

United States Department of the Interior
National Park Service



281

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 16/Truck Company 3

other names/site number _____

2. Location

street & number 1018 13th Street, NW

city or town Washington, D.C.

state Washington, D.C. code DC county _____ code 001 zip code 20005

not for publication

vicinity

3. State/Federal Agency Certification

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

I hereby certify that this 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 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 local

DAVID MALONEY, DC SHPO
Signature of certifying official/Title

1 April 2011
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:)

For Elson W. Beall
Signature of the Keeper

5.18.11
Date of Action

Engine Company 16
 Name of Property

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5. Classification

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

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

Category of Property
 (Check only one box.)

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

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

Contributing	Noncontributing	
1		buildings
		sites
		structures
		objects
1		Total

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

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

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

GOVERNMENT/Fire Station

Current Functions
 (Enter categories from instructions.)

GOVERNMENT/Fire Station

7. Description

Architectural Classification
 (Enter categories from instructions.)

20th CENTURY REVIVAL/Georgian Revival

Materials
 (Enter categories from instructions.)

foundation: Brick

walls: Brick

roof: Slate

other:

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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

Completed in 1932, Engine Company 16 is a three-story, four-bay-wide fire station often referred to as the "big house," since it is the largest of the city's pre-World War II fire stations. The imposing Georgian Revival-style building was designed by Municipal Architect Albert Harris as something of a showpiece, with a higher level of interior and exterior detail and finish than other contemporaneous firehouses in the city. The building is located on the west side of 13th Street between K and L Streets in downtown Washington, D.C. It is a large, rectangular-form brick structure set upon a low foundation, with a principal wing covered by a side gable roof, and a rear wing covered with an intersecting gable. The front side gable roof has enclosed end pediments and a projecting front gable pavilion on-center of the façade. A wooden steeple rises from the center of the building's roof line. The firehouse is highly articulated with brick quoining, brick voussoirs, stone window hoods and stone beltcourses.

The building measures approximately 68 feet wide by 120 feet deep.

Narrative Description

Engine Company 16 is a grand, three-story Georgian Revival-style brick building covered with a side gable roof with a front facing gable and pedimented end gables. The primary elevation of the firehouse faces east to 13th Street and is divided into three parts consisting of a three-bay-wide central pavilion and single-bay-wide end piers to either side. The central pavilion is separated from the end piers by brick quoining, just as the end piers culminate with corner quoining. This three-part pavilion is visually raised upon the first story featuring four equally spaced apparatus door openings. The door openings are formed by segmental arches framed by brick voussoirs, each one separated by brick piers with alternating rows of recessed bricks designed to imitate rustication. The original metal accordion doors within the arched openings are still operational and intact. The second and third stories, separated from the first story by a broad stone beltcourse, feature three, single window openings in the center pavilion and single windows in the end piers. The windows on the second floor are longer than those on the third floor and are more ornate with stone architrave surrounds featuring stone panels below the window opening and a slightly projecting cornice above. The central bay is further accentuated by a stone balustrade projecting in front of the central window. A flagpole adorns this balustrade. The third story window openings are more diminutive and are enhanced by stone keystones and brick lintels and stone sills. All of the original wood double-hung sash were replaced in the 1980s with vinyl sash having the same configuration—12/12 on the second story and 8/8 on the third story.

A stone cartouche is located at the center of the attic level of the front gable and is inscribed in all capital letters with, "Fire Department District of Columbia." The raking cornice is trimmed in stone as is the frieze board and cornice of the end pavilions. The front slope of the gable roof has single, round-arched dormers to either side of the central pavilion with the original wood arched sash intact. The central belfry tower is set atop a tall wooden base surrounded by a wooden Chippendale balustrade. A bell-shaped roof supported by four corner columns caps the belfry tower.

The north and south side elevations extend ten bays deep. The front four bays are part of the main block of the building, while the rear six bays form the rear wing. The front four bays are similarly articulated to the front elevation, with a rusticated ground floor level. However, rather than apparatus doors, there is a single entrance door leading to the apparatus room, and three single window openings with 8/8 replacement sash. A stone beltcourse separates the ground story from the second and third stories above. The second story has four 12/12 windows with stone surrounds, including raised stone spandrels below the window openings and projecting cornices above. The third story windows, like those of the front elevation, have 8/8 double-hung replacement sash with central stone keystones and stone sills. A wide stone frieze board extends the length of the side wall above the third story. A circular window, now with a vent in it, is located on the center of the pedimented end gable, with stone keystones at each of the cardinal points of the circle.

