

United States Department of the Interior
National Park Service



697

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 Water Witch Steam Fire Engine Company No. 5
other names/site number Wilmington Fire Station No. 5

2. Location

street & number 1814 Gilpin Avenue not for publication
city or town Wilmington vicinity
state Delaware code DE county New Castle code NC ⁰⁰³ zip code 19806

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

[Signature] SHPO 8/3/11
Signature of certifying official/Title Date

Delaware SHPO
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): _____

[Signature] 9.23.11
Signature of the Keeper Date of Action

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Wilmington Fire Station No. 5
Name of Property
New Castle County, Delaware
County and State
Name of multiple listing (if applicable)

Section number 3 Page 1

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

[Signature] Mayor 12-13-10
 Signature of Commenting Official/Title Date

City of Wilmington
 Certified Local Government

Comments (optional):

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
County and State

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.)

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

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

Contributing	Noncontributing	
1	1	buildings
		sites
		structures
		objects
1	1	Total

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

N/A

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

RECREATION AND CULTURE/ museum

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE VICTORIAN/Second Empire, Queen Anne

Materials
(Enter categories from instructions.)

foundation: STONE/granite

walls: BRICK, STONE/granite, slate, METAL

roof: STONE/slate, SYNTHETICS

other:

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
County and State

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

Fire Station No. 5 is on the southwest side of Gilpin Avenue between Lincoln and Scott Streets, on parcel 2601310205, which contains 0.26 acres. The station is in a working-class residential neighborhood built ca. 1890-1910 and known as Forty Acres. Dwellings on this and the surrounding blocks are two stories tall, are composed of row and semi-detached units, and constructed of red brick. There are many variations of architectural detail featured in the neighborhood, but architectural styles generally reflect Late Victorian and Italianate designs. Surrounding buildings have minimal setback, and modern concrete sidewalks prevail along the narrow streets. While the massing of the fire station is necessarily larger than the surrounding dwellings, it is consistent with the scale, setback, style and materials of the neighborhood.

Influenced by the Second Empire and Queen Anne styles, the most visible part of the station is a two-and-one-half story, red brick structure with a slate-covered mansard roof. The larger brick and frame rear section is two stories tall. A one-story brick addition was attached to the right side between 1901 and 1909, and the lower cornice details were extended to draw both brick units together. The original section includes a hose tower towards the rear, and once included a bell tower in the front (removed). Façade details include dressed, buff-colored granite sills and belt courses, pressed metal cornice elements and large multi-paned windows. The station is roughly rectangular, measuring 48 by 71 feet, with a cantilevered six-foot frame section in the second story rear.

The interior includes two engine bays, a kitchen, bathroom, bunkroom, and office downstairs, and an exercise room and display room upstairs. The most of the walls are covered in original or reproduction wainscoting, and trim around windows, doors and floors has been maintained. The present historic staircase and newel posts are located towards the rear of the station. The original watch box remains, as does the hayloft space. Interior and exterior materials have a moderately high level of integrity.

The Credit Union building, a separate, non-descript, one-story, windowless brick building constructed in 1987 adjacent to the back wall of the station, is non-contributing.

See Continuation Sheet

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 1

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

DESCRIPTION

Exterior

Façade (northeast wall)

The front section of the main block is taller than the rear, and provides ample space for the ornamentation that was common for fire stations of the Victorian era. The face brick, laid in running bond, is pointed in matching red mortar, imparting a somewhat monolithic appearance. Two engine bay openings and a pedestrian door (east side) penetrate the ground floor. The pedestrian door is deeply recessed and features a wide transom light with "Water Witch Steam Fire Engine Co. No. 5" in gold leaf paint. Under the pressed metal cornice, large brackets (also covered in pressed metal) are present around the entry door and the engine bays. The engine bays originally were adorned with multi-paned transom lights, which were eliminated and partly infilled with brick in the mid 20th century as the size of fire engines increased. The bays also were increased in width by reducing the width of the center pilaster. Below the cornice is a shaped limestone course, which is repeated above the second floor transom windows and above the windows of the lower portion of the bell tower. At the second story, a central tripartite window flanked by two narrow windows provides symmetry. The window sashes are double-hung, and contain 2/2 lights, with 3/3 lights in the center section of the tripartite window. There is a fixed, multi-paned transom above each window. The attic story contains the base of the bell tower and a closed pediment dormer with the raised numeral "5" in the center. The remaining base of the bell tower has a fixed multi-paned window, above which is a pressed metal frieze band with the raised numerals "1893." The original identification letters of the station, "W.W.S.F.E. Co." once contained in the frieze band of the dormer, have been removed and the area covered over with pressed metal, as has the area that once contained the second floor cornice. The mansard roof is covered in slate, in a pattern of two bands of squared shingles and a middle band of pointed shingles. The roof edge has a shallow, molded cornice of pressed metal.

Between 1901 and 1910, a one-story addition was made to the right side of the station. It was constructed in a similar manner as the main station, with running bond face brick and red mortar on the façade and common bond brick on the sides. The heavy cornice trim at the level of the bay doors was extended over to the addition to draw the two sections together. The addition's parapet roofline repeats the gabled wall dormer of the original section and is topped with a brass ball finial. The gable end is decorated with a compass-pointed oval in contrasting brick and granite. The front window is tripartite and multi-paned, with a flat arch and contrasting keystone.

Northwest wall

The right side (northwest elevation) is six bays wide and is dominated by the ca. 1900 one story addition. The front section is three stories tall and blank except for an arched pedestrian doorway that once lead to the exterior but now gives access between the engine bays and the kitchen/lounge area of the addition. The doorway is trimmed in reeded molding, bulls-eye corner blocks and original paneling. The original rear section of this side is four bays wide, two stories tall and encompasses the hose-drying tower, a five-by-ten foot structure. The hose tower contains small window openings on the three exposed sides and at three levels. The top story windows are boarded, the middle level is glazed, and the lower level is encompassed by the side addition. The tower is capped with a pyramidal slate roof and topped with a copper cap and ball finial. The rear-most bay is brick on the first floor and is topped with a cantilevered, slate-covered, rectangular bay on the second. The window openings of the original block have low-arched headers in a brick soldier pattern. The openings of the addition have flat arched headers in a soldier pattern, and canted brick sills. There is one exterior door in the addition.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 2

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

Southwest wall

The view of the rear (southwest) elevation is partially blocked by the separate 1986 Credit Union building, constructed within a few feet of the station (previously, the credit union occupied space in the rear of the fire station). The rear of the station is accessed through a narrow alley. The first story of the rear is brick and contains a relocated (1987) pedestrian door to the right and a double-window rectangular bay that projects about three feet from the main wall. The date of this feature is not known; it may date to the early 20th century. Originally the stable entrance, the initial configuration of this area has not been documented. The upper story is frame and cantilevered six feet over the brick wall of the first story. The base includes large but thin ogee brackets. The sheathing of the second story bay is pointed slate shingles. Window openings are framed in wood and contain 2/2 sash; sills are in various states of preservation.

Southeast wall

The southeast wall, built on the property line, is blank. The brick pattern is an 11-course common bond and pointed in white mortar.

Interior

The present look of the interior of the station is either original or the result of a major rehabilitation effort completed in 1987 (Restoration of & Alterations to Fire Station #5, Buck Simperts AIA, Inc. (Comm. 85.53) 1987). The project rearranged living spaces in the addition, upgraded systems, insulated the walls, replaced deteriorated elements in-kind, removed non-original interior walls on the second floor, changed several doorways, and rehabilitated wooden details such as window trim and wainscot. The project intended to reconstruct the bell tower, but did not accomplish that task.

The interior layout of the original section is composed of two engine bays, a watch box on the left (southeast) wall, an open equipment closet at the back of the bays (installed in 1987), a stair hall (to the left rear) and an office. Above the personal equipment closet is the remnant hayloft from the era of horse-drawn equipment; this space presently accommodates ductwork and is accessed through the stair hall. The rear spaces were once the stable and oil rooms, and more recently housed the credit union (right rear). The watch box, composed of beaded wood paneling and glass, was dismantled and rehabilitated in 1987, and may have been reassembled to slightly larger dimensions.¹ This structure served as the office of the person on watch, who recorded daily events in a logbook and received and interpreted ticker-tape fire alarm information². The engine bays feature wood tongue-in-groove, beaded paneling on the walls, with wooden crown molding at the ceiling. The present cement floor has molded wooden baseboards. The two-story hose-drying tower is integrated into the southeast wall of the original building. This structure is an open space, but once included a mechanism for hoisting hose.

The rear hall and stairway is accessed through wooden paneled double doors, surrounded by a molded and fluted wooden pilaster and bulls-eye corner blocks. The narrow stairway features elaborate turned balusters and continuous tongue-in-grove paneling on the wall side. The ground floor has a heavy, carved newel post, while the landing newel post is slightly less ornate. It is unclear whether the station had one or two staircases originally; the front staircase, which began immediately beyond the pedestrian door, was removed at an undetermined time, and

¹ Captain Ronald Ayres, Wilmington Fire Department, personal communication 8-20-10.

² The Fire Alarm Telegraph System was instituted in Wilmington in 1881 and was used in some capacity through the 1960s. Police and fire telephones were introduced in the 1960s, and there was some overlap in systems (Morning News 6-21-1962:25). The telegraph system involved alarm pull boxes throughout the city, which were wired to the alarm at city hall and the appropriate fire station. It was capable of releasing stable doors, allowing the teams of horses to advance and be attached to the engines (WVFA 1910). The last fire alarm telegraph system used was known as "Gamewell."

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 7 Page 3

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

its evidence can be seen in floor patching on the second story. The present staircase is historic, and either represents an original rear staircase or the relocated front stair. The staircase leads to two principal spaces: a room overlooking the rear of the building (currently a weight room) and the front, or main, hall. The main hall is accessed through a wide, arched opening in the stair hall with a double-leaved paneled wooden door. The two rooms are also connected through a door in the interior dividing wall. The original sliding pole is located near this door.

Natural light in the main (northeast) room is admitted through two, large double-hung, 2/2 sash windows on the northwest wall, and three on the northeast wall which are augmented by multi-paned, glazed transoms. The northwest windows have deep sills - nearly 12", while the front windows are about 8" deep. Windows have beveled wood frames, molded pilaster finish with corner blocks, and extended sills. A small partitioned area in the northeast corner encloses modern heating/cooling equipment (it formerly held a bathroom), and provides access to the attic via a ladder. There are four glazed, wooden closets with lower drawers located along the southeast wall. Presently used for displays, these built-in cabinets formerly held personal firefighting equipment. The second floor ceilings are adorned with pressed metal panels that were installed in the last 20 years by firefighters, in keeping with the original pattern.³

The attic space is unfinished, and the ceiling is open to reveal the truss work of the roof. The walls show that the pressed metal of the façade is attached to an open framework of supports rather than overlaid on sheathing. The rough side of a granite sill contains the upside down carved letters "M D." Patching in the roof shows the original opening of the bell tower, while a reinforced floor box shows the former location of the automated alarm bell ringer mechanism (equipment removed).

The interior of the early 20th century addition has been remodeled several times. This section includes a kitchen/lounge area in the northeast end, from which a hallway extends and leads to a bathroom, locker area, basement door, closet space, and a sleeping room at the rear. A side door in the sleeping room leads to office space in the back of the original section. The walls are not adorned, and there is no trim at the window openings.

