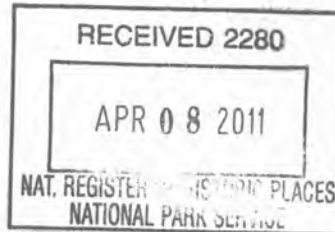


United States Department of the Interior
National Park Service



283

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. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Engine Company 26

other names/site number _____

2. Location

street & number 1340 Rhode Island Avenue, N.W.

| |
|--------------------------|
| <input type="checkbox"/> |
| <input type="checkbox"/> |

not for publication

city or town Washington, D.C.

vicinity

state Washington, D.C. code DC county _____ code 001 zip code 20008

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

David Maloney DAVID MALONEY, DC SHPO (April) 2011
Signature of certifying official/Title Date

DC HISTORIC PRESERVATION OFFICE
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 _____

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:) _____

Edson H. Beall
Signature of the Keeper

5.18.11
Date of Action

Engine Company 26
Name of Property

Washington, D.C.
County and State

5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only one box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- 2 building(s)
- district
- site
- structure
- object

| Contributing | Noncontributing | |
|--------------|-----------------|--------------|
| 2 | | buildings |
| | | sites |
| | | structures |
| | | objects |
| 2 | | Total |

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

Number of contributing resources previously listed in the National Register

Firehouses in Washington, D.C.: 1806-1945

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

GOVERNMENT/Fire Station

GOVERNMENT/Fire Station

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

20th CENTURY REVIVAL/Georgian Revival

foundation: Brick

walls: Brick

roof: Slate

other:

Engine Company 26

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Located along Rhode Island Avenue in the Brentwood area of northeast Washington, D.C. and constructed in 1936-37, Engine Company 26 is a red brick Colonial Revival-style firehouse designed by Municipal Architect Nathan Wyeth. It was the last of the city's firehouses to follow this standard Colonial Revival style building form that served as a model especially for the city's suburban firehouses built during the inter-War years. The building has a cruciform-shaped plan with a front-facing gable and intersecting side wings. A corner hose tower is located at the intersection of the side and rear wings and projects above the front gable of the building. A brick wall encloses the property at the rear and includes a small oil house.

Engine Company 26 is a cruciform-shaped, brick structure covered with intersecting gable roofs. The principal gable facing Rhode Island Avenue forms an implied temple front through the use of a bold cornice return and raking cornice, while the side end gable are more domestically articulated with paired slab end chimneys (false) rising above the parapet end wall.

A one-story brick oil house with a pyramidal hipped roof is located at the rear of the property.

Narrative Description

The one-story, cruciform-shaped Engine Company 26 consists of three main parts: a principal temple-fronted projecting wing on-center with wings to either side and at the rear. The central block includes the apparatus room at the front and the dormitory at the rear, while the slightly lower, intersecting side wings house a sitting room, kitchen, locker rooms and private offices. A tall hose tower sits at the intersection of the rear and east side wings. The entire building is set upon a low limestone foundation, is constructed of red brick with wood trim and is executed in a Colonial Revival style. The tower rises approximately 40 feet and is capped by a pyramidal roof.

Main Block: The front elevation of Engine Company 26 facing Brentwood Road and Rhode Island Avenue, N.W. presents a two-bay, temple form with a front-facing gable roof with return cornices and two wide-arched and tall apparatus door openings dominating the façade. The door arches have brick voussoirs with stone keystones and stone imposts. The door openings have replacement roll-up doors, set below semi-circular fanlight panels. These panels are wooden with decorative carvings forming a central fanlight framed by a surrounding arch panel with incised details. A wooden transom bar separates the garage doors from the transom lights above and then continues across the central pier as a stone beltcourse. The front gable is formed by a raking wood cornice with a wide, plain frieze and cornice returns, both with sizeable modillions. A stone panel with the name of the Engine Company inscribed on it is centrally located at the center of the gable end, above the central brick pier.

The main block extends just two bays deep before being intersected by the side wings. On the east side, the main block features a single entry door and a single window. The wood paneled door is set beneath an arched transom, filled with a wood sunburst motif, and set beneath a bold, vaulted hood molding visually supported by oversized wooden modillions. The window, with its 8/12 double-hung sash, features stone keystones and stone sills. On the opposite side of the door towards the front of the building, a grille of open brickwork provides ventilation and privacy for the restroom on the interior. On the west side, there are two, single 8/12 double-hung sash windows with stone keystones and lintels. As on the east side, open brickwork providing ventilation occupies the foremost bay of this side wall.

Both the eastern and western wings are three bays long whereby each bay offers a single, 6/6 window with stone keystones and sills. Above these windows a bold cornice projects above a narrow frieze board. The end walls are both three bays wide and feature paired slab (false) end chimneys projecting above a gabled parapet wall. On the first floor of the end walls, three single 6/6 windows with stone keystones and sills form the three bays. The attic level presents a single, arched opening on-center of the gable end between the two chimney slabs. On the east side, this window is boarded up, but on the west side the original window with louvers in the upper sash and four panes in the lower sash survives. The arch is framed by brick with a stone keystone on-center. The parapet wall is clipped between the chimneys, obscuring the gable pitch of the roof behind.