The six bays forming the rear wing are each defined by single window openings with those on the second story being slightly longer 12/12 double-hung sash and those in the ground level and third stories being shorter, 8/8 double-hung sash.

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On the north side of the building, a narrow passageway leads from the front of the building through a gate to an entrance providing access to the rear wing of the building. This entrance provided direct access to stairs leading to the third floor police and firemen's clinic. The front gate, set back from the façade of the building on the north side, is formed by a brick wall with an ornamented wrought iron gate and octagonal window above cut into it.

Interior:

The interior of Engine Company 16 includes three full floors. The first floor comprises the large and open apparatus room, a kitchen and dining area at the rear and stairs at the center-rear leading to the second floor. According to period accounts, the apparatus room was organized with the apparatus in definite rows, "First will come No. 16 Engine Company with eight men; in the second row will be the aerial ladder truck, manned by Truck Co. 3; in the third row cars for the fire chief and deputies and water tower truck; in the fourth row will be a reserve aerial ladder truck." The hose tower is located on the south side of the apparatus room, next to the original telephone booth where the firemen received calls from the fireboxes. The apparatus room has five fire poles—two on either side of the center apparatus bays towards the front, and one pole on-center at the rear. The walls of the apparatus room are finished in glazed tile and brick with a decorative crown molding. A double-flight, quarter-turn metal stair located at the center-rear of the apparatus room leads to the second floor. A new office area of concrete block has been built along the south side wall of the apparatus room with large glass windows between the office and the apparatus room.

The second floor provides a dormitory, restrooms, showers, and locker rooms. On the south side of the building, there are private rooms for the captains and deputies. Four of the firepoles can be found in the open dormitory at the front of the building, while the fifth pole is in the stair hall with a closet built around it. The walls of the second floor are finished with glazed tiles and the floors with terrazzo flooring. The dormitory poles are presently being fitted with new safety cages. Boot and equipment rooms are located at the rear of the second floor.

The third floor was historically entirely devoted to the "police and firemen's clinic," including a series of doctor and dentist exam rooms, an operating room, physicians' offices, and an eye, ear, nose and throat examination room." These private rooms are located to either side of a central corridor. The corridor is lined with terrazzo flooring and glazed tile wainscoting on the walls. The office doors have wood and glass doors with a transom light above, all surrounded by wood trim. This clinic was considered at the time to be "the finest police and firemen's clinic in the country." More recently, this clinic has accommodated the Emergency Medical Services offices.

INTEGRITY

Engine Company 16 retains high integrity. The firehouse is located on its original site in downtown, D.C. and although the nature of the surrounding office buildings has changed, the urban setting remains the same. The building retains its original massing and most of its original features and finishes save for its windows, including its original hose tower, original stairs, glazed tile walls, terrazzo flooring, and fire poles. Engine Company 16 retains its integrity of design, materials, and craftsmanship and, as a still-functioning firehouse, retains its integrity of feeling and association.

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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.

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.

Areas of Significance

(Enter categories from instructions.)

Architecture

Community Planning and Development

Period of Significance

1932-1961

Significant Dates

1932-1961

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Albert Harris

Period of Significance (justification)

The Period of Significance for Engine Company 16 extends from 1932, the year the building was constructed, until 1961, a point fifty years from the present.

Criteria Considerations (explanation, if necessary)

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

Completed in early 1932, Engine Company 16 at 1018 13th Street in downtown Washington, D.C. is a grand Colonial Revival-style firehouse designed by Municipal Architect Albert Harris. Engine Company 16 is eligible for listing in the National Register under Criteria A and C and under the National Register Multiple Property document "*Firehouses in Washington, D.C.: 1806-1945.*" Engine Company 16, built during the fourth phase of construction of the city's pre-World War II firehouse buildings, provides an excellent example of the Associated Property Sub-type: *Inter-War/Colonial Revival Period Firehouses (1925-1945)* executed under Municipal Architect Albert Harris. Engine Company 16 is eligible for listing at the local level of significance.

The three-story, four-bay-wide Engine Company 16 is often referred to as the "big house" since it is the largest of the city's firehouses and the only one with four apparatus bays. The building became the new home to Engine Company 16, formed in 1904, and its construction represented the last of the historic firehouses to be erected downtown. The building was designed as something of a showpiece, with a higher level of interior and exterior detail and finish than its contemporaries in the outlying neighborhoods. The impressive, open tower located on center of the building's gable roof is wholly decorative, as the hose tower is actually accommodated to the side and within the body of the building. Engine 16 is the most important firehouse design of Municipal Architect Albert Harris, who was responsible for the earliest of the interwar-period stations.

