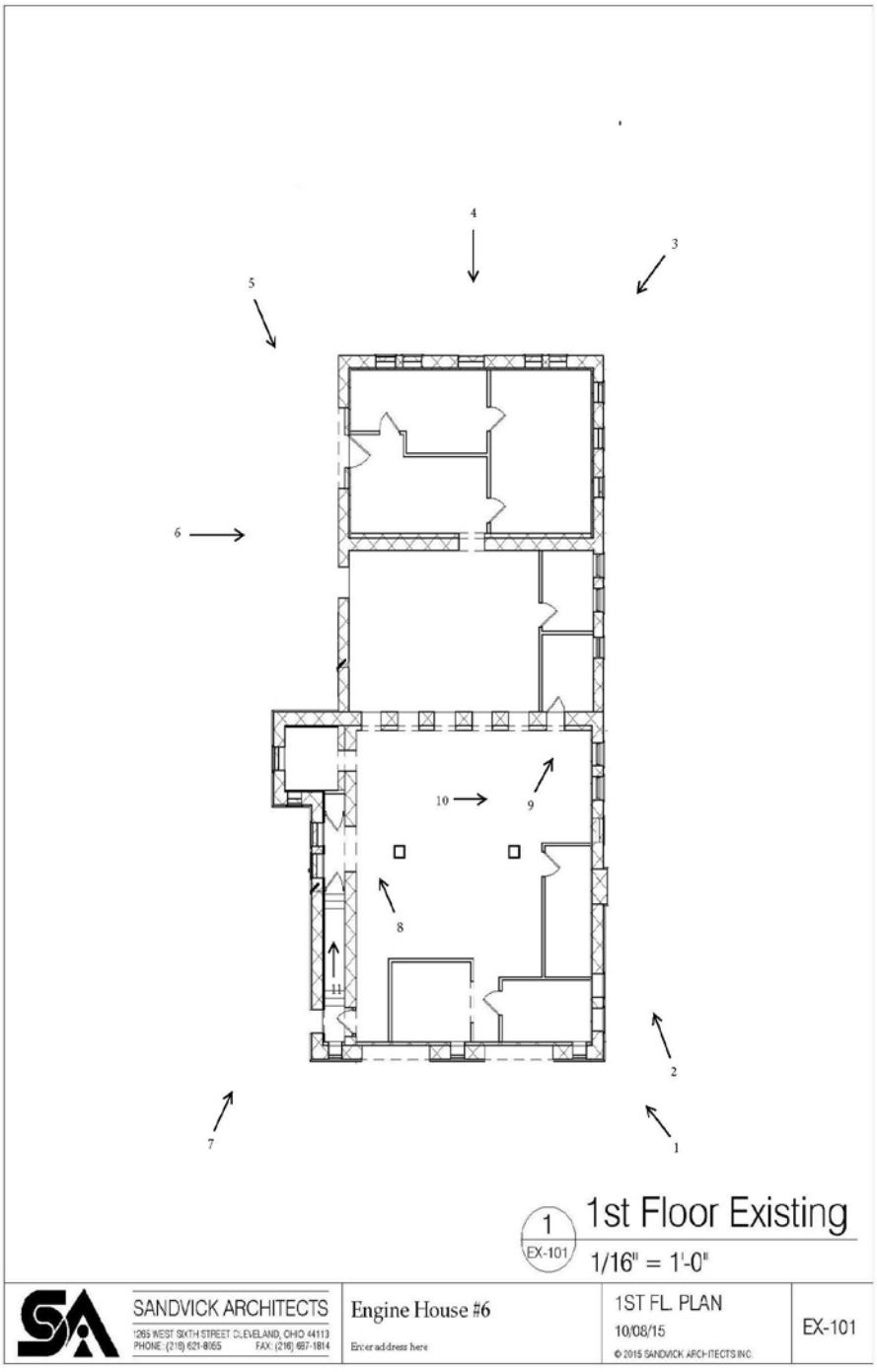
Description of Photograph(s) and number, include description of view indicating direction of camera:

1 of 22. Engine House No. 6 primary façade and east exterior wall, looking northwest.
2 of 22. Engine House No. 6 east exterior wall, looking northwest.