Engine Company 26
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The rear (north) elevation of the building originally consisted of a three-bay wide gable end wall. This end wall, with its roundel window still intact at the attic level of the gable end, has been added onto by a single-story rear wing. This wing is sensitively designed of red brick with square windows punched into the wall and framed by stone keystones and sills.

The hose tower is located at the rear intersection of the main block and the east side wing. The tower is constructed of brick and plainly fenestrated with a single door opening located at the ground level of the eastern side and a narrow arched opening at the top level.

Interior:

The interior of Engine Company 26 consists of a two-bay apparatus room on the first story of the main block, with room for two engines, and a dormitory, reached through a single wood and glass door, located behind it. The apparatus room has a concrete slab floor and glazed tile walls. The side wing accommodates the kitchen, living room, private quarters, and storage areas. The hose tower, no longer used for drying the hoses, remains intact. A metal spiral stair providing access to the attic level and cellar is located next to the hose tower.

INTEGRITY

Engine Company 26 stands at its original location and setting along Rhode Island Avenue in the Brentwood area of northeast Washington, D.C. The building retains its original Colonial Revival-style massing and details with no major alterations, except a one-story rear addition not visible from the public right-of-way. The building has replacement roll-up apparatus doors, but retains its original wood windows and its original side entry door hood. The building reflects the standard inter-War firehouse building form and Colonial Revival-style, and reflects a high quality of design, material and workmanship. Engine Company 26 is still an active firehouse and thus retains its integrity of association and feeling.

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Name of Property

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County and State

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.)

- 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.

Areas of Significance

(Enter categories from instructions.)

Architecture _____

Community Planning and Development _____

Period of Significance

1937-1961 _____

Significant Dates

1937-1961 _____

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Nathan Wyeth _____

Criteria Considerations

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

Property is:

- 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.

Period of Significance (justification)

The Period of Significance for Engine Company 31 begins in 1936, the year the building was completed and ends in 1961, a point fifty years from the present.

Criteria Considerations (explanation, if necessary)

Engine Company 26

Name of Property

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Constructed in 1936-37, Engine Company 26 was designed by Municipal Architect Nathan Wyeth in a domestically scaled Colonial Revival style reflective of the design aesthetic initiated under Wyeth's predecessor, Albert Harris. The building provides an excellent example of a city firehouse, built during the fourth phase of construction of the city's pre-World War II firehouse buildings, as identified in the National Register Multiple Property document "*Firehouses in Washington, D.C.: 1806-1945*." The building meets National Register Criteria A and C according to the Multiple Property Document as an excellent example of the associated property sub-type: Inter-War/Colonial Revival Period Firehouses (1925-1945).

The Colonial Revival style of Engine Company 26 reflects the influence of the U.S. Commission of Fine Arts as much as that of the Office of the Municipal Architect. While the Office of the Municipal Architect sought to design an efficient, cost-conscious, modern, model firehouse that could be replicated in various suburban areas, the Commission of Fine Arts promoted consistent, classically derived styles for public buildings and preferred the Colonial Revival style for neighborhood-serving edifices such as schools, libraries and firehouses. While World War I and its economic aftershocks had slowed residential development and made capital less available for public projects, the 1920s saw a major residential building boom, thus requiring the government to meet a demand for additional fire service.

Engine Company 26 was the last of the city's domestically scaled, Colonial Revival-style firehouses. Four years later, the next firehouse to be constructed reflects a more severe and minimalist aesthetic, while those erected after World War II present a more functional and less domestic appearance.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Engine Company 26 is significant in the Area of **Architecture** as an excellent example of an Inter-War firehouse in Washington, D.C. as designed by Municipal Architect Nathan Wyeth. The building provides a good illustration of the city's one-story firehouses of the period and the preferred Colonial Revival-style aesthetic. Following the model established by Harris in the previous decade, Engine Company 26 is arranged so that the various functions were clearly articulated on the exterior. The officer's quarters and firemen's living areas, each a separate mass, are located to either side of the front apparatus room. The hose tower is located at the intersection of the apparatus room and the living room. Although the reason for the one-story firehouse has not been confirmed, several veterans of the fire department believe they were intended to obviate fire poles and the injuries incurred in their use.¹ Only ten were built. In the 1960s, both one- and two-story firehouses were constructed. By the 1970s, the one-story firehouse was no longer constructed in Washington.

Engine Company 26 is significant in the Area of **Community Planning and Development** as an example of a suburban firehouse located in a residential sector of the city. Engine Company 26 was built in the Brentwood area, in response to community need and desire to locate it there, and in a style considered appropriate for public buildings by the Commission of Fine Arts.

Developmental history/additional historic context information (if appropriate)

The context for firehouses, fully described in the National Register Multiple Property Listing: *Firehouses in Washington, D.C.: 1806-1945*, divides the construction of the city's firehouses into four chronological periods: Pre-Civil War (Volunteerism) Firehouse; Victorian Period Firehouses (1865-1897); City Beautiful Movement/Eclectic Period Firehouses (1897-1916); and Inter-War/Colonial Revival Period Firehouses (1925-1945). Engine Company 26 was constructed in 1936 for the District of Columbia's professional firefighting force during the final phase of development of the city's pre-World War II firehouses.

¹ Theodore Holmes, Chief of Public Relations. Interview, October 10, 1991.