Its construction reflects the beginning of an effort to consolidate fire facilities and de-accession older firehouses. In addition to accommodating the firehouse apparatus and firemen accommodations, Engine Company 16 included a "police and fire clinic, complete with operating room, recovery room, laboratory, and meeting room, capable of accommodating six doctors and numerous patients." More recently this third floor former clinic has accommodated Emergency Medical Services offices and a battalion chief.

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

Engine Company 16 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 Albert Harris and as reflecting the Colonial Revival-style aesthetic preferred by the Office and the Commission of Fine Arts for the city's public buildings.

Engine Company 16 is significant in the Area of **Community Planning and Development** as an example of the city's last pre-World War II firehouse to be erected downtown. During the inter-War years, most of the new firehouses were being constructed in the city's outlying suburban neighborhoods, to provide the necessary amenity to the city's growing residential areas.

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 16 was constructed in 1932 for the District of Columbia's professional firefighting force during the final phase of development of the city's pre-World War II firehouses.

Stylistically during this inter-War period (1925-1945), most of the city's public buildings, including Engine Company 16, followed a mid-20th century Colonial Revival style that was ushered in by the Office of the Municipal Architect with encouragement of the U.S. Commission of Fine Arts. Charles Moore, who became chairman of the Commission in 1915, was influential in establishing classical principles in the city's architecture. At first advocating a proper style of architecture

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for each type of public building, the commission eventually chose Colonial Revivalism as the appropriate one for schools, libraries, and firehouses.ⁱ

The firehouse at 1018 13th Street was built in a grand Colonial Revival style reflective of this trend. It was built in 1932 to replace and consolidate the then existing Engine Company 16 and Truck Company 3 buildings. Engine Company 16 which had been located at 12th and D Streets, N.W. and Truck Company 3 which was at 14th Street and Ohio Avenue, N.W., were both in the path of the new Federal Triangle and were thus slated for demolition. In 1930, the D.C. Commissioners approved the purchase of three lots at 13th and K Streets, N.W. for construction of the new firehouse. The site was occupied at the time by the "old" Donald Hotel. The city purchased the land for \$120,000.

As proposed and constructed, the new Engine Company 16/Truck Company 3 was the largest firehouse in Washington, with accommodations for five pieces of apparatus, the deputy chief's automobile and sleeping accommodations for twenty-two men. In addition, the new building was designed to accommodate a Police and Firemen's Clinic and the building would house the headquarter offices of the Deputy Fire Chiefs. The building was sited downtown for the protection of the city's downtown buildings, as well as for the protection of federal buildings in Federal Triangle.

The medical clinic, designed and built to occupy the entire third, was described in period newspaper accounts as containing complete "dental and medical equipment, an operating room, physicians' offices, and eye, ear, nose and throat examination rooms, and other facilities of the most modern hospital." According to the news accounts, the police and firemen's clinic had no established quarters and had been "shunted from pillar to post."ⁱⁱ

By November 1931, the plans for the firehouse had been completed by the Municipal Architect and had been approved by the District Commissioners. Sealed bids for construction of the building were opened on December 9, 1931. One year later in November 1932, the building was completed and accepted by the Commissioners. The building was constructed at a cost of \$152,000 by the W.P. Rose Company of Goldsboro, North Carolina.

Upon completion of the building at 13th and K Streets, the fire fighters moved from their former home at 14th Street and Ohio Avenue in December 1932. The abandonment of the old firehouse attracted attention as described in the press,

"the old red brick quarters resounded with the clanging of the old bell that had drawn the firehorses from their stalls in days gone by. Yesterday, it signaled a roaring of motors, the shriek of sirens and Fire Station C was sacrificed on the altar of progress. The full complement of engines left their quarters for a new home on thirteenth street...the engines were out of service only the time that it took the engines to run from the old quarters to the new."ⁱⁱⁱ

In 1940, Engine Company 16, along with Engine Companies 25, 31 and the Fire Alarm Headquarters building all received the installation of a two-way radio. Such a two-way radio made it possible for the fire chief, fire marshal, deputy chief and battalion chiefs and other emergency personnel to communicate with each other and with the other fire stations.

Engine Company 16 has the longest firehouse lineage in the city. It was originally established in 1827 as the Franklin Fire Company, the company of which Andrew Jackson was a member. A carved stone reading "Franklin Fire Company Instituted 1827" was salvaged from the original firehouse and installed in the brick sidewalk in front of the building apron.