Removed Historic Details

As constructed in 1893, the station was 32x71 feet, with a 5x10 hose-drying tower appended to the north side. Besides the details previously described, the front portion of the building included a square bell tower with a slated pyramidal roof, supported by pairs of rounded columns. This distinctive feature was removed from Water Witch, and from all fire stations in the city, because of maintenance issues and safety concerns in the mid-20th century. The façade also included "W.W.S.F.E. Co." below the pediment, in an area presently covered in painted sheet metal. All floors of the station were once wooden; while such flooring remains upstairs, the floors of the engine bays were replaced with concrete to support the increased weight of fire engines as technology developed. Most of the evidence of the horse stables at the back of the station has been hidden or removed.

³ Pers. Comm. Ayres

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
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.

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.)

COMMUNITY PLANNING & DEVELOPMENT

SOCIAL HISTORY

POLITICS/GOVERNMENT

Period of Significance

1893-1921

Significant Dates

1893

Ca. 1909

1921

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

N/A

Architect/Builder

Edward L. Rice, Jr., Architect

Lynn & Phillips, Builders

Traynor & Co., Mechanical

Period of Significance (justification)

The subject building was completed in 1893. The Wilmington Volunteer Fire companies were converted to a paid City Department in 1921, and decisions concerning the building and the company became entirely within the power of the municipal government.

Criteria Considerations (explanation, if necessary)

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
County and State

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

Summary

The building housing Fire Station No. 5 was built in 1893 for the volunteer fire company known as the Water Witch Steam Fire Engine Company, established in 1833. This company was the sixth to be incorporated in Wilmington, and operated in the city core until about 1885. As late as 1888 Water Witch was known as a strong and influential company. In its early years the company was successful in attracting volunteers and capital, fighting fires and-- in the competitive spirit of all fire companies-- was at the forefront of firefighting technology and practice in Wilmington and in Delaware. They were the first company to purchase and employ a steam-powered pump engine (1864); one of the first to use horse-power (1873); possibly the first to pay drivers (1899); the first to use a combination hose and chemical wagon (1910); one of the first to purchase an automotive fire engine (1911); and, the first company in Wilmington and Delaware to completely replace their horse-drawn equipment with automotive fire engines (1911). In 1921 the City of Wilmington created the first paid fire department in the State, and the Water Witch became Station 5 (of 13) of the Wilmington Bureau of Fire.

Presently, Station 5 is the only fire station still in use from the time of volunteer companies in Wilmington. Three other stations of that era remain but have been adapted for other uses by private owners. Station 5 retains the most architectural integrity of the four remaining stations, and satisfies all seven integrity considerations as defined in National Register Bulletin 16 A (1991). Station 5 is eligible for listing on the National Register under Criterion A, as it represents the development of a significant public service and an enduring civic and social organization in a growing city and state over the past 236 years. It also is eligible under Criterion C, for its architectural merits as a surviving fire station of good integrity, executed in the Second Empire and Queen Anne styles of the Late Victorian period. Station 5 is typical of late 19th century firehouses – showy in details but in harmony with the surrounding neighborhood.

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

See Continuation Sheet

Developmental history/additional historic context information (if appropriate)

See Continuation Sheet

9. Major Bibliographical References

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

See Continuation Sheet.

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: Wilmington Fire Station No. 5

Historic Resources Survey Number (if assigned): 7-NC-2449

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 8 Page 1

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

SIGNIFICANCE

Relation to the Historic Context for Wilmington Fire Stations

The report entitled "Cultural Resources Survey of Firehouses in Wilmington, Delaware" submitted to the Division of Historical and Cultural Affairs in 1992¹ functions as a historic context document for Wilmington firehouses. The study acknowledges that the history of firefighting in Wilmington occurred during the established chronological periods, as articulated in the Delaware Comprehensive Historic Preservation Plan (Ames et. al. 1989), of *Early Industrialization 1770-1830*, and *Industrialization and Early Urbanization 1830-1880*, but recommends adding a new historic theme and chronological period entitled "Urbanization and Community Organizations: Volunteer Firehouses in Wilmington 1880-1921." This theme and period accounts for the known extant fire stations in Wilmington that trace their origins to the era of volunteer firefighting, namely those constructed prior to 1921 when the paid Wilmington Fire Department was instituted. Station No. 5 fits this phase, and embodies the self-contained, efficient fire station that housed not only equipment but also meeting space for the company members, sleeping space and a horse stable under one roof. Additionally, fire stations can be evaluated under several of the existing themes including: *Professional Services* (contractual services between volunteer fire companies and government); *Transportation and Communication* (from hand-drawn equipment to motorized; progression from manual alarms to telegraph and telephone); *Settlement and Demographic Patterns* (coverage of expanding city boundaries, changes to building codes for fire prevention, relationship with neighborhood patrons); *Architecture, Engineering and Decorative Arts* (fire stations built in high style); *Government* (close relationship between fire companies and city council in oversight responsibilities, funding); and, *Community Organizations* (combined high-profile civic duty with social benefits).

The survey proposed that eligibility for the National Register for this property type required that the building should possess a sufficient amount of architectural integrity to be recognizable as a fire station, retaining such elements as original massing, floor height, fenestration, architectural form and engine bays. Although not a requirement, the survey named as "preferred" the retention of the hose tower, bell tower, and block lettering identifying the fire station. Station No. 5 was recommended as "eligible" by this survey since it met the required elements of eligibility and retained most of the preferred characteristics.

Contributing Elements

Station 5 is the only contributing building on the property. The separate credit union building dates to 1986 and is considered non-contributing.

Background

The history of fire service in Wilmington spans over 200 years, beginning before the American Revolution with Wilmington's first company, Friendship No. 1, organized on December 22, 1775. The next company, the Reliance, was not formed for another twenty years (No. 2, March 6, 1796). By 1890, almost one hundred years later, nine fire companies were in existence in the city. Fire companies were formed in larger eastern seaboard towns as early as 1678 in Boston, 1737 in New York, and 1736 in Philadelphia. In Wilmington, the need for an organized effort for fire protection also was recognized early, and the borough council appointed three chimney and flue inspectors beginning in 1740.² Typical 17th-18th century structures were easily flammable; they were

¹ Archibald, Lauren, "Cultural Resources Survey of Firehouses in Wilmington, Delaware," City of Wilmington, Department of Planning, 1992.
² Sunday Star 7-9-1933.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 2

Wilmington Fire Station No. 5

Name of Property

New Castle, DE

County and State

Name of multiple listing (if applicable)

principally frame construction with large chimneys. Frequently, fires started in soot-packed chimneys or sparks on cedar roofs. Remarkably, chimney fires remained the leading causes of house fires through the early 20th century.³

The first Wilmington fire company was supported by volunteer contributions and a limited number of dues-paying members, a pattern emulated by all subsequent volunteer fire companies in the city and elsewhere. Firefighters of the 18th century first relied on hand rattles to announce a fire, leather buckets for water, and baskets in which to rescue household belongings. Companies purchased more technologically advanced equipment as funds were amassed. Hand-drawn, manual pump engines followed buckets. The first new engines purchased by Wilmington companies were made in Wilmington by the firefighters themselves and also by Betts, Pusey and Harlan of Wilmington.⁴ Volunteer companies grew and multiplied in response to many factors, among them: localized catastrophic fires and news of widespread disasters in other cities; community growth; a sense of civic duty; and, the opportunity for excitement and competitive demonstrations of strength and prowess, the latter occurring especially in mid and late 19th century as more companies were organized.

Early station houses were clustered in what is now considered the downtown area, and did not begin to move outward until the mid-19th century when the city boundaries expanded significantly to the northwest of Broom Street.⁵ The first "stations" were no more than frame equipment sheds. Membership meetings frequently took place in government chambers, other public spaces or in homes. It was typical for an early company to have built three to five stations by the turn of the 20th century, with each station larger, sturdier and more stylish than the last. Generally, the stations were constructed to fit into the neighborhoods, obeying the established conventions of setback and materials.

As the small, frame engine houses of the 18th and early 19th century were replaced with full-service fire stations, membership in a fire company took on even more of a social, fraternal club-like feel. Descriptions of interior features emphasize not only functional areas such as meeting rooms but bunkrooms and luxuriously appointed parlors much like a middle class home. Firemen are reported to have spent many evenings following supper in the stations, and the appointments were likely a conscious effort to make it seem more like home. Often erroneously depicted in modern portrayals as ethnic clubs, the membership of the Wilmington companies included prominent citizens working in law, medicine and the arts, small business, industry, philanthropy, government and labor. The success of the Wilmington volunteers has been attributed to the skills of the officers, "...who not only excelled in firemanship, but in most cases were leading citizens and skillful diplomats."⁶

Recognizing the importance of the firefighting service to the city, in May of 1840 the Wilmington City Council began to give annual appropriations to fire companies.⁷ Donations and dues rarely provided the amount needed to maintain equipment and buildings, and so this change in relationship between the volunteers and the government was welcome. The appropriation for each company depended upon the company's needs and its response and performance at fires. The decision by the council to contribute to the fire companies may have encouraged more companies to form, for between 1830 and 1840 three new companies were organized, representing the greatest growth spurt of companies in Wilmington's history. A city ordinance of 1856 authorized a committee of three members to conduct semi-annual inspections of company members and equipment in order to justify the city appropriations. The highly competitive firemen turned these inspections into an opportunity for celebration, and did their utmost to make the stations and equipment shine. The contingent often included the

³ National Bureau of Fire Underwriters, 1916:11.

⁴ Scharf, J. Thomas, History of Delaware, 1888:678. Company was the forerunner of the prominent Wilmington firm of Harlan and Hollingsworth Corporation, makers of marine boilers and iron ships.

⁵ Price, Francis A., Plan Showing Additions to Wilmington, Delaware, Revised to 1929

⁶ Lukszewski, Chester P., "The Wilmington Volunteer Fire Department, 1775-1921," 1965:125.

⁷ Lukszewski, p. 58.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 3

Wilmington Fire Station No. 5

Name of Property

New Castle, DE

County and State

Name of multiple listing (if applicable)

mayor and council as they went from station to station over several days. In 1909 the appropriations of public money for private corporations were declared unconstitutional, and the city began a contractual relationship with each company, a practice that lasted until 1921.⁸

In 1868 the city took a greater role in the oversight of the volunteer companies by creating the "Wilmington Fire Department" and the paid positions of Chief Engineer, First Assistant Engineer and Second Assistant Engineer, elected from and by the companies. They were in charge of creating and enforcing standards for members, operations and equipment, and were in command at fires. They also are credited with instituting public safety measures, such as the use of fire escapes. Additionally, there was hope that the new authority would tame the competitive displays of rival companies that sometimes exceeded common sense and were not effectively controlled by self-imposed fines and city ordinances.⁹

The idea of greater compensation for fire fighters was debated for decades and was a divisive issue between companies. Individual companies paid engine drivers, as their finances allowed, beginning in about 1899; later, they may have paid drivers of hose carts as well.¹⁰ Other compensation for drivers sometimes took the form of private quarters in the station or a rental property nearby. Wilmington finally instituted a fully paid department on November 30, 1921, to a mixed reception. The conversion was delayed, in fact, by a lawsuit filed by one of the volunteer companies.¹¹ The city purchased all of the real property and equipment of the volunteers, and ordered several new engines. This also marked the end of the horse-drawn equipment era, as the city auctioned the horses still retained by the Phoenix Company.¹² The city formed 13 companies in all, with 182 men.¹³ The dynamic of the organization changed drastically as firefighters had to adjust to shift work and obligatory presence at the station; however, it may have been more difficult for the off-duty firefighters to adjust to not responding to every alarm. Chief Engineer William Lutz, last elected official of the volunteer companies, became the first Chief of the paid department, providing some measure of continuity in the supervision of the new department. The community felt the change as well, from the absence of communing volunteers around the station, to the cessation of the daily 8:45am test alarm (that also reminded children to get to school). Decisions of the new Wilmington Bureau of Fire also were reflected in the stations, as safety and maintenance concerns became somewhat standardized over the next several decades. For example, most bell towers were eliminated in the mid-20th century, ostensibly for safety concerns.¹⁴

Water Witch Fire Company

Thirty members organized the Water Witch Steam Fire Engine Co., No. 5 on March 13, 1833, and incorporated it in January 22, 1835. It was the sixth established in Wilmington and came to be known as a strong and influential company, maintaining between about 75 to over 100 active members throughout its years of operation.¹⁵ The company engaged builder Joseph Seeds to construct their first frame equipment shed in May 1839, and they met

⁸ Journal Every Evening 7-9-1937; Journal Every Evening 4-26-1947; Evening Journal 3-16-21.