Engine Company 26

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When constructed in 1936-37, the firehouse at 1340 Rhode Island Avenue was built to house Truck Company 15 to bolster fire service in the suburbanizing northeast quadrant of the city. The Rhode Island Association was instrumental in convincing the District Commissioners to construct the firehouse along Rhode Island Avenue in Brentwood, a residential area which was at that time almost fully developed. Nathan Wyeth, Albert Harris's successor as Municipal Architect, completed the design for what would become Truck Company 15 in mid-1936. As part of a Depression-era construction campaign, the firehouse constructed was fast-tracked and was completed the following spring. Engine Company 26 was the last truck house built in the city. Four years later, the building became home to Engine Company 26 when that company was forced to vacate its building at 2715 22nd Street, N.E. following the consolidation of the city's firehouses.

Similar in design to other suburban firehouses of the time, such as Engine Company 29 in the Palisades neighborhood, and Engine Company 31 in Chevy Chase, Engine Company 26 was designed as a one-story, Colonial Revival-style brick building. The style was considered suited to this region, with its Georgian traditions. Most important, it was favored by the U.S. Commission of Fine Arts for neighborhood-serving government buildings, namely firehouses and schools. The form of the low-slung, inter-war period firehouses was consistent with the style, and permitted by the availability of larger lots in the suburban neighborhoods. Larger lots allowed them to spread out and put the sleeping quarters on the same level as the truck bays, thus obviating the need to jump down fire poles and better protect the men from rising fumes.

In 1954, when the District Commissioners ordered the racial integration of the fire fighting force in 1954, Engine Company 26/Truck Company 15 was one of the all-white houses where African American firemen were transferred. The firehouse was closed temporarily in 1971 because of a shortage of men due to budgetary problems and illness.

Engine Company 26 is still used by the District of Columbia's professional firefighting force.

Nathan Wyeth (1870-1963)

Nathan C. Wyeth was the best educated and most talented of Washington's municipal architects. He was born in Chicago in 1870 and was educated at private schools near military installations in Racine, Wisconsin, and West Chester and Sackett's Harbor, New York. In 1892, Wyeth enrolled in the Ecole des Beaux Arts and received a diploma in 1899. Wyeth was the only one of the several architects based in Washington and Ecole-educated to actually complete its rigorous program and receive a diploma.

Wyeth probably came to Washington when he completed his education because his family had settled here in 1895 and he was assured of a prominent place in society. On December 2, 1899 he received a three-month appointment as a designer in the Office of the Supervising Architect of the Treasury. In June 1900 Wyeth was elected a member of the American Institute of Architects and made a fellow four years later. He was very active in the institute's Washington chapter, serving on committees, lecturing at meetings, and submitting drawings to annual exhibits. Although he was twice invited to serve as a jury member judging architectural competitions and was twice an invited competitor, Wyeth chose not to enter open competitions, unlike a large number of his contemporaries.

Early in 1900 Wyeth was hired by the Washington office of Carrere and Hastings to work on the design of the original House and Senate Office buildings. In 1904-1905 Wyeth was the chief architectural designer in the Office of the Architect of the Capitol, the then incumbent Elliott Woods not being an architect. The American Institute of Architects had protested Woods's appointment and Wyeth's superb training and recent experience in Washington probably was intended to fill this lacuna at the time the office was preparing to carry out the Carrere and Hastings legislative office buildings.

Wyeth's first private commission was in partnership with William Penn Cresson, who studied at the Ecole from 1898 to 1902. Wyeth drew upon an extensive social network, first established by his step-father and mother, that reached into the White House, but which he actively pursued in his private practice. Between 1908 and 1914 he designed eleven residences, the majority for socially and politically prominent clients and located between 16th Street and Massachusetts Avenue north of Sheridan Circle. Wyeth continued to work within the two stylistic modes he practiced with Cresson, decidedly French residences with stone envelopes and Colonial Revival ones in brick. Many of these residences became embassies, their interiors for the most part surviving intact. The finest among them is probably the mansion he designed in 1908 for his aunt Sarah S. Wyeth at 2305 Massachusetts Avenue (one of his French designs), the Embassy of Chile since 1923.

Engine Company 26

Name of Property

Washington, D.C.

County and State

Although Wyeth's reputation as one of Washington's best society architects rests on the consistently high quality of his mansions (the great majority of which survive, one measure of their worth), his approach to architecture was serious; he designed excellent buildings no matter what their purpose. Wyeth's public commissions on his own include six medical facilities, two of which included residential portions: the dormitory and infirmary for the Episcopal House of Mercy (1910), newly relocated to the corner of Klinge and Park Roads NW; the Columbia Hospital for Women (1913) at 25th Street and Pennsylvania Avenue NW; the Emergency Hospital (1913-15) on New York Avenue between 17th and 18th Streets NW (derived from Sullivan-esque skyscrapers); the Loudon County Hospital (1917) in Leesburg, Virginia; the Children's Country Home (1929; a residential hospital for sick children) at 1731 Bunker Hill Road, NE; and the Glendale Sanitarium (1934) in Glendale, Maryland.