Albert Harris (1869-1933)

Engine Company 16 was designed by Municipal Architect Albert Harris who served as the city's Municipal Architect from 1921-1933. Harris was born in Wales in 1869 and emigrated to America with his father Job Harris in 1873. He was in the Washington area by 1890 when he began attending the Arlington Academy for three years. In 1900 he left without graduating to work for Henry Ives Cobb in Chicago for five years on residential buildings. In 1898 Harris moved to Baltimore where he worked for Wyatt & Nolting until 1900 when he relocated to Washington. He was employed by Hornblower & Marshall from 1900 until 1917, noting that he worked on the firm's two most important public commissions, the Baltimore Custom House (1908) and the Smithsonian's Natural History Museum (1901-1911) while in that office. While employed by Hornblower & Marshall Harris began receiving his formal education at George Washington University,

ⁱ Commission of Fine Arts Minutes, February 15, 1911. Record Group 66, National Archives.

ⁱⁱ "Police-Fire Clinic to be Opened Soon in New Structure, The Washington Post, November 22, 1932.

ⁱⁱⁱ "Old Fire Station 'C' Moves to New Site, The Washington Post, December 17, 1932, p. 16.

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earning a B.S. in architecture in 1912. The same year Harris was appointed assistant professor of architecture at the university; by 1915 he was a full professor, a part-time position he held until 1930. In 1924 he prepared a quadrangular plan for the university's campus and with Arthur B. Heaton also designed Stockton and Corcoran Halls.

From 1917 to 1920 Harris worked for the Navy's Bureau of Yards and Docks where he was principally employed writing specifications. He began working for the Municipal Architect's office in 1920 and was named Snowdon Ashford's successor the following year; as members of the Washington chapter of the American Institute of Architects, the two had served on a 1911 committee with Waddy B. Wood condemning bay windows as not being "in accord with the dignity of architecture which the Capital should maintain." In 1914 he served with the same men, as well as Glenn Brown, on the local AIA chapter's committee that first proposed licensing architects. Harris submitted the first application for architectural registration in the District and was the first to be registered on April 6, 1925.

Soon after his appointment as municipal architect in 1921, Harris testified before the House District Committee that "the municipal architect's office already is clogged with work and that it was necessary to employ outside architects and that different ones were employed so as to expedite the work." The congressional committee concluded that the "salaries paid to the municipal architect and his force of employees are measly and beggarly."^{iv} As was true with his predecessors, Washington's schools occupied a major part of the municipal architect's design output during Harris's tenure which ended with his sudden death in February 1933. Within a few months of his appointment, Harris signaled that Washington was to have "model buildings" for all of its schools. In 1921, Harris brought back plans from several schools in New York "which may be incorporated into future school structures in the District."^v In 1925, at the beginning of a five-year building period for District schools, a joint congressional committee, critical of the architectural appearance of the District's schools—they "are not as 'architecturally beautiful' as they ought to be—led Harris to appoint nine consulting architects and three consulting engineers specifically to design new schools. ("Joint Committee of Congress Asks Platoon Plan Data," *WP*, 1/20/1925, p. 1.) The local architects he chose, both traditionalists and modernists, were all well-regarded as designers: Nathan Wyeth, Maurice F. Moore, Frederick H. Brooke, Louis Justement, Ward Brown, Waddy B. Wood, Robert F. Beresford, and the firm of Porter & Lockie. All were immediately assigned to make alterations to existing or design specific new schools, all in Northwest for which substantial appropriations had already been made.

Shortly after these appointments, Harris accompanied superintendent of schools Frank W. Ballou and Ernest Greenwood, a member of the board of education, to study schools in many other cities to reevaluate their shapes; the location of gymnasiums and auditoria within them; and the viability of classrooms in basement levels. The recently completed Macfarland Junior High School represented the District model they were using as a benchmark for Washington's up-to-date schools. Features of the proposed revised plans for junior high schools included placing the principal's office next to entrances along with libraries; widening corridors; and, if glazed bricks were used for interior walls, to paint them light colors.

Another measure of Harris's inquiring mind, concern for good municipal design, and importance within the city government was his autumn trip in 1925 to Paris as the District's representative to the International Congress of Cities. His two-month tour of France and Italy was to study architecture, particularly municipal buildings. Thus Harris, and the District's governing institutions, responded quickly to national and international movements in progressive reforms in school organization and design. Of the approximately thirty schools (including additions) that Harris either designed or supervised the designs of, his 1924 addition to Janney Elementary was praised as "decidedly the best as the frank expression of a modern school in a style suited for the Capital city."^{vi}

Harris responded to suggestions made by the Commission of Fine Arts about the appropriateness of the Colonial Revival style not only for public schools, but for Washington's neighborhood municipal buildings. Harris' response can be seen particularly in his design of many fine Colonial Revival-style firehouses.