⁹ Welde, Charles H., History of the Wilmington Fire Department from its Origin to the Present Time, 1897:80; Wilmington Volunteer Fire Association (WVFA) commemorative booklet, 1910; Lukaszewski p.74).

¹⁰ Paid drivers were recorded for Water Witch in "31st Annual Report of the Chief Engineer of the Fire Department of Wilmington, Delaware, May 20, 1898 to May 15, 1899." The next year's report clarified that hose cart drivers were not paid (Wilmington Fire Department Archives).

¹¹ The bill authorizing a paid department was signed by the Governor on March 16, 1921 (Evening Journal 3-16-1921).

¹² Morning News 12-1-1921

¹³ Snellenberg, David, "Volunteer fire companies of old Wilmington," 1941:29. There were 10 engine companies and 3 truck companies.

¹⁴ Porter, Lt. John, "History of the Wilmington fire department," n.d. There was some sentiment that the removal of the bell towers served to assert the new city authority and to remove some of the unique details of the former volunteer stations.

¹⁵ Scharf p. 678; Welde p. 53; Conrad, Henry Clay, History of the State of Delaware, Volume I, 1908:479.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 4

Wilmington Fire Station No. 5

Name of Property

New Castle, DE

County and State

Name of multiple listing (if applicable)

in city council chambers.¹⁶ Their first equipment, borrowed from the Delaware Fire Company, included a water box known as the "Hydraulian."¹⁷ The company commissioned builder D.C. Wilson to construct a two-story engine house on the west side of Shipley Street, between 5th and 6th Streets in 1840, and they held their first meeting there on August 24th of that year.¹⁸ In September 1840, the company housed their first new pump engine, constructed by Betts, Pusey and Harlan for \$2000. The company rebuilt the engine house (on the same lot) to three stories in 1857 for a sum of about \$4000, and included a new 1,600 lb alarm bell.¹⁹ Building enlargements or new construction frequently was related to the housing of new, and always larger, firefighting equipment.

Aside from responding to alarms, there were many opportunities for companies to display equipment, uniforms and member strength. In addition to marching in local and regional anniversary parades, in 1841 Water Witch Company and others participated in the funeral procession in honor of U.S. President Harrison. Occasions such as the housing of a new piece of equipment or public events were cause for parades, equipment demonstrations and galas as well. Despite their various rivalries, the companies of Wilmington were very supportive of each other, commonly loaning equipment and making gifts, such as engraved silver speaking horns, to commemorate anniversaries and new equipment. National events, such as General Lee's surrender at Appomattox in April 1865, brought out the companies as well, and the parade of April 10, 1865 was indeed an occasion to display new equipment, as Water Witch celebrated a great technological achievement in their purchase of the first steam fire engine employed in the state.²⁰

Members of the Water Witch Company escorted their new hand-drawn engine, built by the Chapman Company for \$3000, home from Philadelphia on cars donated by the Philadelphia, Wilmington and Baltimore Railroad. The housing of the engine on December 12, 1864 was celebrated with a gala party.²¹ Other companies began to add steam engines to their equipment within the next few years.²² Early models of steam fire engines had been used elsewhere in the country for about 12 years prior to the Water Witch milestone purchase. Following the purchase, the company reincorporated in 1869 as the Water Witch Steam Fire Engine Company. They purchased a second steam engine in 1873, the same year that Wilmington started to adopt horsepower.²³

Present Building

Water Witch encountered problems in raising capital for a new building in the years leading up to 1883. Due to a light response to a fundraising campaign and the inability to secure a loan of \$3000 from a strapped city council for a new building, the dispirited company officers on July 9, 1883 made a motion to disband, sell their building, equipment and two horses and settle their accounts.²⁴ The last roll call of the company is recorded as taking place in July 1884.²⁵ After a hiatus of seven years, the veterans of the old company met on November 2, 1891 at the home of John B. Ginder at 925 Orange Street to reorganize.²⁶ On April 12, 1893 the Water Witch was reincorporated²⁷ with renewed energy and new interest. By February 1893 the company had purchased a plot of

¹⁶ Welde, p. 48 reports the estimate at \$80, while Scharf p. 678 lists the cost as \$200.

¹⁷ The Hydraulian required the attachment of a hand pump (Scharf p. 687).

¹⁸ Welde p. 52

¹⁹ Scharf p. 678

²⁰ Baggett, Bonnie, *A History in Flames: The Story of the Volunteer Firemen of the State of Delaware*, 1976.

²¹ Welde p.52; Baggett 1976.

²² Lukaszewski p.79-80

²³ The engine was constructed by Clapp and Jones of Hudson, NY for \$5000. In housing the first team of Wilmington fire horses, the Delaware Company was said to have beat Water Witch only by a few hours (Scharf p. 678).

²⁴ *Every Evening* 7-10-1883, "Water Witch Company Disbands After 50 Years."

²⁵ Welde p. 52.

²⁶ *Historical Review*, Volunteer Relief Association, Wilmington, Delaware, 1920:35

²⁷ The re-incorporation bill was passed by the Delaware General Assembly on 4-12-1893, and signed on 4-18-93 (*Journal of the Senate at a Session of the [Delaware] General Assembly, Convened and Held at Dover, January 3, 1893, p. 683*).

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 5

Wilmington Fire Station No. 5

Name of Property

New Castle, DE

County and State

Name of multiple listing (if applicable)

land on Gilpin Avenue, whereupon they built a temporary structure²⁸ to house a used American Engine Company steamer purchased from the Weccacoe Fire Company and a loaned hose wagon from the same.²⁹ They immediately set to work on plans and fundraising for a new permanent structure, choosing as architect "Mr. Rice," assumed to be Wilmington architect Edward L. Rice, Jr.³⁰ The plans called for a building of brick and granite, 32 feet by 64 feet. The first floor was to contain a large space for apparatus and four horse stalls. The second floor would include a parlor, sitting room, bedchamber, bathroom and hayloft. A third floor room also was planned (but never finished). The builder was Lynn & Phillips at a bid of \$6, 200; the Traynor and Company was chosen to install heating and plumbing for a bid of \$772. The new and present fire station was completed and occupied on December 12, 1893.³¹ Charles H. Welde, Chief Engineer in 1897, described the station as follows:

The building is a three-story front with bell-tower, in which is a 1000 lb bell. The valuation of the real estate is \$10,000 and the personal property sums up \$8000. The company is equipped with all the latest improved appliances for the making of quick time in responding to alarms. They have 1000 feet of first class hose and 500 feet of second class. The company, at the time of this writing, are [sic] without a hose carriage it having been destroyed in a railroad accident while responding to an alarm.

*The sleeping apartments for the men are all that is desired, and show careful thought on the part of the trustees. Accommodations are provided for six men, being neat iron bedsteads, painted white with brass knobs. The driver has a separate apartment. The meeting room is equally well cared for, being furnished with comfortable chairs and fine tables in antique oak, while the walls are adorned with many pictures and valuable relics of by-gone days. The floors throughout are covered with Brussels carpet.*³²

This description was typical of stations throughout Wilmington as they accomplished the building of their ultimate comprehensive stations during the late 19th and early 20th centuries. There appears to be a concerted effort to show the civility and gentility of the organizations in the arrangement and appointment of interiors, possibly to counter their street reputations as competitive ruffians, despite the names of upstanding citizens on the roster.

In the 20th century, Water Witch continued to be at the forefront of new firefighting technology, as they purchased the first combination hose wagon and chemical engine (made by Holloway) in 1910.³³ While Reliance Company was the first to make the monumental purchase of an automotive fire engine in 1909,³⁴ Water Witch was the first company in Delaware to completely convert their equipment to automotive power, with their purchase and housing of two engines, an Oldsmobile and a Robinson, in May and June of 1911.³⁵ The marketing literature of the manufacturing companies convinced numerous companies that they could be "the first" to own the new technology, taking advantage of the well-known competitive spirit of fire companies.³⁶ Although Water Witch was

<http://books.google.com>, accessed 8-11-2010.

²⁸In February 1893 the Water Witch Company reported property including an engine house and lot worth \$9634 as well as a frame engine house worth \$500, some new equipment and a \$5000 mortgage (The Every Evening History of Wilmington, 1894). The reported lot and valuable engine house were likely the ones they last occupied in the 1880s and had yet to sell.

²⁹Historical Review, 1920:35. They purchased the engine for \$600.

³⁰Delaware Gazette and State Journal, "Water Witch Building," 6-22-1893.

³¹Every Evening, "Contract for Engine House Awarded," 6-26-1893; Baggett 1976.

³²Welde p. 52.

³³WVFA 1910.

³⁴A triple combination chemical, hose and pumper made by the Wilmington firm of Lally Fire Equipment, later named the U.S. Fire Apparatus Company, located at 700 E. 11th Street (Lukaszewski p. 117; Wilmington City Directory 1912). President John T. Lally was vice-president of the Wilmington Reliance Fire Company, No. 2 in 1897 (Welde p. 53). Reliance Company did not purchase a second engine until 1912 (Municipal Journal and Engineer, February 15, 1912, V. XXXII, No. 7 (Indexed Volume January-June 1912), <http://books.google.com>. Accessed 8-11-2010.

³⁵The engine, nicknamed the "Green Streak," was raced about town demonstrating its speed (Lukaszewski p.118).

³⁶Robinson Fire Apparatus Manufacturing Co. (St. Louis) literature at www.spaamfaa.org/robinson.htm. Accessed 3-12-2010.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 6

Wilmington Fire Station No. 5

Name of Property

New Castle, DE

County and State

Name of multiple listing (if applicable)

lead (erroneously) to believe that they were the first to convert to automotive power, they were indeed among the early conversions nationally. Successful automotive fire engines were in use in Ohio and the Midwest beginning in 1905.³⁷ Water Witch added a powerful and distinctive Ahrens-Fox engine to their fleet on January 6, 1917.³⁸ The addition of heavy, gasoline-powered engines necessitated changes in Water Witch (and in all of the stations), including replacement of wooden flooring with concrete, conversion of stable space for engine space, and the banning of gaslight fixtures.³⁹ The hayloft at Water Witch was turned into storage, and presently holds ductwork.

Shortly after opening the Gilpin Avenue station, the company began to raise funds to create additional space and to purchase more fire hose. An 1897 solicitation letter and flier cited their responsibility for providing coverage to the expanding city in "...the Highlands and Rockford..." areas, and emphasized the lack of hydrants to keep up with the expansion. They also needed more space for the stable and storage, anticipating the costs at \$2900.⁴⁰ Determined through maps and photographs, the addition was built between 1901 and 1910,⁴¹ onto the right side of the building. The addition has been used in the past as a credit union office, storage, kitchen and a bunkroom.