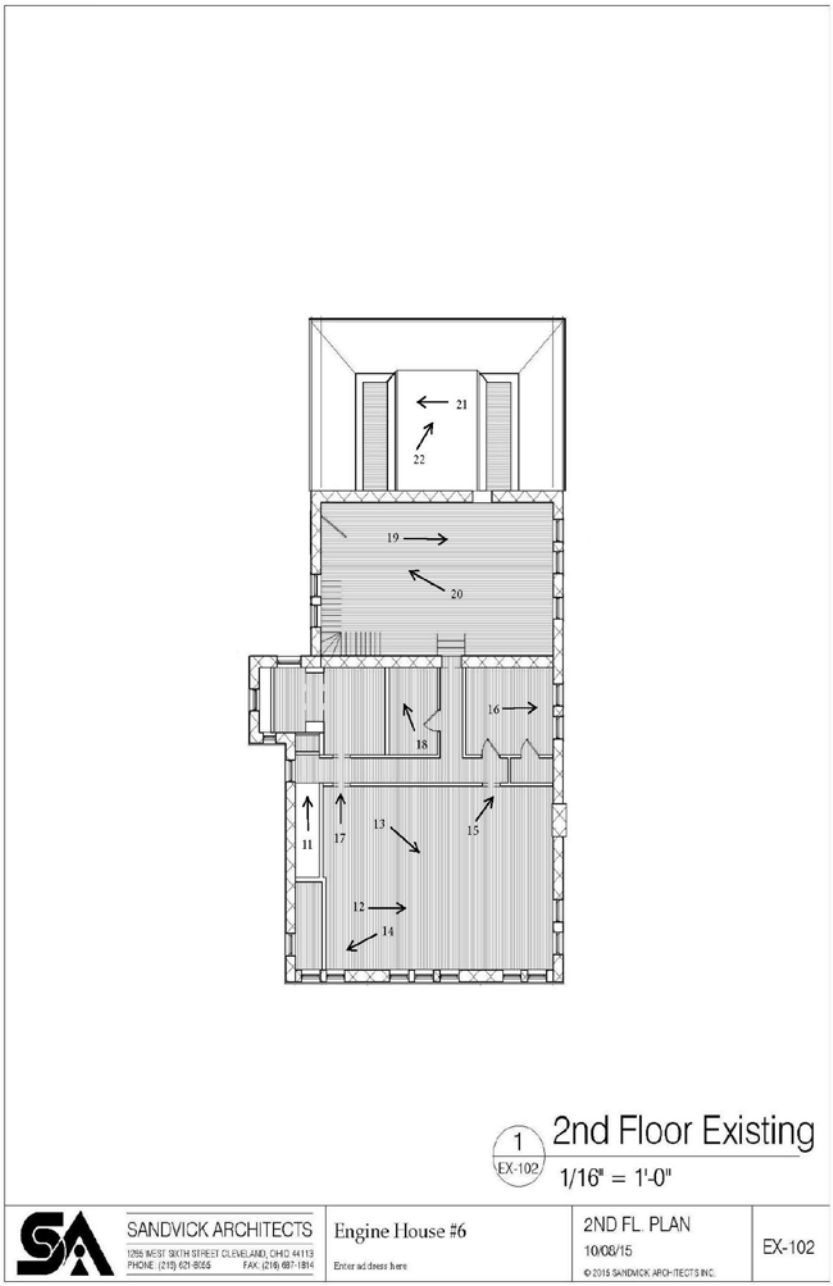
3 of 22. Engine House No. 6 north exterior wall, looking southwest.
4 of 22. Engine House No. 6 north exterior wall, looking south.
5 of 22. Engine House No. 6 west exterior wall, looking southeast.
6 of 22. Engine House No. 6 west exterior wall, looking east.
7 of 22. Engine House No. 6 primary façade and west wall, looking northeast.
8 of 22. Engine House No. 6 first floor interior, looking northwest.
9 of 22. Engine House No. 6 first floor interior, looking northeast.
10 of 22. Engine House No. 6, first floor interior, looking east.
11 of 22. Engine House No. 6, stairway between first and second floors, looking north.
12 of 22. Engine House No. 6, second floor sleeping quarters, looking east.
13 of 22. Engine House No. 6, second floor sleeping quarters, looking southeast.
14 of 22. Engine House No. 6, second floor sleeping quarters, window detail, looking southwest.
15 of 22. Engine House No. 6, second floor sleeping quarters, molding detail, looking northeast.
16 of 22. Engine House No. 6, second floor office space, looking east.
17 of 22. Engine House No. 6, second floor doorway detail, looking north.
18 of 22. Engine House No. 6, second floor office space, looking northwest.
19 of 22. Engine House No. 6, second floor hay loft, looking east.
20 of 22. Engine House No. 6, second floor hay loft, looking northwest.
21 of 22. Engine House No. 6, second floor utility space, looking west.
22 of 22. Engine House No. 6, second floor utility space, looking northeast.