The culmination of Harris's career was his master plan for the Municipal Center at Judiciary Square that consolidated the city's municipal functions in a large but well-ordered campus adjacent to the east end of the Federal Triangle. Harris planned two mega-structures flanking a central plaza perpendicular to Pennsylvania Avenue, this vista focused on George

^{iv} "Finds Architect's Force Underpaid," *Washington Post*, 7/15/1921, p. 8.

^v "Back From School Study," *Washington Post*, 8/25/1921, p. 9

^{vi} "Exhibit Reviews Capital's Architectural Progress," *Washington Post*, 3/17/1924, p. 17.

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Hadfield's 1818 courthouse. Their massiveness of their exteriors was controlled by central and corner pavilions while internal courtyards within the blocks provided ample light and air circulation. These blocks, as well as Harris's truncated pyramidal block on the west end of the campus, responded to local street patterns, the whole complex designed in imitation of the Federal Triangle.

While his predecessor, Snowden Ashford predicted greater sophistication of the District's buildings to keep apace with developments in the city's federal architecture, Harris balanced fine-quality Colonial Revival buildings scaled and styled for Washington's neighborhoods with appropriately urban-scaled ones for the city's governing center adjacent to the heart of Washington's monumental core.

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9. Major Bibliographical References

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

- National Register Multiple Property Document: Firehouses in Washington, D.C., 1806-1945.
- Fire Fighters' Association. *One Hundred Years of Glory: A History of the District of Columbia fire Department, 1871-1971.*
- "New Downtown Fire House Site Needed for Business Section," *The Washington Herald*, July 11, 1929.
- "New Fire Engine Quarters to Have Novel Features," *The Washington Post*, November 29, 1931, p. M16.
- "Old Fire Station 'C' Moves to New Site," *The Washington Post*, December 17, 1932, p. 16.
- "Police-Fire Clinic to be Opened Soon in New Structure," *The Washington Post*, November 22, 1932, p. 16.
- "Super-Sized Fire Engine House is to be Erected," *The Evening Star*, December 16, 1930.
- "Triangle Firemen to be Removed to Quarter on K Street," *The Evening Star*, April 3, 1930.
- "Two-Way Radio to be Built For Firemen," *The Washington Post*, January 14, 1940, p. 14.

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 8,810 square feet

(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 323976 4307985
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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

Engine Company 16 occupies Lot 814 on Square 248 at 1018 13th Street, N.W.

Boundary Justification (Explain why the boundaries were selected.)

Engine Company 16 has occupied this site since its construction in 1932.

11. Form Prepared By

name/title Sally Berk and Kim Williams, Architectural Historians
organization D.C. Historic Preservation Office date 2/22/2011
street & number 1000 4th Street, SW telephone 202 442-8840
city or town Washington, D.C. state _____ zip code _____
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 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: _____ State: _____

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation looking SW

1 of 11.

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Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation
2 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Detail of Tower
3 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation
4 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Interior of Apparatus Bay looking East
5 of 11.

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Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Interior Showing Stair
6 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Interior of Hose Tower looking up
7 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Apparatus Room Crown Molding
8 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Dormitory
9 of 11.

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Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Dormitory Fire Pole

10 of 11.

Name of Property: Engine Company 16/Truck Company 4

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: 3rd Floor Corridor of Former Clinic

11 of 11.

Property Owner:

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

name District of Columbia Fire Department

street & number 1923 Vermont Avenue telephone _____

city or town Washington, D.C. state 20001

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.