The façade of the original station remained relatively unchanged in the early 20th century. However, sometime between the paid department conversion in 1921 and the early 1950s the engine bay door openings were enlarged to accommodate more massive engines. Figure 10 shows the change, which included removing the multi-paned glass transoms above the bay doors, partially blocking the space down with brick, and narrowing the central support as much as possible. As previously noted, the frieze band containing the old name of the station was removed after the conversion. The bell tower reportedly was heavily damaged and removed following Hurricane Hazel in 1954.⁴²

The architectural style of Water Witch has been classified as Second Empire, largely due to its mansard roof and contrasting belt courses of granite. It also bears elements of Queen Anne, in its asymmetrical façade arrangement and distinctive multi-paned windows. Archibald (1992) states that although urban domestic architecture of the 19th century included a significant range and combination of architectural elements, urban firehouses tended to follow national trends of the day. As Delaware is known to have been conservative in adopting new architectural styles, the combination of Second Empire and Queen Anne details on Station 5 is typical.

Architect

Edward L. Rice, Jr. (1848-1933), architect of the Gilpin Street Station 5, was raised and educated in Wilmington and built an architectural practice there, becoming well known for public buildings and schools, as well as homes. He appears to have designed in the many styles popular in the late nineteenth and early twentieth centuries, and was responsible for such structures as the Westminster Chapel on Rodney Street (1882-3), the Nathan Snellenburg & Co. store at 614 N. Market Street (1895), the fishponds at Cool Spring Park, townhouses in the present Trinity Vicinity neighborhood (1889), and Wilmington High School (1900), some of which are still standing. Before his commission for Station 5, Mr. Rice was known to the community of volunteer firefighters as the architect of the Delaware Cottage at the Centennial Exhibition in Philadelphia, a contribution of the Firefighters Centennial Association.⁴³ In 1894, the Every Evening publishers praised him for his "originality and finish;" an

³⁷ <http://www.firehistory.org/oldest/firstmotorized.htm>. Accessed 9-22-2010.

³⁸ Lukaszewski p. 118; Figures 8&9.

³⁹ Lukaszewski p. 120.

⁴⁰ Correspondence from Joseph K. Adams, WWSFE Co. No 5 to Wilmington City Passenger Railway Co., January 8, 1897.

⁴¹ Baist 1901; WVFA 1910.

⁴² Porter n.d.

⁴³ Scharf 1888:681

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 7

Wilmington Fire Station No. 5

Name of Property
New Castle, DE

County and State

Name of multiple listing (if applicable)

obituary later praised him as the "Dean of the Wilmington Architects." ⁴⁴ Mr. Rice is buried in a family plot in the Wilmington and Brandywine Cemetery in the city of Wilmington.

Museum

The upper front room of the station contains a significant collection of donated firefighting memorabilia, both displayed in museum case, secured in the former equipment cabinets and elsewhere. The collection, which ranges from a mid-19th century hose cart to original documents, is unparalleled in the state. Future use of the station includes plans for a museum of Wilmington firefighting.

Remaining Known Stations

Aside from Water Witch, there are three known, extant fire stations from the era of the volunteer companies in Wilmington. The last station of the Weccacoe Company, built in 1886 at 2nd and Jackson Streets, has been altered significantly but can still be recognized. Its style reflects a plainer, commercial appearance that Archibald (1992) refers to as "storefront." It has housed the Emmanuel Dining Room soup kitchen of the Ministry of Caring since 1967. The Brandywine station, built in 1903 at 25th and Market Street, also reflects a plainer style, augmented with patterned brick and a shaped pediment. It was converted to apartments and presently houses a church. The Independence station, built in 1905 at 12th and Claymont, reflects the exuberant Queen Anne style, and includes a curved side bay. It has been used for many years by an automotive repair business and is in poor condition.

Comprehensive Planning

Zone: Urban

Time Period: 1880 – 1940+/-: Urbanization and Early Suburbanization

Themes: Government
Architecture, Engineering, and Decorative Arts

Property Type: fire station

⁴⁴ Every Evening History of Wilmington, 1894:203; Davis, Jack and Dorothy Ryan, Samuel L. Schmucker: The Discovery of His Lost Art, 2001:162. <http://books.google.com>, accessed 12-15-2010.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 1

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

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United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 9 Page 2

Wilmington Fire Station No. 5
Name of Property New Castle, DE
County and State
Name of multiple listing (if applicable)

Volunteer Firemen's Relief Association

1920 Historical Review, Volunteer Firemen's Relief Association, Wilmington, Delaware. On file, Hagley Museum and Library, Wilmington, Delaware.

Welde, Charles H.

1897 History of the Wilmington Fire Department from its Origin to the Present Time. On file, Delaware Historical Society.

Wilmington Volunteer Firemen's Association

1910 "Wilmington Volunteer Firemen's Association Convention and Celebration." On file, Delaware Historical Society.

Other Documents

Letter and circular, WWSFEC, No. 5, Joseph K. Adams, Treasurer to Wilmington City Passenger Railway Company, January 8, 1897. On file, Wilmington Fire Department Archives.

Wilmington City Directory, 1912. On file, Delaware Historical Society.

Newspaper

Delaware Gazette and State Journal – Wilmington, Delaware. Microfilm, Delaware Historical Society.

Every Evening – Wilmington, Delaware. On file, Delaware Historical Society.

Journal Every Evening – Wilmington, Delaware. Vertical file, Wilmington Library

Evening Journal – Wilmington, Delaware. Vertical file, Wilmington Library

Morning News – Wilmington, Delaware. Vertical file, Wilmington Library.

Sunday Star – Wilmington, Delaware. Vertical file, Wilmington Library.

Historic photographs

Fire Companies and Firefighting Collection, Delaware Historical Society, Wilmington, Delaware

General Collection, Wilmington Fire Department Archives

Maps

(Collections of the City of Wilmington, Department of Planning)

1876, City Atlas of Wilmington, Delaware. G.M. Hopkins, Philadelphia.

1901 Baist Property Atlas of the City of Wilmington (Del)

1929 Plan Showing Additions to Wilmington Delaware (basemap © 1914). Francis Price.

1936 Property Atlas of the City of Wilmington (Del). Franklin Survey Company, Philadelphia.

1998 Sanborn Insurance Company Map of Wilmington (Del)

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
County and State

10. Geographical Data

Acreage of Property 0.26 acres
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1	18	451743.55	4401261.10	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

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

Beginning at a point 75 feet southeast from the south corner of Lincoln and Gilpin Streets, on a line with Gilpin Street, thence 150 feet southwest; thence 75 feet southeast; thence 150 feet northeast; thence 75 feet to the place of beginning, being a rectangular shape of 75 feet by 150 feet. Contained on this parcel are the fire station, credit union, a driveway of approximately 30 feet width, and a rear parking area.

Boundary Justification (Explain why the boundaries were selected.)

The selected boundary represents the present limits of the tax parcel (number 2601310205). The size of the parcel has remained constant since the station was built in 1893.

11. Form Prepared By

name/title Debra Campagnari Martin
organization City of Wilmington, Department of Planning date September 2010
street & number 800 N. French Street telephone 302-576-3107
city or town Wilmington State DE zip code 19801
e-mail dmartin@ci.wilmington.de.us

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.)

Wilmington Fire Station No. 5
Name of Property

New Castle, Delaware
County and State

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.

Property Owner:

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

name City of Wilmington, Delaware
street & number 800 N. French Street telephone 302-576-2100
city or town Wilmington state DE zip code 19801

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.

List of Figures and Photographs

Name of Property: Water Witch Steam Fire Engine Company No. 5
City or Vicinity: Wilmington
County: New Castle
State: Delaware

List of Figures:

1. New Castle County Tax parcel map 2010
2. Sanborn Map Co. Inc. 1998
3. Sanborn Map Co. Inc. 1927
4. Baist Atlas – Wilmington, 1901
5. Chapman Steam Engine 1865
6. historic building photograph ca. 1893
7. historic building photograph ca. 1911
8. Ahrens Fox Fire Engine ca. 1917
9. Ahrens Fox Fire Engine ca. 1917-1921
10. historic building photograph ca. 1955
11. Sketch Plan – Station #5
12. Photo Angles

List of Photographs:

1. northeast elevation, looking southwest
2. northeast and northwest elevations looking south
3. southwest and northwest elevations looking northeast
4. northwest wall looking southeast
5. southwest elevation looking north
6. southeast wall looking south, watch box
7. southwest interior wall looking south, staircase
8. southwest view at the left engine bay
9. northwest wall looking northwest
10. upward view of hose drying tower
11. side door of the original hayloft
12. second floor front room looking northeast
13. second floor front room looking south
14. second floor rear room looking northwest
15. attic gable looking northeast
16. attic window, northeast wall looking east, granite sill
17. attic looking northeast