Like most other architects in practice in Washington when America entered the war in 1917, Wyeth was commissioned a major in the U.S. Army, working so hard on designing military installations that his health broke down; he spent about five years recovering in a Swiss sanitarium. On April 26, 1926, Wyeth formed a partnership with Francis Paul Sullivan (educated in engineering and architecture at George Washington University) who had been Wyeth's draftsman beginning about 1913. By 1930 the firm Wyeth & Sullivan had designed eight substantial houses in Kalorama and Foxhall, all of them based on American colonial prototypes. Their Duncan Phillips House at 2101 Foxhall Road (1928, razed 1988), for example, was a modern rendition of the Hammond-Harwood House in Annapolis, Maryland.

Nearly a year earlier, in May 1925, Wyeth joined thirty-eight other local architects to incorporate the Allied Architects of Washington (to differentiate it from the Allied Architects of Los Angeles) specifically to have the combined architectural, engineering, and drafting capabilities to bid on large government contracts; by 1929 Wyeth was one of seven of its directors. Their first project was an addition to the House Office Building and Wyeth was in charge of the winning Allied Architects team (the office held an internal competition based on collaborative competition) for a design that replicated the scale and massing of the original Carrere & Hastings building. Wyeth was the chief architect on the revised design completed in 1933, now the Longworth House Office Building.

Wyeth was one of nine local architects selected in 1925 to design schools under Municipal Architect Albert Harris's supervision; he was selected to design the Colonial Revival Calvert Street School (now Oyster Elementary) designed to be an extensible school built wing by wing as funds and needs allowed. Between his 1929 part-time employment in Harris's office and his appointment as municipal architect in 1934, Wyeth was involved in the design of some of the office's schools, libraries, and firehouses, including Engine Company 26 and the Fire Alarm Headquarters Building. In fact, with the exception of Woodrow Wilson High School, it is difficult to determine which of the several civic buildings designed during these years he helped to plan. Once he was in charge of the office, Wyeth followed the architectural style sanctioned by Albert Harris and the Commission of Fine Arts in the 1920s—American Georgian—as the most fitting complement to the city's residential neighborhoods as well as the most flexible and economical.

Wyeth retired as Municipal Architect in June 1946. A few weeks after Wyeth's retirement, his successor Merrell Coe presented the design of the Kelly Miller Junior High School before the Commission of Fine Arts. Its abstraction of classical forms and details, brought about by the impact of Modernism, was the beginning of the end of Washington's Colonial Revival school designs. After his death at the age of 93, Wyeth's wife recalled that during his early career he had always wanted to work on large, complex projects; his sixteen years in the Municipal Architect's Office provided him with many opportunities.

Engine Company 26
Name of Property

Washington, D.C.
County and State

9. Major Bibliographical References

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

Berk, Sally L., "The History of Washington, D.C.'s Pre-World War II Firehouses," D.C. Historic Preservation Division, June 1992.

"Chevy Chase, Md., Suspends Its Volunteer Firefighters, *The Washington Post*, May 11, 1932, p. 1.

"Fire Fighter's Association. *One Hundred Years of Glory: A History of the District of Columbia Fire Department, 1871-1971*. Washington, D.C.: Mt. Vernon Publishing Company, 1971.

"Fire House Tower Hit by Bolt of Lightning During Morning Storm," n.d., Gerhart Jackson, fire fighter, personal files.

"Firehouse Tract Purchase Ordered: Chevy Chase Site is to Cost \$40,000." *The Washington Post*, July 3, 1929, p. 8.

National Register Multiple Property Document: Firehouses in Washington, D.C., 1806-1945.

Report of the Commission of Fine Arts, July 1, 1929 to December 31, 1934, Washington, D.C.: United States Government Printing Office, 1936, p. 79-81.

Zurier, Rebecca. *The American Firehouse: an Architectural and Social History*. New York: Abbeville Press, Inc., 1982.

Previous documentation on file (NPS):

- 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
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 29,786 square feet
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 327711E 4310268
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

Engine Company 26
Name of Property

Washington, D.C.
County and State

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

Engine Company 26 at 1340 Rhode Island Avenue occupies Lot 802 on Square 3956 in Washington, D.C.

Boundary Justification (Explain why the boundaries were selected.)

Engine Company 26 has occupied this lot and square since its construction on the site in 1936-37.

11. Form Prepared By

name/title Sally Berk and Kim Williams, Architectural Historians
organization D.C. Historic Preservation Office date March 2011
street & number 1000 4th Street, SW telephone 202 442-8840
city or town Washington, D.C. state _____ zip code 20024
e-mail Kim.williams@dc.gov

Additional Documentation

Submit the following items with the completed form:

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

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: _____ State: _____

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number:

Engine Company 26
Name of Property

Washington, D.C.
County and State

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number:

1 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation

1 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation of Front Gable Wing

2 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation of West Side Wing

3 of 10.

Engine Company 26
Name of Property

Washington, D.C.
County and State

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Side Wing and East Elevation of Front Gable Wing
4 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Entry door to Apparatus Room
5 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Side Elevation with Tower
6 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: North Elevation
7 of 10.

Engine Company 26
Name of Property

Washington, D.C.
County and State

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Oil House
8 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Interior of Apparatus Room, looking South
9 of 10.

Name of Property: Engine Company 26

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Spiral Stair leading to cellar and attic
10 of 10.