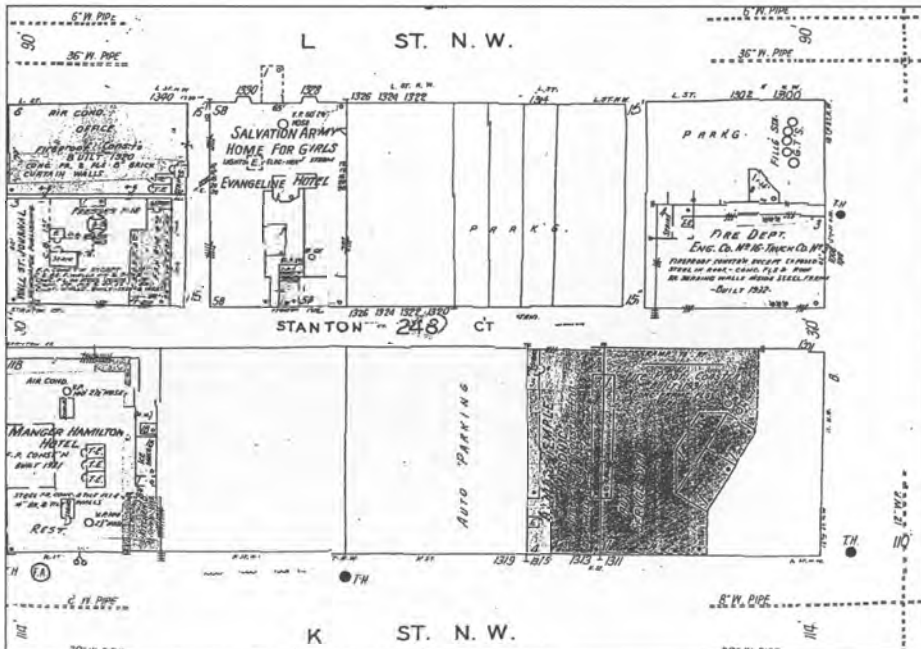
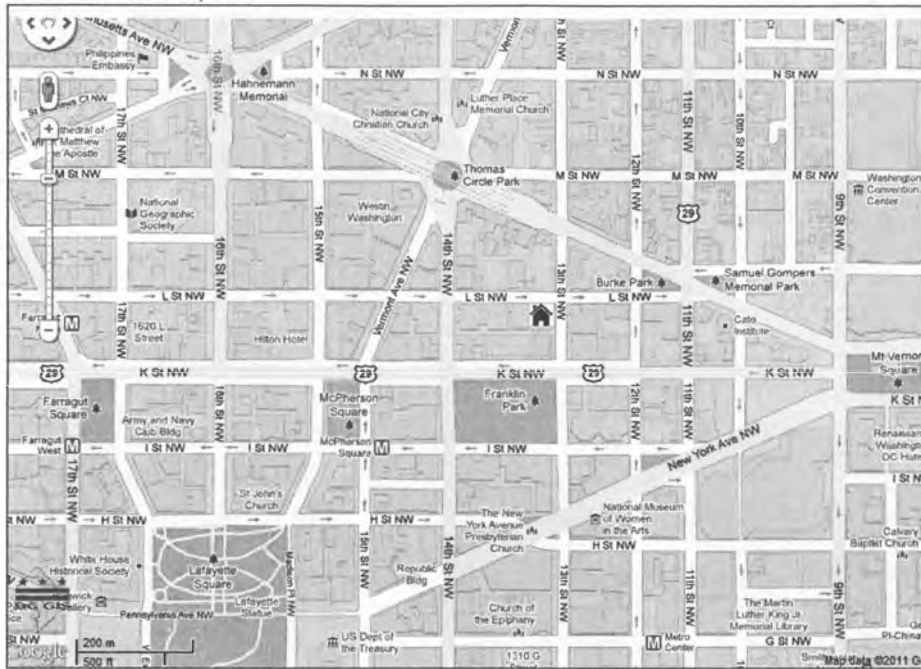
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Engine Company 16/Truck Company 4
Name of Property Washington, D.C.
County and State Firehouses in Washington, D.C.
Name of multiple listing (if applicable)

Section number MAPS/PLANS Page 1

Engine Company 16/Truck Company 4
1018 13th Street, NW



(From Sanborn Fire Insurance Company, 1960)