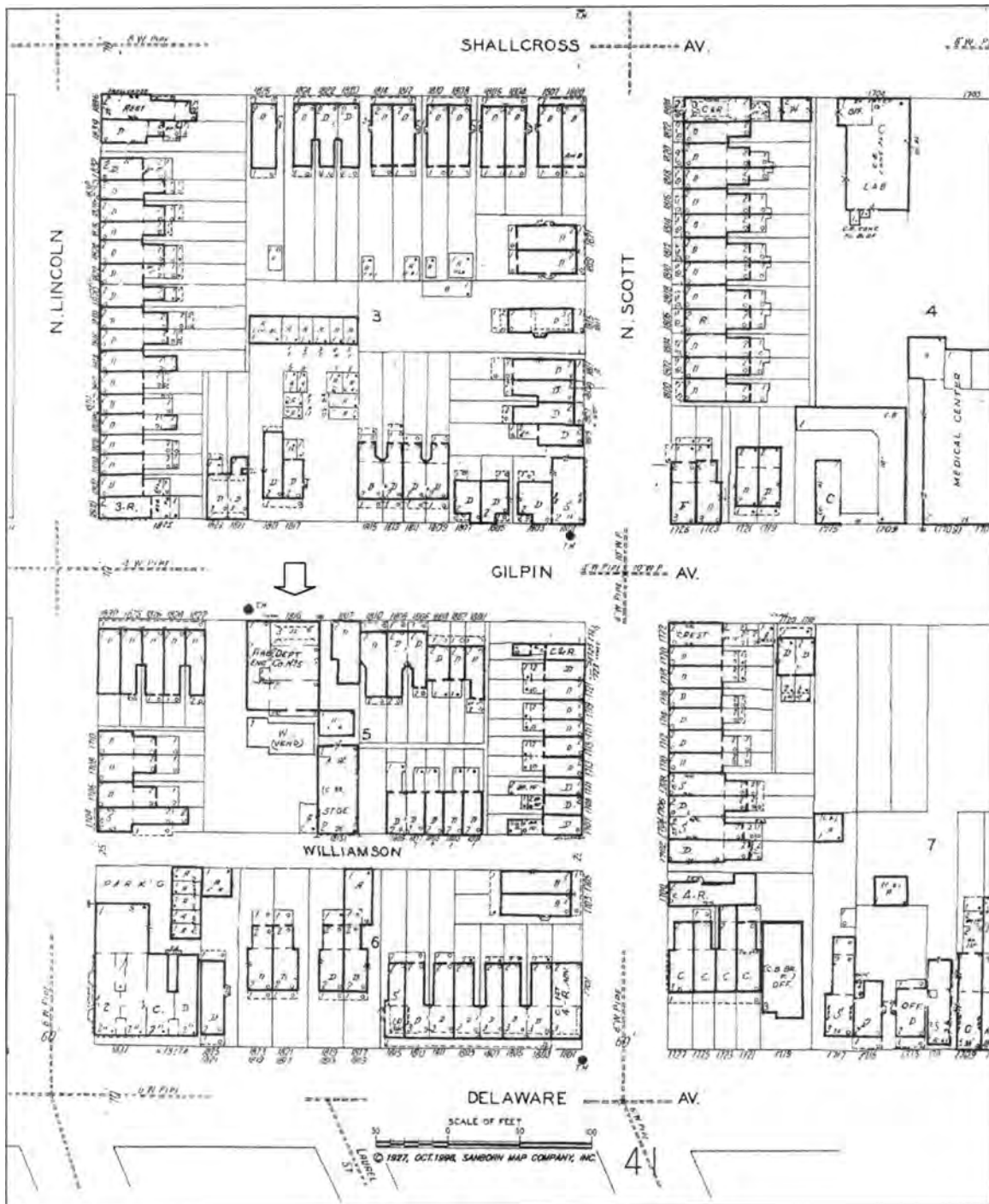


Figure 2: Sanborn Map Company, Inc. 1998

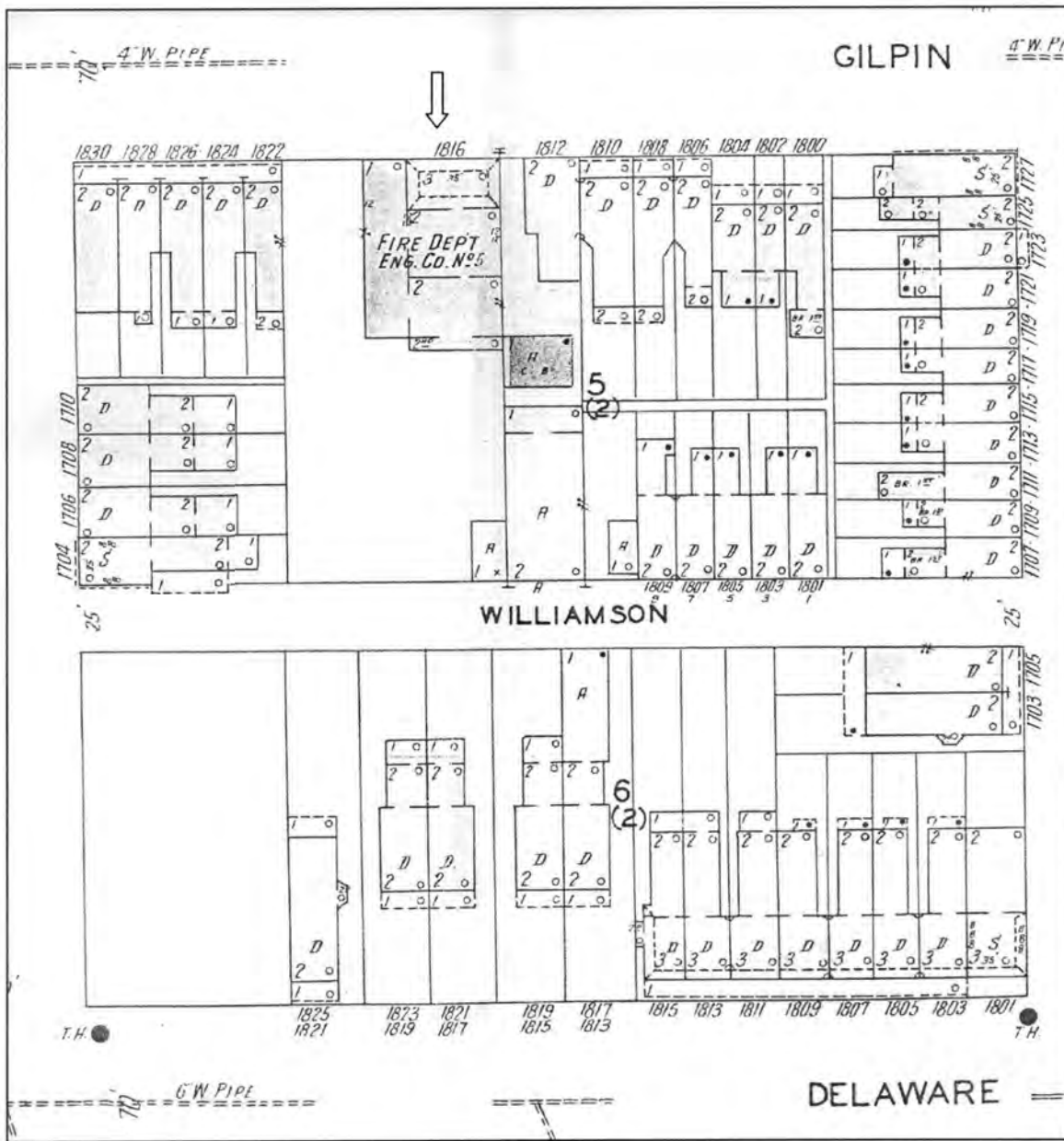


Figure 3: Sanborn Map Company, Inc. 1927

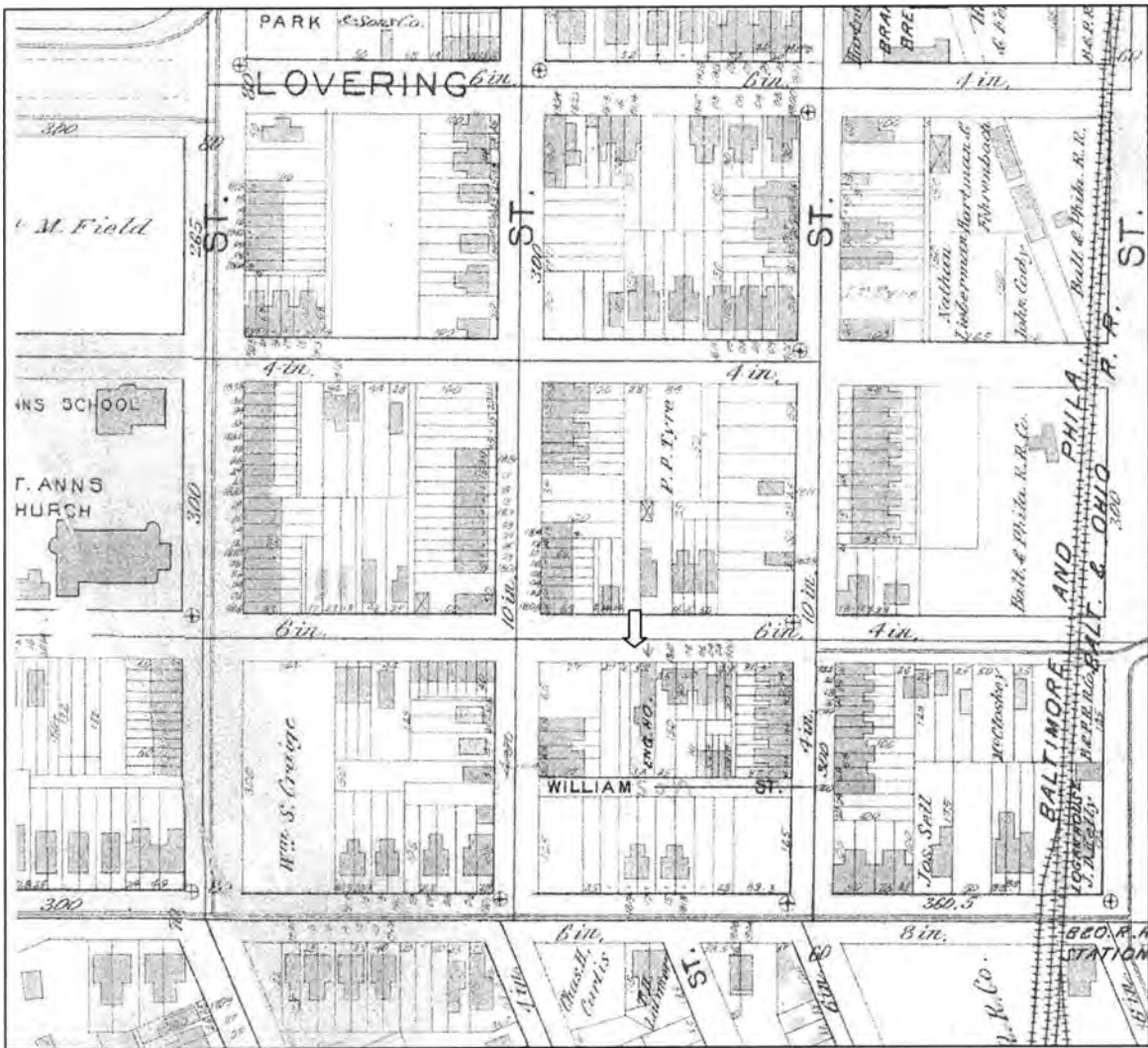


Figure 4: Baist Atlas of Wilmington, 1901.

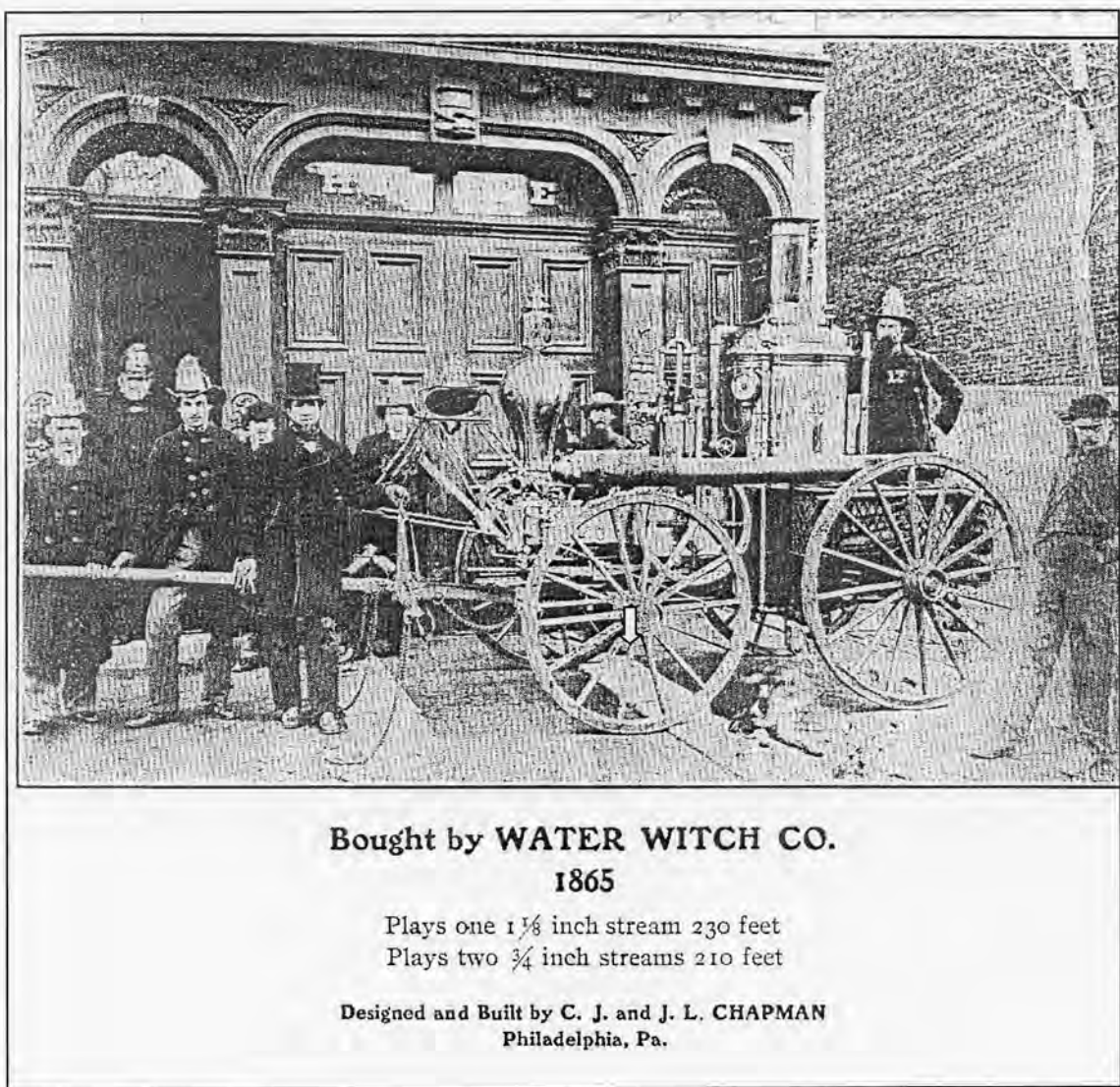


Figure 5: Chapman Steam Engine purchased by Water Witch in November 1864. This photograph was taken in Philadelphia, and may feature the escort committee of the Water Witch Company (the date in the source caption is in error). The image is from a commemorative booklet, "Wilmington Volunteer Fireman's Association Convention and Celebration, 1910."