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name District of Columbia Fire Department
street & number 1923 Vermont Avenue, NW telephone _____
city or town Washington, D.C. state _____ zip code 20001

Engine Company 26
Name of Property

Washington, D.C.
County and State

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

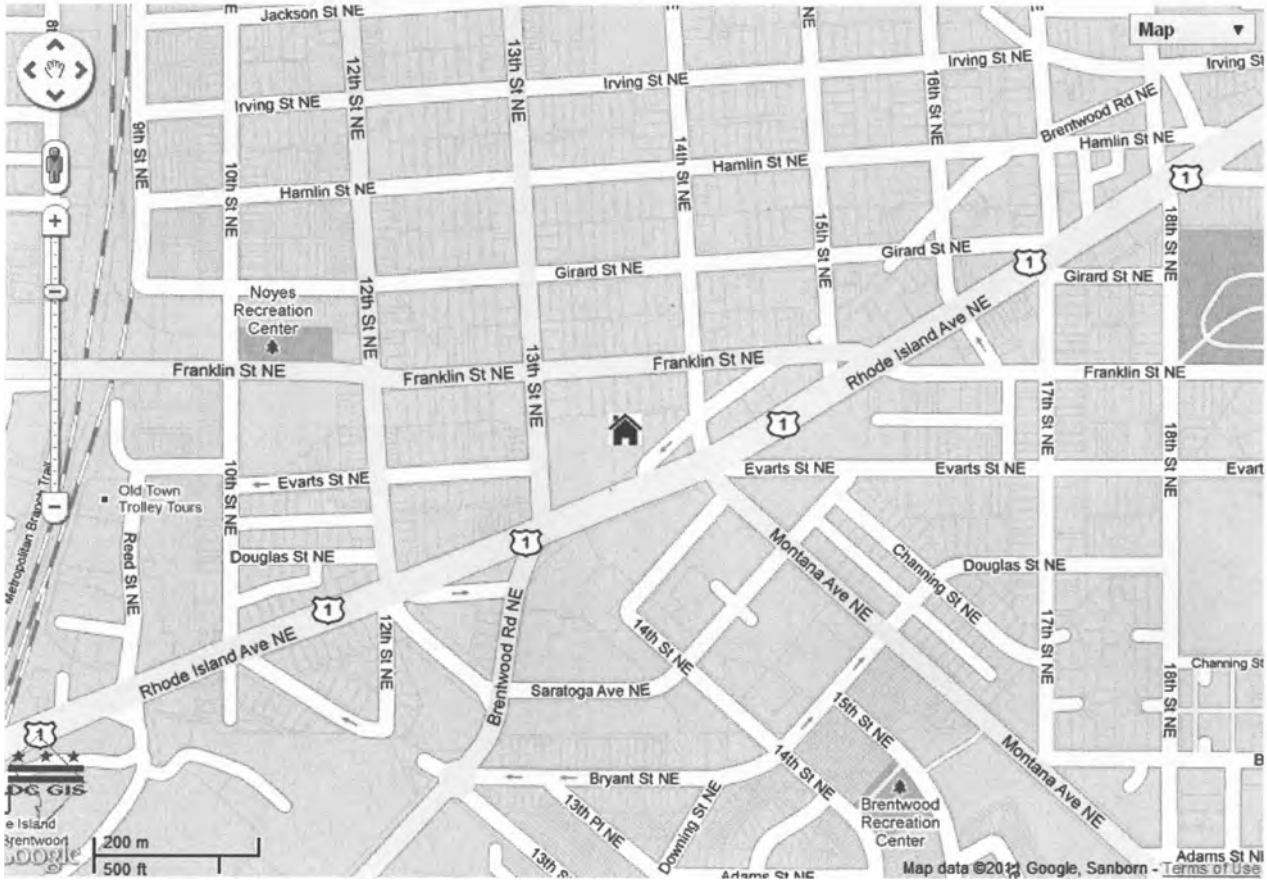
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

| |
|---|
| Engine Company 26 |
| Name of Property Washington, D.C. |
| County and State Fire Houses in Washington, D.C. |
| Name of multiple listing (if applicable) |