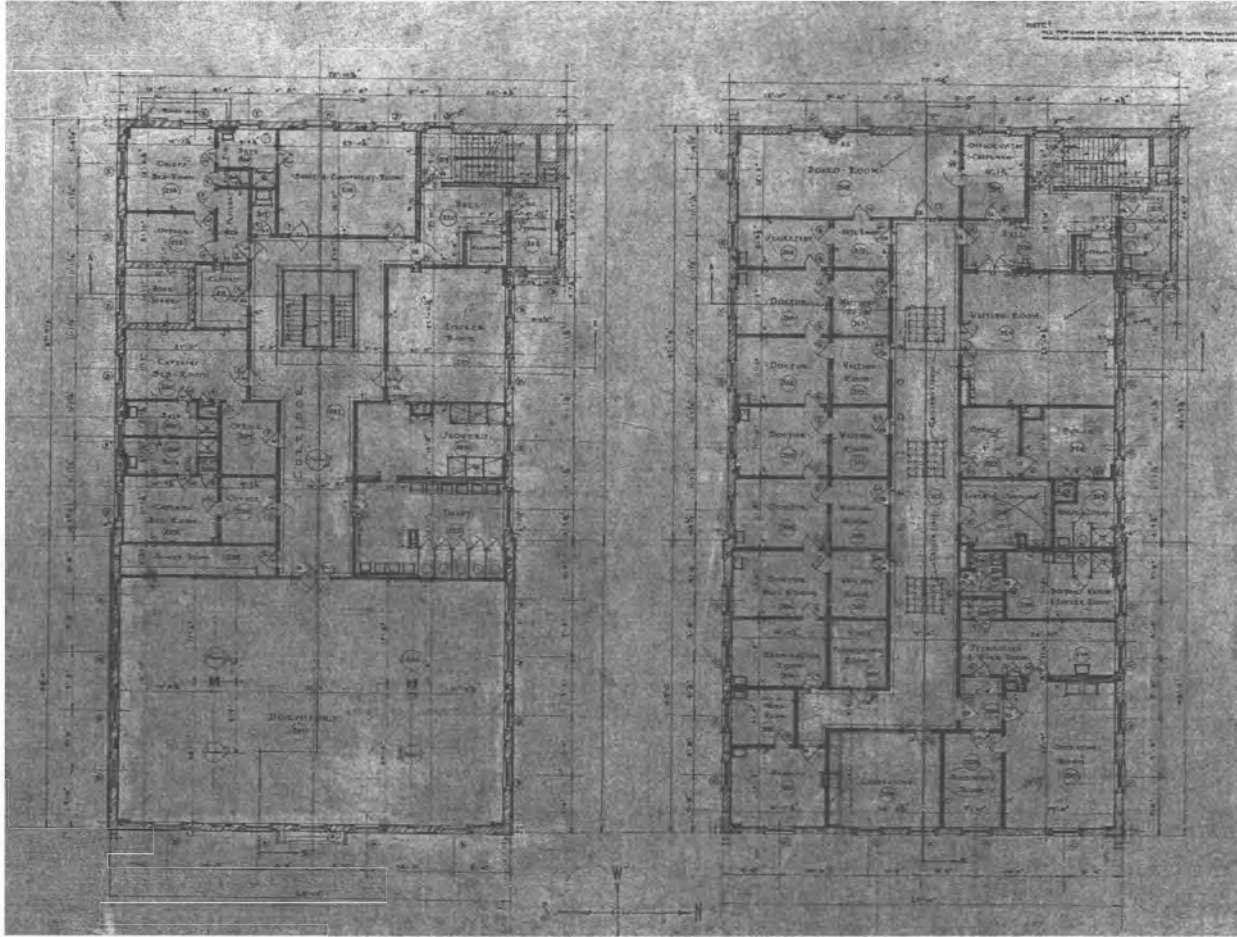
United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Engine Company 16/Truck Company 4
Name of Property Washington, D.C.
County and State Firehouses in Washington, D.C.
Name of multiple listing (if applicable)

Section number MAPS/PLANS

Page 2



Second and Third Floor Plans, Engine Company 16/Truck Company 4, 1931
(Courtesy, 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 16--Truck Company 3
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: 11000281

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 16/Truck Company 3
Washington, DC
East elevation looking SW
Photo 1 of 11

Fuji WILL MS 03/2/11

0135664 IM33051-072



THE ENGINE HOUSE
1850

B-6

E-16

A-16

1300 L

0135664 IMG_3048_070

Engine Company 16/Truck Company 3

Washington, DC

East elevation

Photo 2 of 11

Fuji WILLIAMS 03/29/11



FIRE DEPARTMENT
DISTRICT OF COLUMBIA

Engine Company 16/Truck Company 3
Washington, DC
Tower detail
Photo 3 of 11

Fuji WILLIAMS 03/29/11

0135664 IMG_957_046



Engine Company 16 / Truck Company 3
Washington, DC
South elevation
Photo 4 of 11

FUJIFILM
FUJICOLOR
Crystal
Paper

Fuji Williams 03/29/11

FUJIFILM
FUJICOLOR
Crystal
Paper

0135664 IMP2948_043



0135664 IMG_2937_041

Engine Company 1b/Truck Company 3

Washington, DC

Fuji WILLIAMS 03/29/11

Interior apparatus bay looking east

Photo 5 of 11

BASED	OIL CHANGED	PSI	MISC.
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		30	
		70	
		70	
		70	