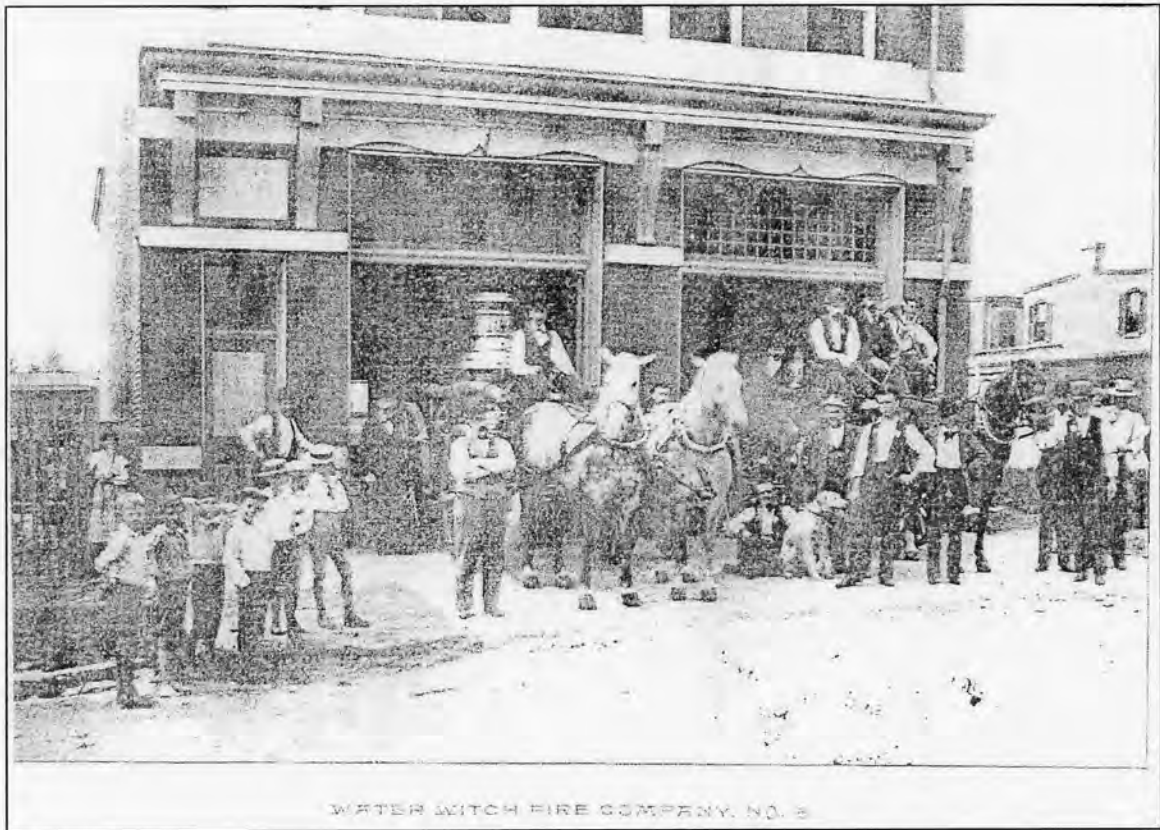


Figure 6: This image was likely taken ca. 1893 to commemorate the completion of the new station. Pictured with the volunteers are the Clapp and Jones Steam Fire Engine (left) and a hose wagon (right) (Welde 1897).



Figure 7: This image was likely taken ca. 1911 when the Water Witch took delivery of their first automotive fire engines. On the left is an Oldsmobile Combination Hose Wagon and Chemical Engine, and on the right is a Robinson Combined Hose Wagon, Chemical Engine and Pumping Machine. This image also shows a rare, complete view of the bell tower. The right side addition is barely visible, distinguished by the second bracket on the right side of the first floor cornice. Photograph from the Wilmington Fire Department Archives.

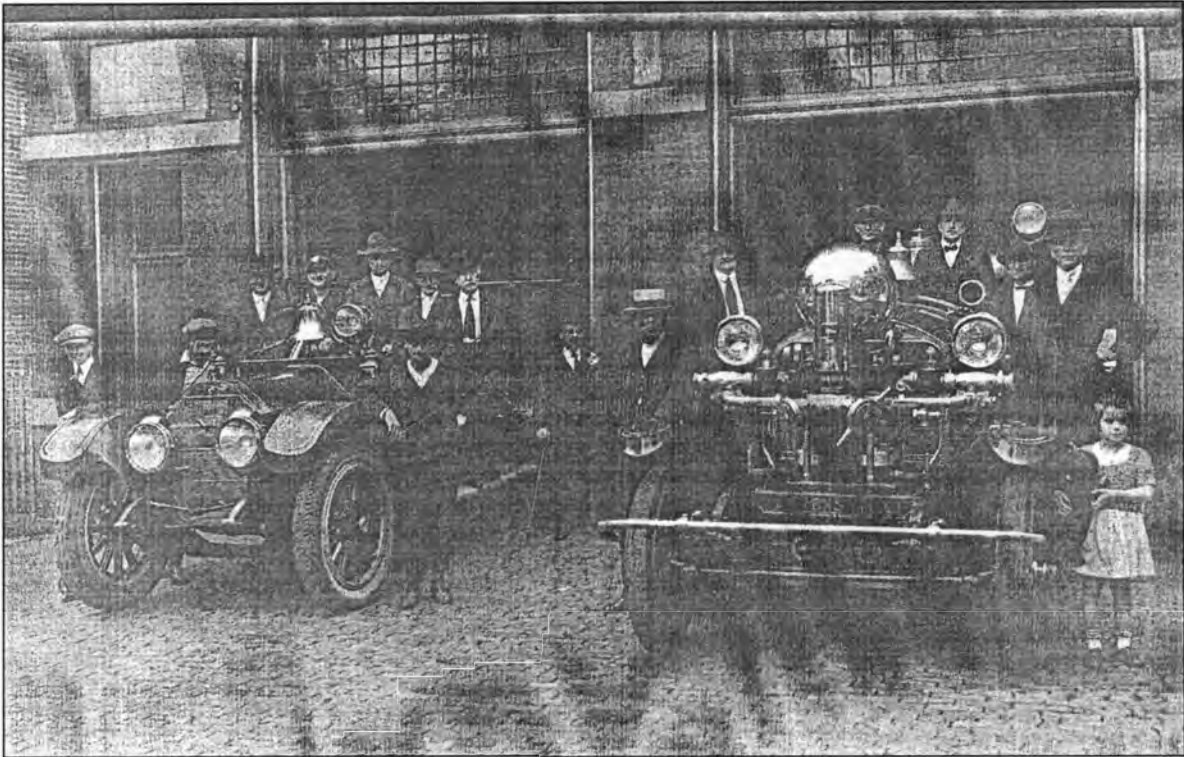


Figure 8: The Ahrens Fox Fire Engine (right), with its distinctive spherical chrome air chamber, was placed in service in January 6, 1917. The engine on the left may be the 1911 Oldsmobile. Photograph from the Delaware Historical Society collections.

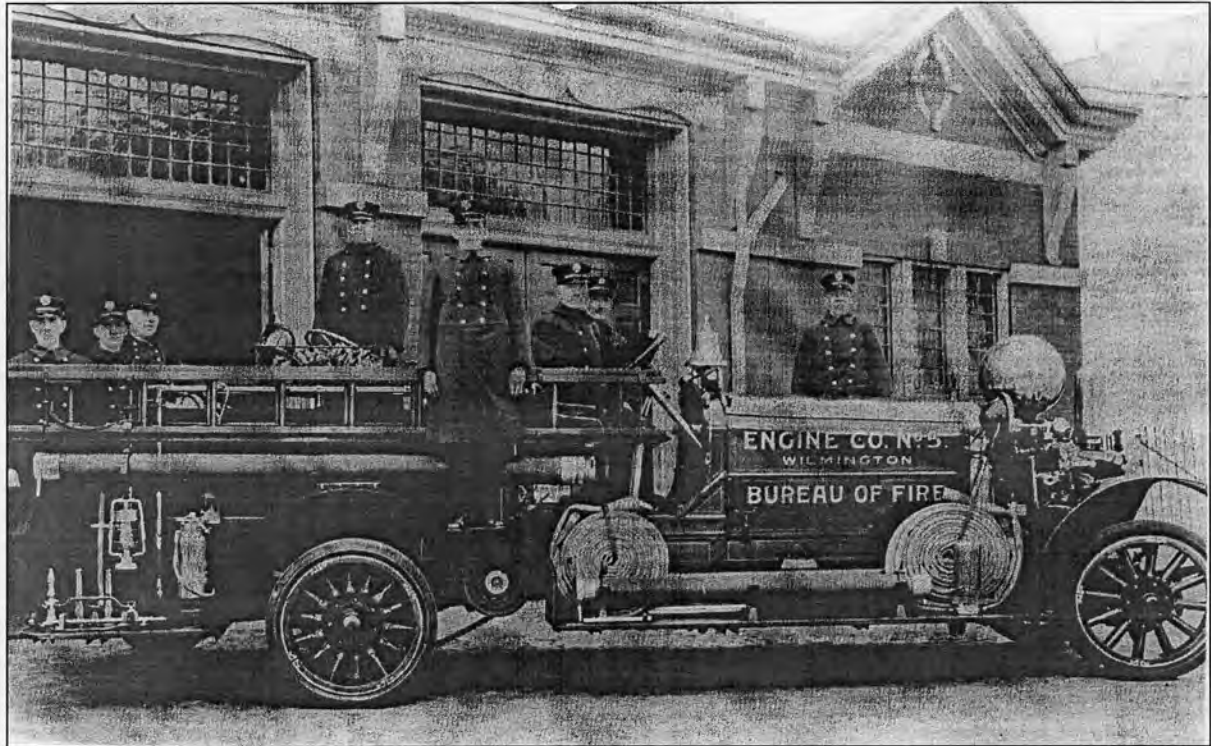


Figure 9: Another view of the 1917 Ahrens Fox, but re-lettered to reflect the conversion to a paid city department in 1921. Photograph from the Wilmington Fire Department Archives.