Section number MAPS/PLANS Page 2



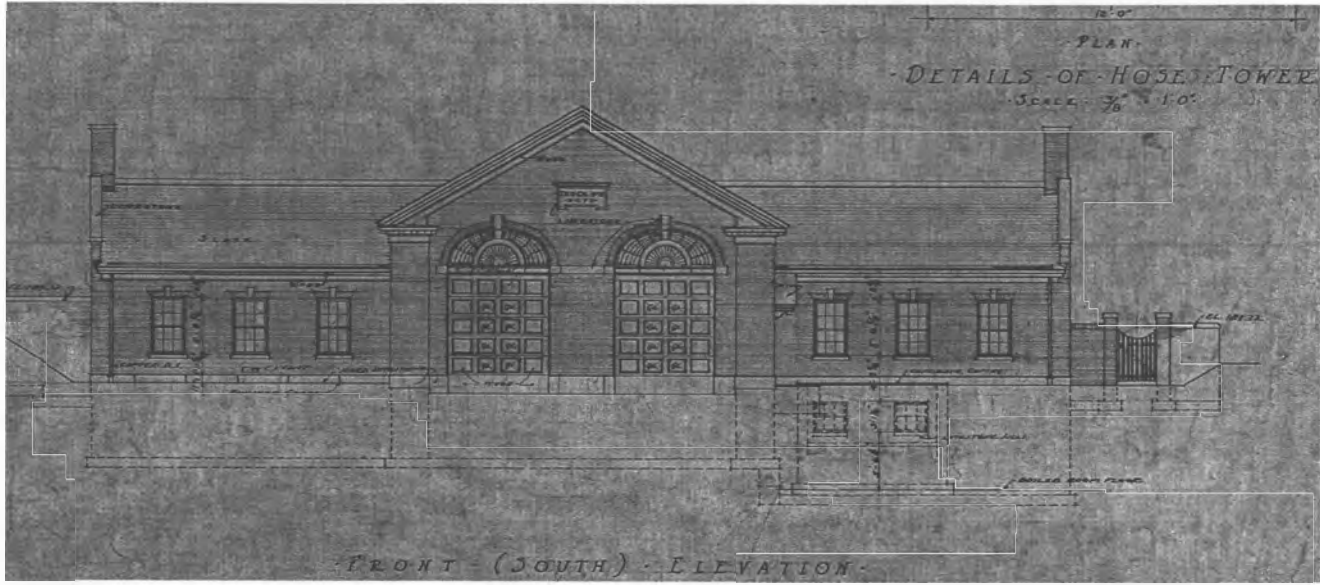
Engine Company 26
1349 Rhode Island Avenue, NE

United States Department of the Interior
National Park Service

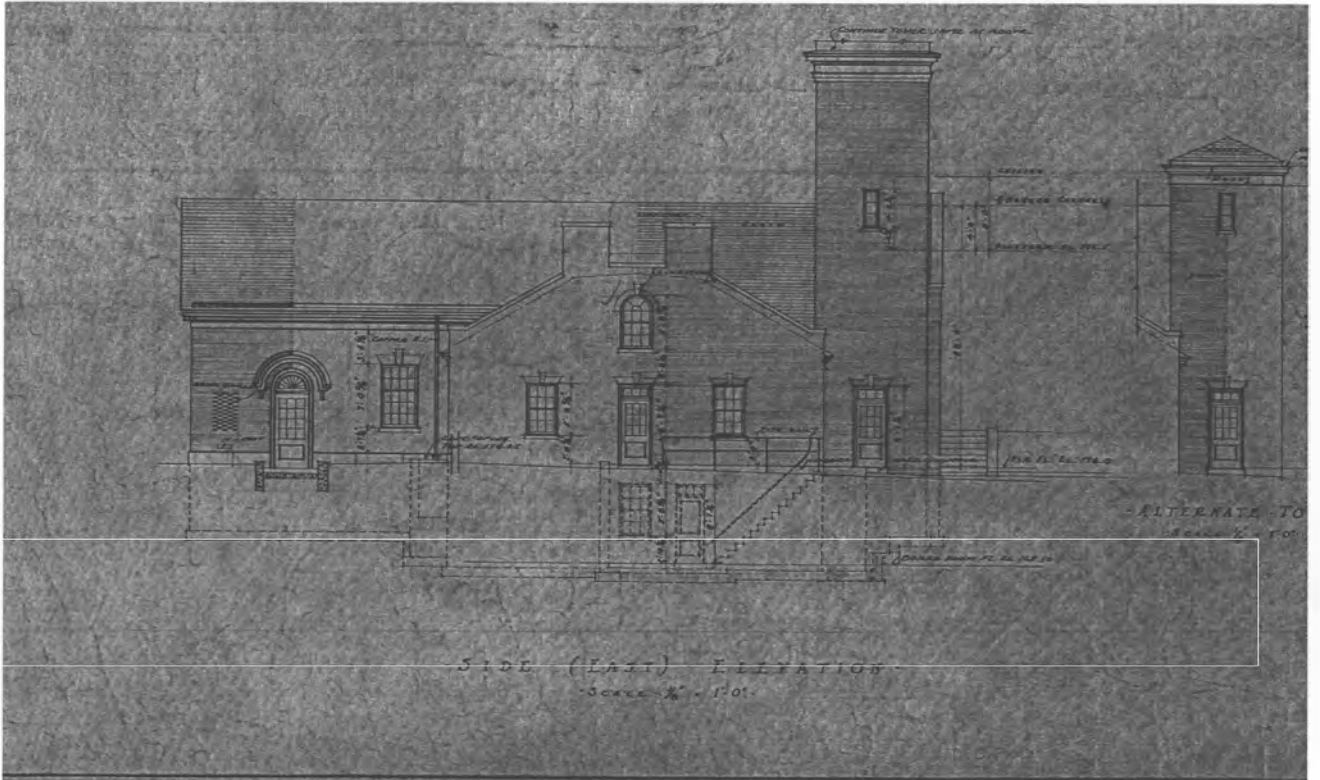
National Register of Historic Places
Continuation Sheet

| |
|---|
| Engine Company 26 |
| Name of Property Washington, D.C. |
| County and State Fire Houses in Washington, D.C. |
| Name of multiple listing (if applicable) |

Section number MAPS/PLANS Page 3



South (front) elevation, Engine Company 26, 1936
(From D.C. Department of Real Estate Services)



East (side) elevation, Engine Company 26, 1936
(From D.C. Department of Real Estate Services)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Engine Company 26
NAME:

MULTIPLE Firehouses in Washington DC MPS
NAME:

STATE & COUNTY: DISTRICT OF COLUMBIA, District of Columbia

DATE RECEIVED: 4/08/11 DATE OF PENDING LIST: 4/25/11
DATE OF 16TH DAY: 5/10/11 DATE OF 45TH DAY: 5/24/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000283

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 5.18.11 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

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.