STENCILS

HOSE CHANGE

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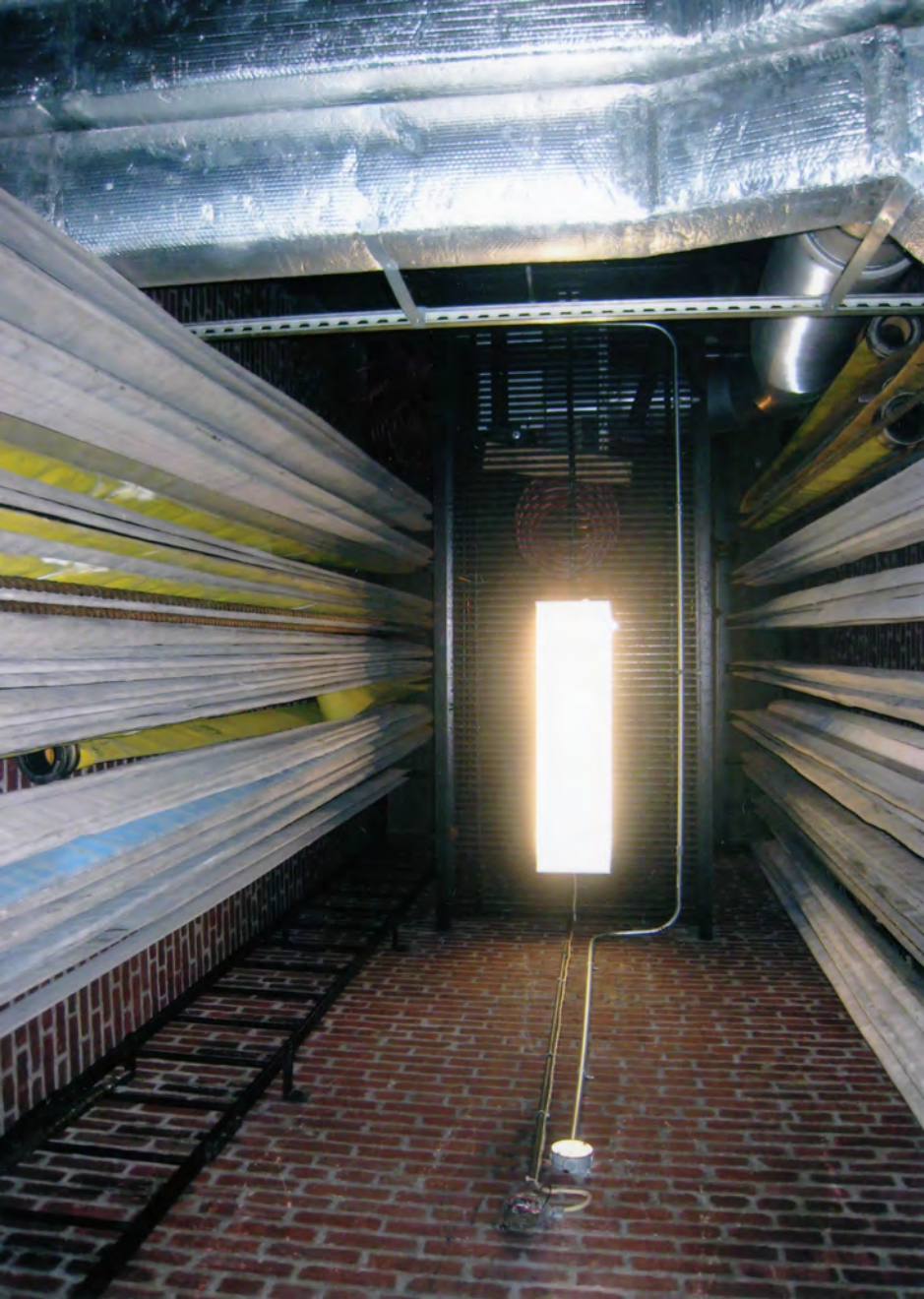
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Fuji WILLIAMS 03/29/11

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Engine Company 16/Truck Company 3
Washington, DC
Interior stair
Photo 6 of 11



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Engine Company 16/Truck Company 3
Washington, DC
Hose Tower looking up
Photo 7 of 11

FUJIFILM WILLIAMS 03/29/11



Engine Company 16 / Truck Company 3
Washington, DC
Apparatus room crown molding
Photo 8 of 11

Fuji WILLIAMS 03/29/11

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Engine Company 16/ Truck Company 3

Washington, DC

Dormitory, 2nd floor

WILLIAMS 03/29/11

Photo 9 of 11



Engine Company 16 / Truck Company 3
Washington, DC
Dormitory fire pole
Photo 10 of 11

Fuji & WILLIAMS 03/29/11

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Engine Company 16/Truck Company 3
Washington, DC

3rd floor corridor in former clinic

Photo 11 of 11

Please refer to the map in the
Multiple Property Cover Sheet
for this property

Multiple Property Cover Sheet Reference Number: 64500979