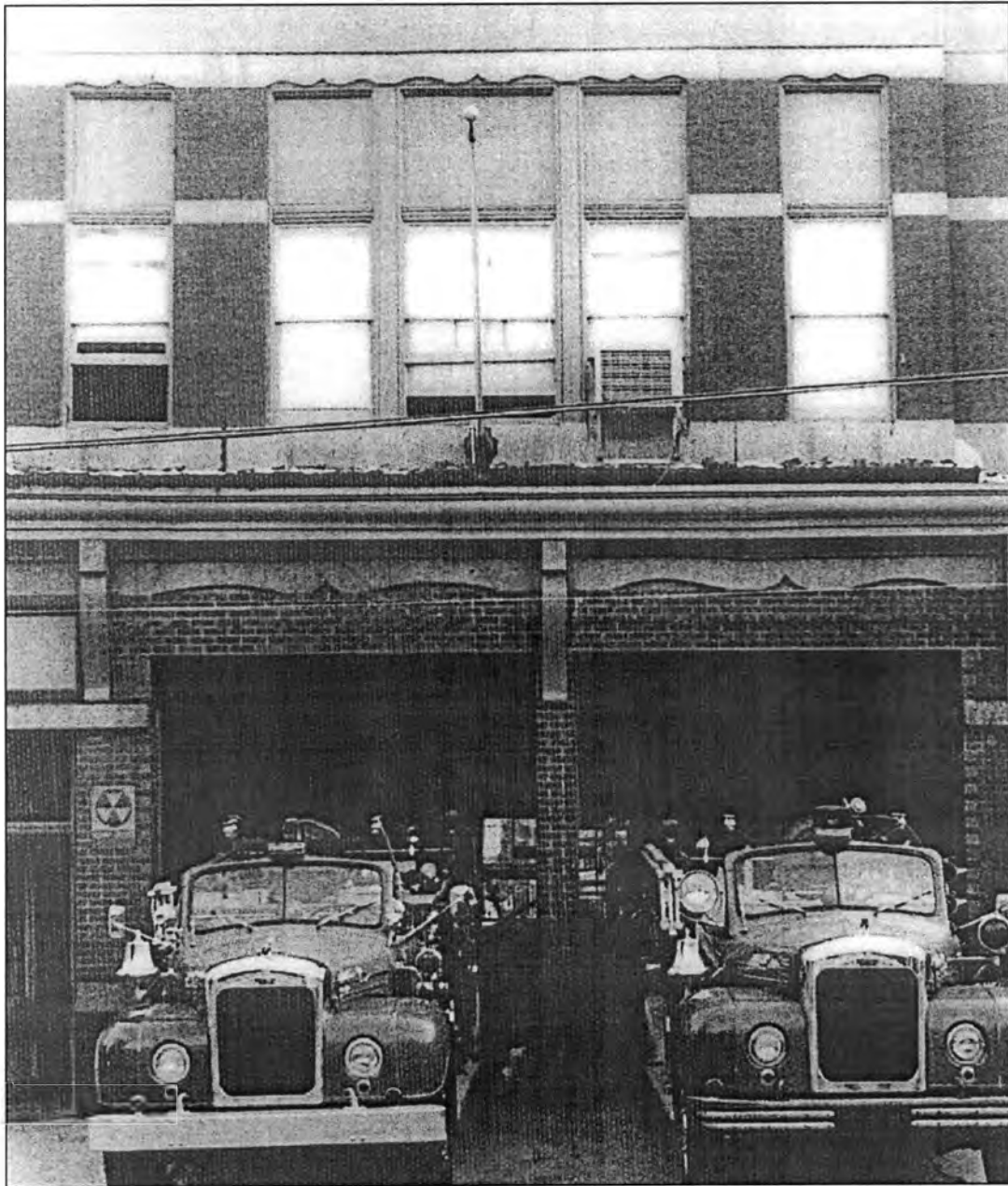
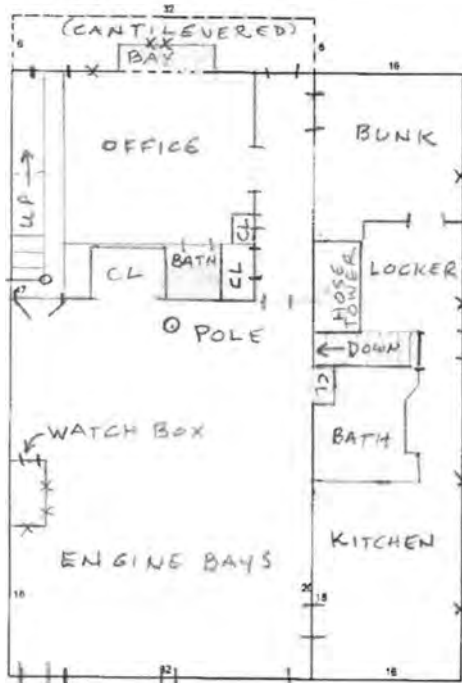
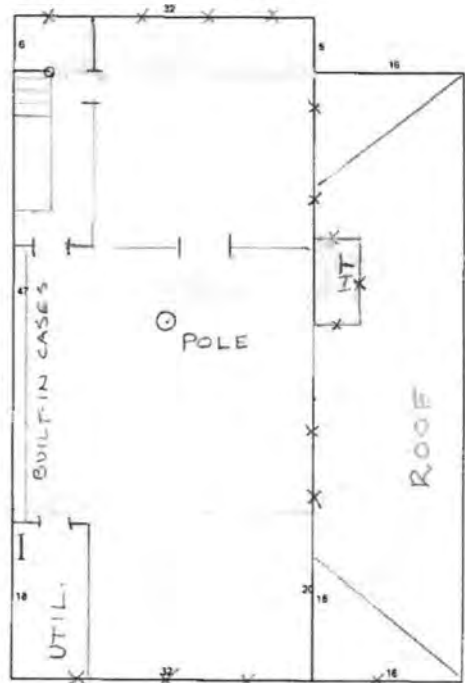


Figure 10: This c. 1955 image shows the effects of large, automotive engines on the bay dimensions of an earlier era. Note that the center support has been narrowed and the bay transoms significantly altered. The multi-paned transoms of the second floor appear covered or replaced. Pictured are two similar open-cab Mack Engines; the one on the right is an earlier model of the 1950s. Photograph is from the Wilmington Fire Department Archives.

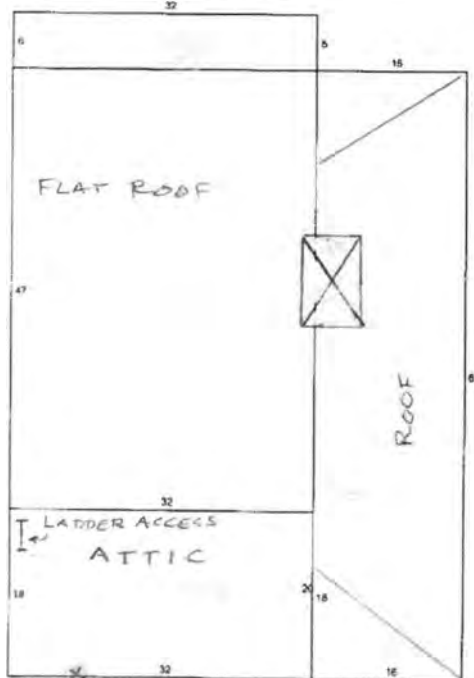
FIRST FLOOR



SECOND FLOOR



THIRD FLOOR



X = WINDOW
+ = DOORWAY

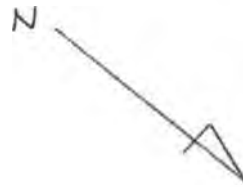


Figure 11: Station 5 Sketch Plans (based on New Castle County Tax Parcel data and 1987 Alteration Plans, Buck Simpers, AIA, Inc., on file Wilmington Fire Marshall's Office)

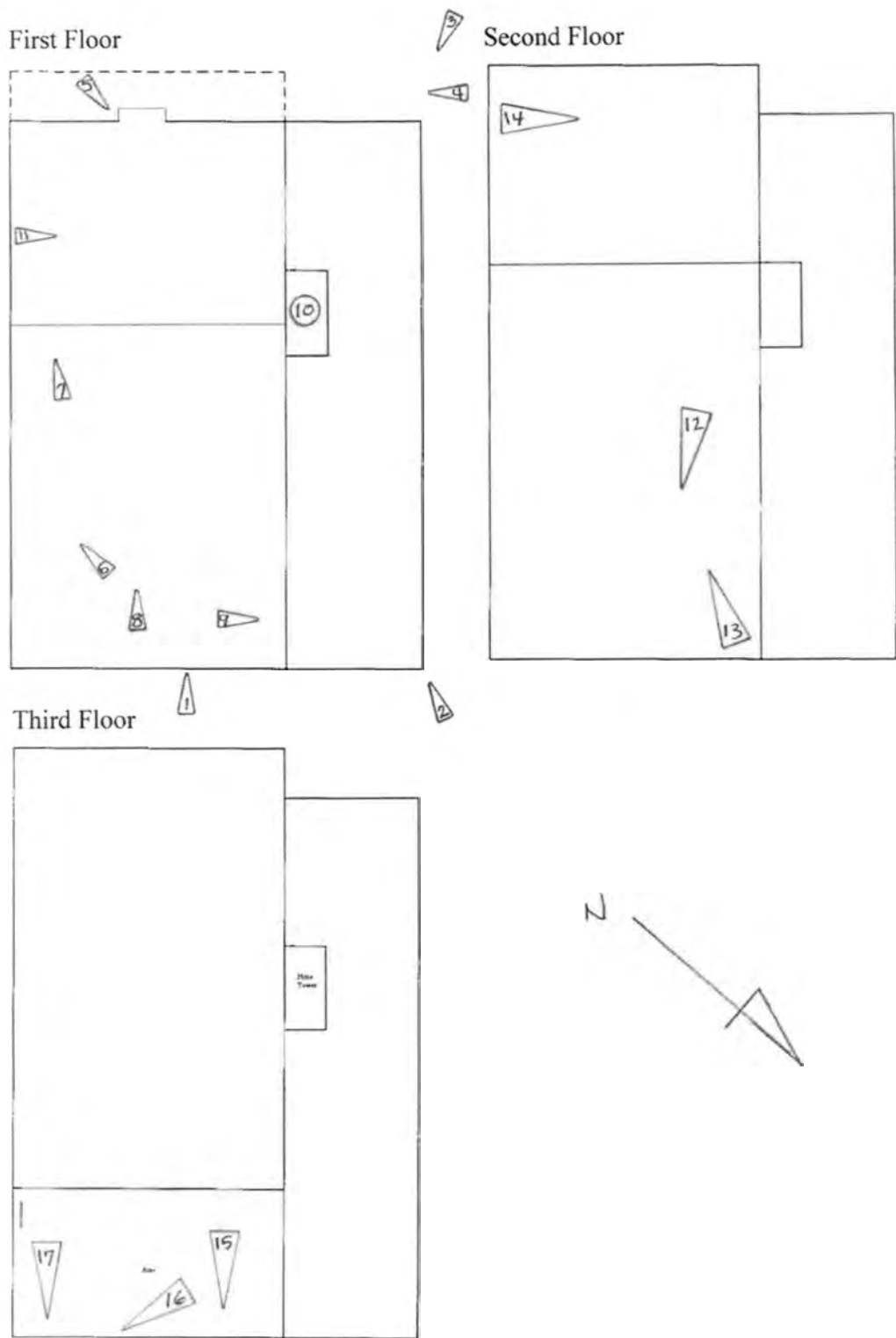


Figure 12: Photographic Angles (base map New Castle County Tax Parcel data)

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Water Witch Steam Fire Engine Company No. 5
NAME:

MULTIPLE
NAME:

STATE & COUNTY: DELAWARE, New Castle

DATE RECEIVED: 8/11/11 DATE OF PENDING LIST: 9/08/11
DATE OF 16TH DAY: 9/23/11 DATE OF 45TH DAY: 9/26/11
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11000697

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 9-23-11 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.