Figures

Figure 1. Engine House No. 6, Ca. 1892, Facing North.
Figure 2. Engine House No. 6, ca. 1958, Facing North.
Figure 3. Engine House No. 6, 1966, Facing Northeast.



Engine House No. 6 Photo Key, Exterior and First Floor



Engine House No. 6 Photo Key, Second Floor

Figure 1. Engine House No. 6, Ca. 1892, Facing North.

Figure 2. Engine House No. 6, ca. 1958, Facing North.

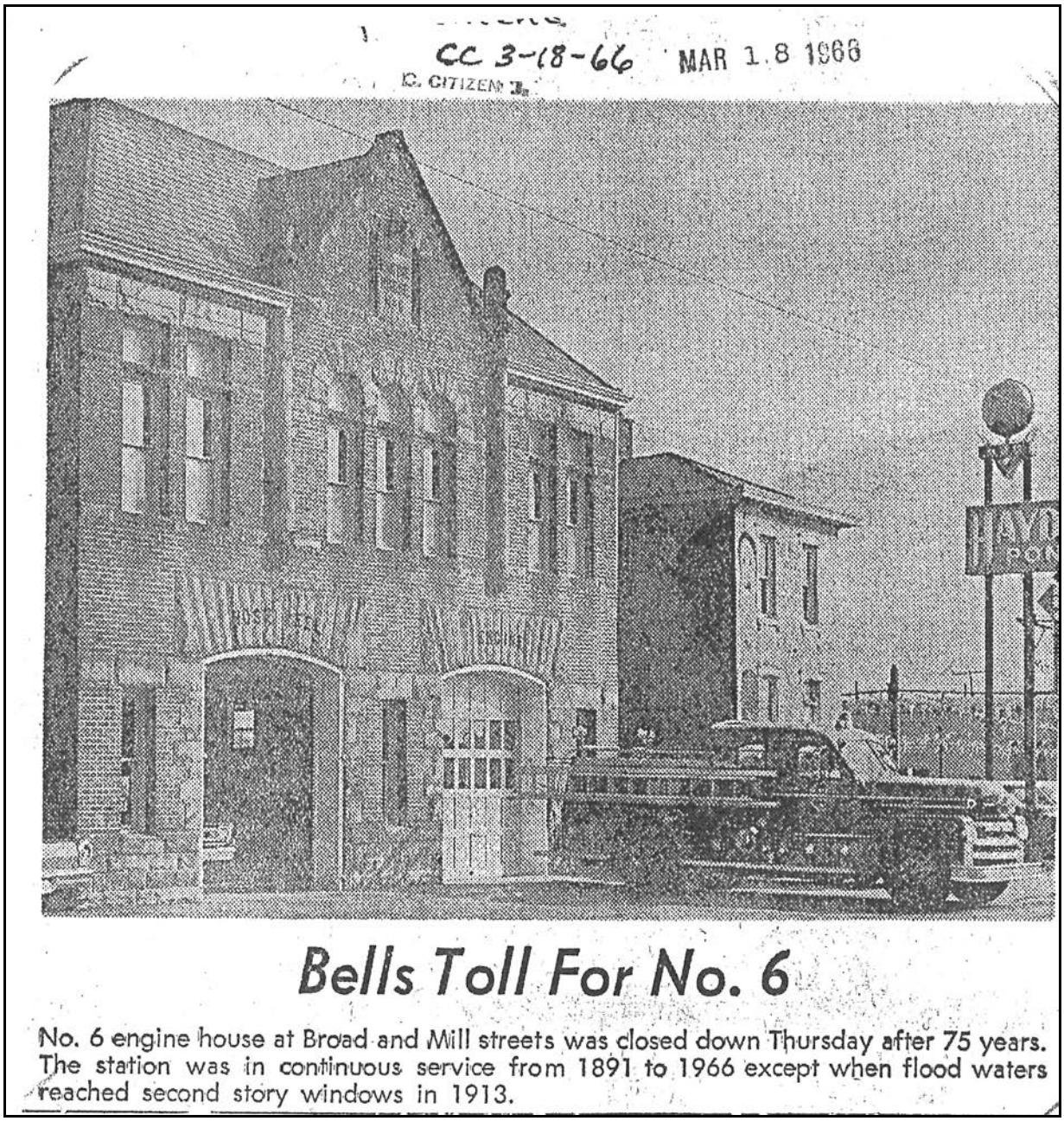


Figure 3. Engine House No. 6, 1966, Facing Northeast.

UNITED STATES
DEPARTMENT OF THE INTERIOR
GEOLOGICAL SURVEY

SOUTHWEST COLUMBUS QUADRANGLE
OHIO–FRANKLIN CO.
7.5 MINUTE SERIES (TOPOGRAPHIC)

4364 II SW (HILLIARD)
4364 II SE (NORTHWEST COLUMBUS)
4464 II SW (NORTHEAST COLUMBUS)
4363 I NW (GALLOWAY)
4363 I SW (HARRISBURG)
4363 IV NW (SOUTHEAST COLUMBUS)
4463 IV SW (LOCKBOURNE)

83°07'30" — 40°00' — 83°00' — 39°52'30"

319 000m.E. 320 321 322 5' 323 326 327 328 329

1 850 000 FEET — 710 000 FEET — 690 000 FEET — 1 830 000 FEET

4429 000m.N. 4428 4427 4426 57'30" 4425 4424 4423 4422 4421 55' 4419 4418 4417 4416 000m.N.

MARYSVILLE 25 MI. DUBLIN 8 MI.
R. 19 W. R. 18 W. 2'30"
LINWORTH 7 MI. 4.5 MI. TO U.S. 23
SPRINGFIELD 37 MI. 1 MI. TO INTERCHANGE 91
1.3 MI. TO INT. 71
LANCASTER 30 MI. BEXLEY (CITY HALL) 4.2 MI. ZANESVILLE 54 MI.
WEST JEFFERSON 7 MI. ALTON 2.6 MI.
GALLOWAY 2.1 MI.
PLEASANT CORNERS 2.6 MI. MOUNT STERLING 14 MI.
(COMMERCIAL POINT) 4363 I SE
7 MI. TO U.S. 62 CINCINNATI 89 MI.
SHADEVILLE 2.7 MI. CIRCLEVILLE 20 MI.

T. 1 N. T. 5 N. T. 5 N. T. 4 N.

Engine House No. 6
Columbus, Franklin Co., Ohio
UTM Reference:
17/327883/4425127

Produced by the United States Geological Survey

Control by USGS and NOS/NOAA

Compiled from aerial photographs taken 1953 and 1954. Revisions shown in purple and woodland compiled from aerial photographs taken 1991 and 1992 and other sources. Map edited 1995. Conflicts may exist between some updated features and previously mapped contours

North American Datum of 1927 (NAD 27). Projection and 10 000-foot ticks : Ohio Coordinate System, south zone (Lambert Conformal Conic)
Blue 1000-meter Universal Transverse Mercator ticks, zone 17

North American Datum of 1983 (NAD 83) is shown by dashed corner ticks. The values of the shift between NAD 27 and NAD 83 for 7.5-minute intersections are obtainable from National Geodetic Survey NADCON software

Area west of the Scioto River lies within the Virginia Military District
Area north of Base Line lies within the United States Military District
Land lines based on the Base Line of the United States Military District
Area South of Base Line lies within Congress Lands east of the Scioto River
Land lines based on the Scioto River Base

MN GN
5½° 98 MILS
1°19' 24 MILS
UTM GRID AND 1995 MAGNETIC NORTH DECLINATION AT CENTER OF SHEET

SCALE 1:24 000
1 0 1 MILE
1000 0 1000 2000 3000 4000 5000 6000 7000 FEET
1 .5 0 1 KILOMETER
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

OHIO
QUADRANGLE LOCATION

ROAD CLASSIFICATION
Primary highway, hard surface — Light-duty road, hard or improved surface
Secondary highway, hard surface — Unimproved road
Interstate Route — U. S. Route — State Route

SOUTHWEST COLUMBUS, OH
39083-H1-TF-024

1965
REVISED 1995
DMA 4363 I NE-SERIES V852

INTERIOR–GEOLOGICAL SURVEY, RESTON, VIRGINIA—1995


JIMMY REA
ELECTRONICS
Audio
Video
Electro-Voice
SHURE


Audio
Video
SHURE


STOP


ENGINE HOUSE NO 6
JIMMY LEA ELECTRONICS
MICROPHONES PUBLIC ADDRESS
Electro Voice
MIXERS & AMPLIFIERS SPEAKERS
SHURE
540

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY NAME: Engine House No. 6

MULTIPLE NAME:

STATE & COUNTY: OHIO, Franklin

DATE RECEIVED: 7/22/16 DATE OF PENDING LIST: 8/10/16
DATE OF 16TH DAY: 8/25/16 DATE OF 45TH DAY: 9/06/16
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 16000595

REASONS FOR REVIEW:

APPEAL:	N	DATA PROBLEM:	N	LANDSCAPE:	N	LESS THAN 50 YEARS:	N
OTHER:	N	PDIL:	N	PERIOD:	N	PROGRAM UNAPPROVED:	N
REQUEST:	N	SAMPLE:	N	SLR DRAFT:	N	NATIONAL:	N

COMMENT WAIVER: N

✓ ACCEPT ___ RETURN ___ REJECT 9/2/2016 DATE

ABSTRACT/SUMMARY COMMENTS:

RECOM./CRITERIA Accept A

REVIEWER Patrick Andrus DISCIPLINE Historian

TELEPHONE _____ DATE 9/2/2016

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.

OHIO HISTORY CONNECTION

July 15, 2016

J. Paul Loether, Deputy Keeper and Chief, National Register
and National Historic Landmark Programs
National Park Service
National Register of Historic Places
1201 Eye St. NW, 8th Fl. (2280)
Washington D.C. 20005

Dear Mr. Loether:

Enclosed please find seven (7) new National Register nominations for Ohio. All appropriate notification procedures have been followed for the new nomination submissions.

NEW NOMINATION	COUNTY
Cleveland Public Library Hough Branch	Cuyahoga
Commodore Hotel	Cuyahoga
Engine House No. 6	Cuyahoga
Bappert, Joseph and Cecilia House	Hamilton
Rauh, Frederick and Harriet House	Hamilton
L. N. Gross Company Building	Portage
City Savings Bank and Trust Company	Stark

The enclosed disks contain the true and correct copy of the nomination to the National Register of Historic Places for the following: Engine House No. 6, Franklin County, OH; Rauh, Frederick and Harriet House, Hamilton County, OH; L. N. Gross Company Building, Portage County, OH; and City Savings Bank and Trust Company, Stark County, OH.

If you have questions or comments about these documents, please contact the National Register staff in the Ohio Historic Preservation Office at (614) 298-2000.

Sincerely,

for Barbara Powell

Lox A. Logan, Jr.
Executive Director and CEO
State Historic Preservation Officer
Ohio History Connection

Enclosures

NATIONAL REGISTER OF HISTORIC PLACES
NPS TRANSMITTAL CHECK LIST

OHIO HISTORIC PRESERVATION OFFICE
800 E. 17th Avenue
Columbus, OH 43211
(614)-298-2000

The following materials are submitted on July 15, 2016
For nomination of the Engine House No. 6 to the National Register of Historic Places: FRA Co., OH

✓	Original National Register of Historic Places nomination form ✓ Paper ✓ PDF
	Multiple Property Nomination Cover Document ___ Paper ___ PDF
	Multiple Property Nomination form ___ Paper ___ PDF
✓	Photographs ✓ Prints ✓ TIFFs
✓	CD with electronic images
✓	Original USGS map(s) ✓ Paper ___ Digital
✓	Sketch map(s)/Photograph view map(s)/Floor plan(s) ✓ Paper ___ PDF
	Piece(s) of correspondence ___ Paper ___ PDF
	Other _____

COMMENTS:

	Please provide a substantive review of this nomination
✓	This property has been certified under 36 CFR 67
	The enclosed owner objection(s) do _____ do not_____ Constitute a majority of property owners
	Other: _____