Engine Company 26

Washington, DC

South elevation

Photo 1 of 10

0135664 IMG_2912_031

Fuji WILLIAMS 03/29/11



1340



Engine Company 26
Washington, DC
South elevation, central gable
Photo 2 of 10

Fuji WILLIAMS 03/29/11

01356664 IMG_2913.JPG



0135664 IMG_2906_029

Engine Company 26

Washington, DC

West side wing, south elevation

Fuji WILLIAMS 03/29/11

Photo 3 of 10



0135664 IMG_2902_026

Engine Company 26
Washington, DC

East side wing and east elevation of gable front

Fuji WILLIAMS 03/29/11

Photo 4 of 10



Engine Company 26
Washington, DC

Entry door to apparatus room, east side
Photo 5 of 10

Fuji Williams 03/11

0135664 IMG_2901_025



0135664 IMG_2904_027

Engine Company 26

Washington, DC

East side elevation with tower

Photo 6 of 10

03/29/11



Engine Company 26
Washington, DC
North elevation
Photo 7 of 10

0135664 IMG_2915_033

Fuji WILLIAMS 03/29/11



Engine Company 26
Washington, DC
Oil House
Photo 8 of 10

FUJIFILM FUJI WILLIAMS 03/29/11

#0135664 IMG_2908_030

5 DER AMBU26U

STAD
45
F
DER

STOP



0135664 IMG_2894_023

Engine Company 26
Washington, DC

Apparatus Bay, interior view looking south

Fuji WILLIAMS 03/29/11

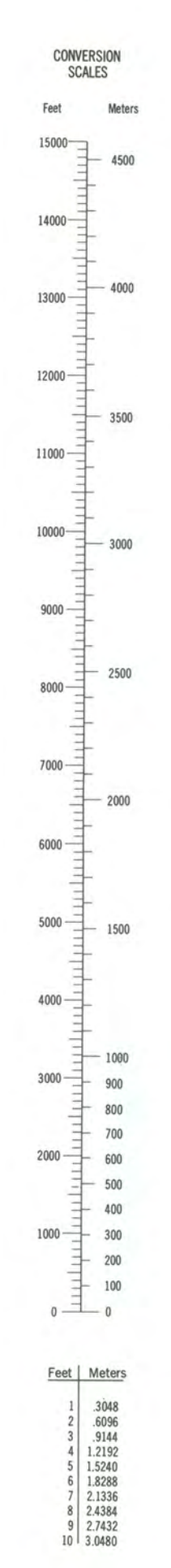
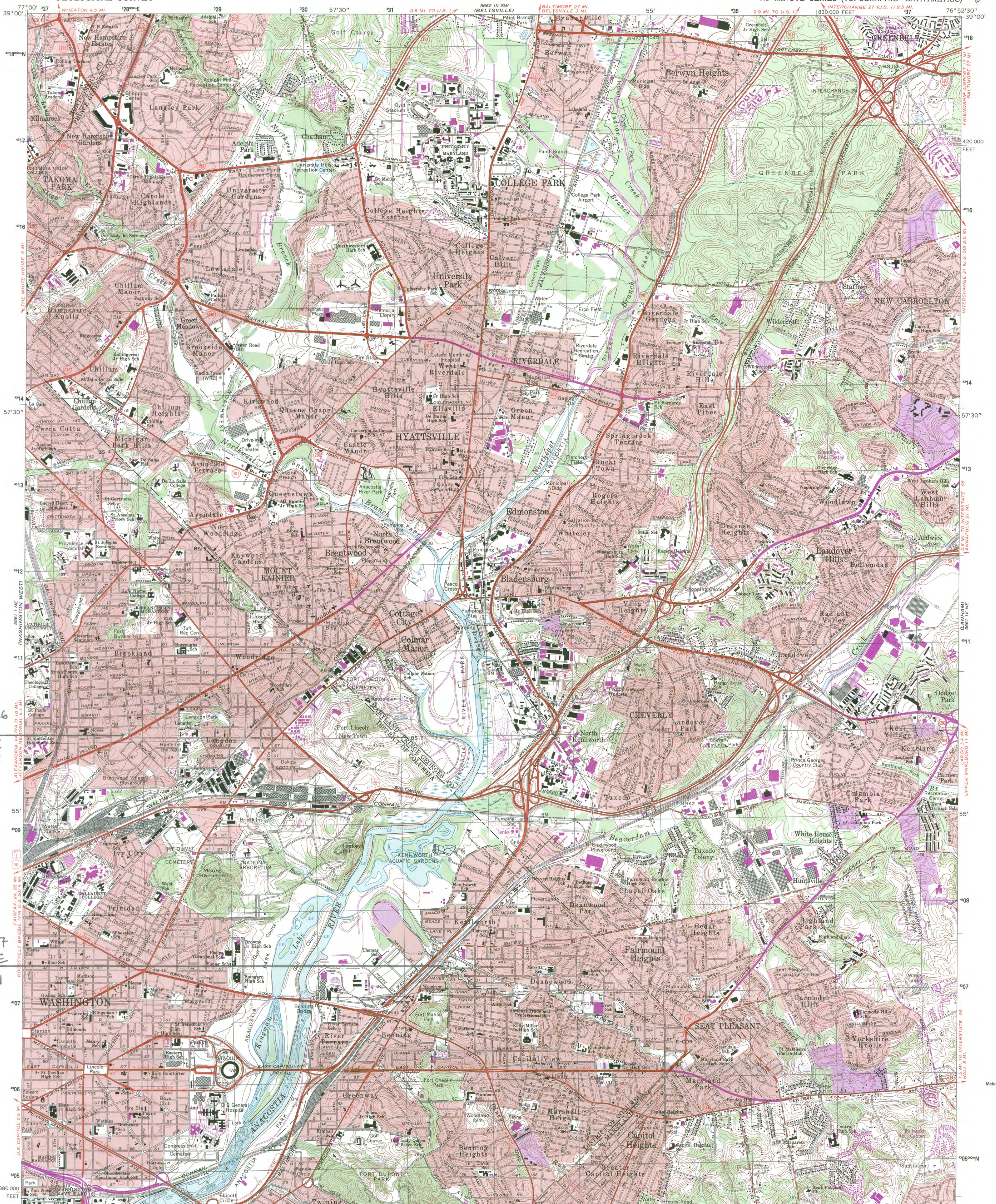
Photo 9 of 10