Water Witch Steam Fire Engine Company No.5 - Wilmington
northeast elevation, looking southwest
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
northeast and northwest elevations looking south
New Castle County, DE



**Water Witch Steam Fire Engine Company No.5 - Wilmington
southwest and northwest elevations looking northeast
New Castle County, DE**



Water Witch Steam Fire Engine Company No.5 -
Wilmington, New Castle County, DE
northwest wall looking southeast



Water Witch Steam Fire Engine Company No.5 - Wilmington
southwest elevation looking north
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
southeast wall looking south (watch box)
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
southwest interior wall looking south - staircase
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
southwest view at the left engine bay
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
northwest wall looking northwest
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
upward view of hose drying tower
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
side door of the original hayloft
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
second floor front room looking northeast
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
second floor front room looking south
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
second floor rear room looking northwest
New Castle County, DE



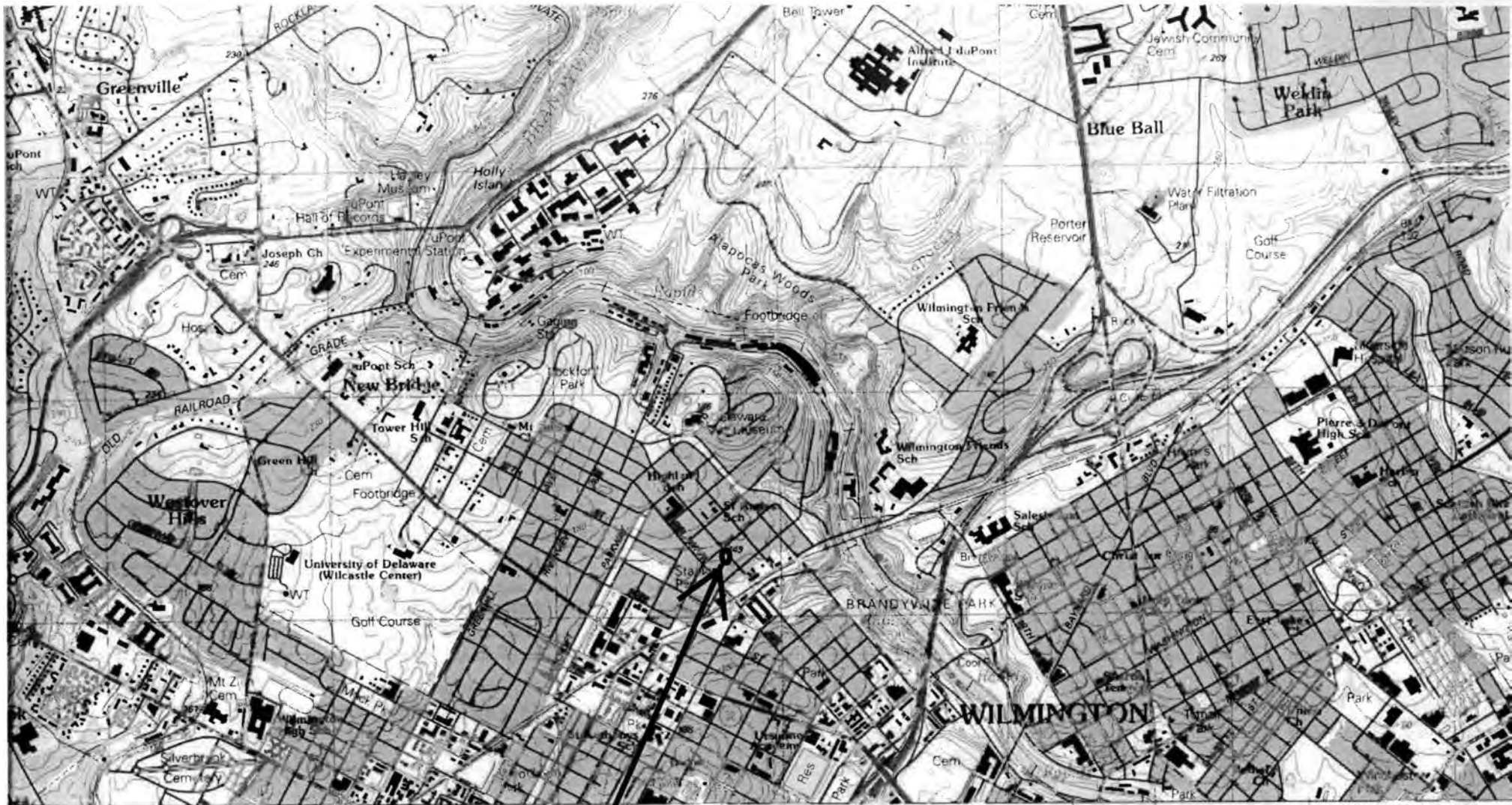
Water Witch Steam Fire Engine Company No.5 - Wilmington
attic gable looking northeast
New Castle County, DE



Water Witch Steam Fire Engine Company No.5 - Wilmington
attic window, northeast wall looking east, granite sill
New Castle County, DE



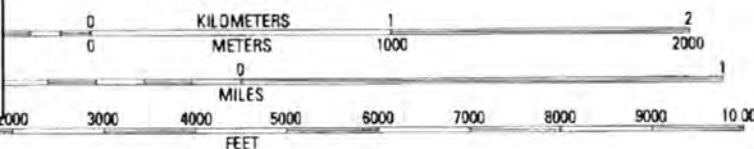
Water Witch Steam Fire Engine Company No.5 - Wilmington
attic looking northeast
New Castle County, DE



149 35' 00" 451 452 32' 30" 454 790 000 METERS (P.A.)

**Water Witch Steam Fire Engine
Company No. 5**
Zone 18
Easting 451743.55
Northing 4401261.10

SCALE 1:24 000



CONTOUR INTERVAL 10 FEET

NATIONAL GEODETIC VERTICAL DATUM OF 1929 (NGVD 29)

(TO CONVERT ELEVATIONS TO THE NORTH AMERICAN VERTICAL DATUM OF 1988, SUBTRACT 1 FOOT)

**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



QUADRANGLE LOCATION

Prim
hard
Seco
hard

1	2	3	1 Unionville
			2 West Chester
			3 Media
4		5	4 Kennett Square
			5 Marcus Hook
			6 Newark East
6	7	8	7 Wilmington South
			8 Penns Grove

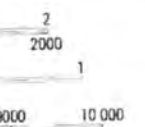
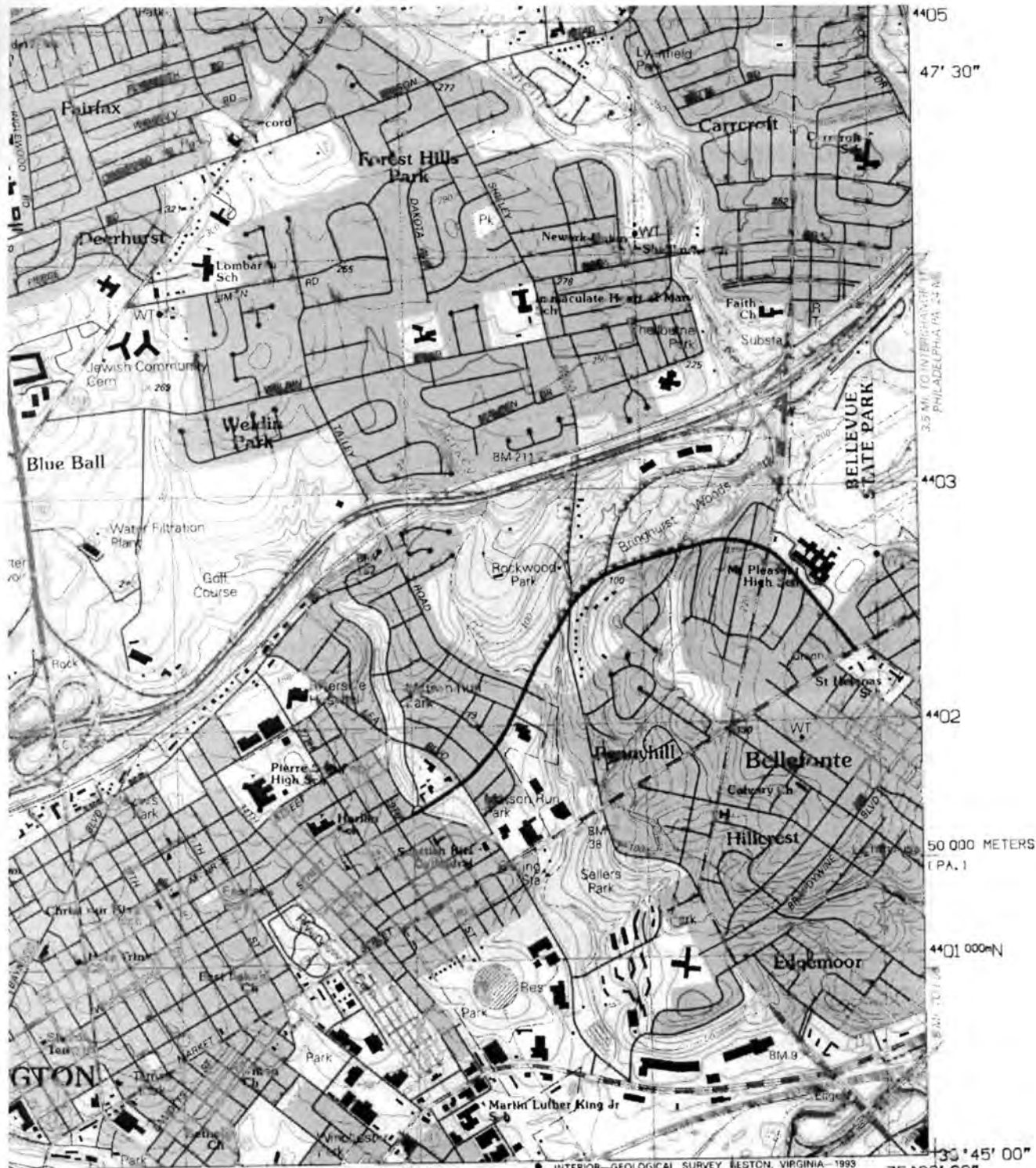
ADJOINING 7.5' QUADRANGLE NAMES

UTM GRID AND 1993 MAGNETIC NORTH
DECLINATION AT CENTER OF SHEET



er ticks
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checked



1	2	3	1 Unionville
			2 West Chester
			3 Media
4		5	4 Kennett Square
			5 Marcus Hook
			6 Newark East
6	7	8	7 Wilmington South
			8 Penns Grove

ADJOINING 7.5' QUADRANGLE NAMES

ROAD CLASSIFICATION

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

WILMINGTON NORTH, DEL.-PA.

39075-G5-TF-024

1993

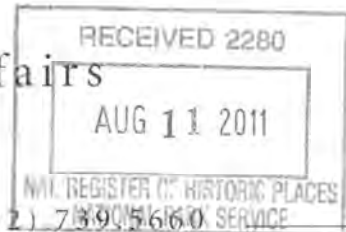
INTERIOR- GEOLOGICAL SURVEY, RESTON, VIRGINIA-1993
 56000m E
 75°30'00"

State of Delaware
Historical and Cultural Affairs

21 The Green
Dover, DE 19901-3611

Phone: (302) 736.7400

Fax: (302) 739.5660



August 4, 2011

Carol Shull, Interim Keeper
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, N.W.
Washington, D.C. 20005

Dear Ms. Shull:

Enclosed please find the following nomination for listing in the National Register of Historic Places:

Water Witch Steam Fire Wilmington, Delaware New Castle County
Engine Company No. 5

If there are any questions regarding these documents, please contact Madeline Dunn, Curator of Education-Historian for the Delaware State Historic Preservation Office at (302) 736-7417.

Sincerely,

A handwritten signature in black ink, appearing to read "T. Slavin".

Timothy A. Slavin, Director
Delaware Division of Historical and Cultural Affairs
and State Historic Preservation Officer

Enclosures