Engine Company 26
Washington, DC
Spiral stair
Photo 10 of 10

Fuji WILLIAMS 03/29/11

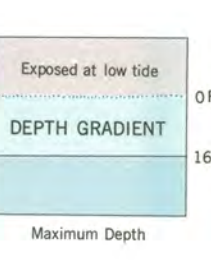
0135664 IMG_2896_024



To convert feet to meters multiply by 3.048
To convert meters to feet multiply by 3.2808

Engine Co. 26
18 32711E
4310268N

Engine Co. 27
18 331412E
4307485N



Maped, edited, and published by the Geological Survey and the National Ocean Survey
Control by USGS, NOS/NOAA, USCE, NCPs, and WSSC
Compiled by photogrammetric methods from aerial photographs taken 1955. Field checked 1957. Revised 1965
Bathymetry compiled by the National Ocean Survey from tide-coordinated hydrographic surveys. Soundings compiled from NOS chart 12285. This information is not intended for navigational purposes
Mean low water (dotted) line and mean high water (heavy solid) line compiled by NOS from tide-coordinated aerial photographs. Apparent shoreline (outer edge of vegetation) shown by light solid line
Polyconic projection. 10,000-foot grid ticks based on Maryland coordinate system
1000-meter Universal Transverse Mercator grid, zone 18
1927 North American Datum
To place on the predicted North American Datum 1983 move the projection lines 8 meters south and 26 meters west as shown by dashed corner ticks
Red tint indicates areas in which only landmark buildings are shown. There may be private inholdings within the boundaries of the National or State reservations shown on this map
Revisions shown in purple compiled from aerial photographs taken 1977 and other sources. This information not field checked. Map edited 1979
Purple tint indicates extension of urban area

HYDROGRAPHIC SURVEY INFORMATION

| Survey Number | Survey Date | Survey Scale | Survey Line Spacing (Naut. Miles) |
|---------------|-------------|--------------|-----------------------------------|
| H-9380 | 1973 | 1:10,000 | 0.1-0.5 |

SCALE 1:24 000
1 KILOMETER
1 MILE
CONTOUR INTERVAL 10 FEET
NATIONAL GEODETIC VERTICAL DATUM OF 1929
BATHYMETRIC CONTOUR INTERVAL 1 METER WITH SUPPLEMENTARY 0.5 METER CONTOURS-DATUM IS MEAN LOW WATER
THE RELATIONSHIP BETWEEN THE TWO DATUMS IS VARIABLE
THE MEAN RANGE OF TIDE IS APPROXIMATELY 0.6 METER

ROAD CLASSIFICATION
Heavy-duty ——— Light-duty ———
Medium-duty ——— Unimproved dirt ———
○ Interstate Route ○ U.S. Route ○ State Route

WASHINGTON EAST, D.C.-MD.
38076-HB-TB-024
1965
PHOTOREVISED 1979
BATHYMETRY ADDED 1982
DMA 5661 IV NW-SERIES Y835

BASE MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
BATHYMETRIC SURVEY DATA COMPLIES WITH INTERNATIONAL HYDROGRAPHIC ORGANIZATION (IHO) SPECIAL PUBLICATION 44 ACCURACY STANDARDS AND/OR STANDARDS USED AT THE DATE OF THE SURVEY
NATIONAL OCEAN SERVICE, ROCKVILLE, MARYLAND 20852
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225 OR RESTON, VIRGINIA 22092
AND VIRGINIA DIVISION OF MINERAL RESOURCES, CHARLOTTESVILLE, VIRGINIA 22903
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST