NPS Form 10-900
(Rev. 8-86)

OMB No. 1024-0018

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

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NATIONAL REGISTER

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Engine Company Number One
other names/site number

2. Location

street & number 452 Ellis Street [N/A] not for publication
city, town Augusta [N/A] vicinity
state Georgia code GA county Richmond code GA 245 zip code 30901

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
		Contributing	Noncontributing
[X] private	[X] building(s)	1	____ buildings
[ ] public-local	[ ] district	____	____ sites
[ ] public-State	[ ] site	____	____ structures
[ ] public-Federal	[ ] structure	____	____ objects
	[ ] object	1	0 Total

Name of related multiple property listing: N/A

Number of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this [X] nomination [ ] request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property [X] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Elizabeth A. Lyon — 3/11/88

Signature of certifying official Dr. Elizabeth A. Lyon, Deputy SHPO — Date

State or Federal agency and bureau

In my opinion, the property [ ] meets [ ] does not meet the National Register criteria. [ ] See continuation sheet.

Signature of commenting or other official — Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

[✓] entered in the National Register. [ ] See continuation sheet. — Patrick Andrus — 5/25/88
[ ] determined eligible for the National Register. [ ] See continuation sheet.
[ ] determined not eligible for the National Register.
[ ] removed from the National Register.
[ ] other, (explain:) _____

Signature of the Keeper — Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)	Current Functions (enter categories from instructions)
Government; fire station	Commerce/Trade; professional

7. Description

Architectural Classification (enter categories from instructions)

Italianate
Romanesque

Materials (enter categories from instructions)

foundation Brick
walls Brick
Stucco
roof Metal
other Metal
Stone

Describe present and historic physical appearance.

The Engine Company Number 1 firehouse is located in Augusta, a medium-sized city situated on the geographical fall line at the eastern border of the state of Georgia. In Augusta, the building is on Ellis Street between Fourth and Fifth Streets within an area of mixed residential and commercial use and is surrounded by, though not included in the Pinched Gut, Broad Street, and Greene Street National Register Historic Districts.

The 1892 Engine Company Number 1 was the first firehouse built for the City of Augusta's paid fire department. The building is representative of the city's late-19th-century public buildings and of the urban, "storefront-style" firehouses of the period. A rectangular, two-story, brick-masonry structure, the firehouse stands detached on a narrow city lot. Its architectural details are an eclectic Victorian combination including Italianate corbeled brickwork and segmentally arched window and door openings, and a prominent Romanesque arch. An elaborate square wooden bell tower that gave architectural emphasis to the building is now gone, but the building's facade retains the oversized first-floor entranceway that identified it as a firehouse.

Engine Company Number 1 follows the trend of late-19th-century public buildings constructed of red brick that followed Victorian tastes for rich color, texture, and pattern. Italianate and Romanesque details define the front facade. The presence of an elaborate tower on a prominent front corner marked the building's function as one of great importance in public service. The three-bay, symmetrical facade has a central projecting pavilion with pedimented gable and pressed-metal cornice with decorative modillions. The pedimented gable continues back to form a gabled roof. The projecting pavilion contains the oversized, segmentally arched entranceway for the fire engine at street level and second-floor windows surmounted by a Romanesque arch within which the pressed-metal firehouse sign is set. To either side are first-floor entrances and second-floor segmentally arched windows. Corbeled brick details add depth to the upper facade and form a secondary building cornice and stringcourses. Brick voussoirs and quoins frame the oversized entrance, which is topped by its own denticulated pressed metal cornice. The bell tower was removed in the 1950s due to deterioration of its wooden frame, but the base with pressed-metal cornice remains.

While the stylistic front facade portrays the building's importance as a public firehouse, the remainder of the exterior is utilitarian. The side and rear brick facades were stuccoed over in the 1940s or 50s, apparently as a result of brick deterioration. Segmentally arched windows punctuate both side facades and the rear, with a large, first-floor opening in the rear wall, perhaps for moving horses in and out of the building. Three interior chimneys have been repaired and stuccoed. A hose rack for drying fire hoses was attached to the northwest side of the building, but no longer remains.

[X] See continuation sheet

Two brick-masonry outbuildings are attached to the building's rear and were used as hay, feed, and coal storage. They were constructed prior to 1904 and may date to 1892 with the main structure, according to Sanborn Fire Insurance maps. The tall outbuilding connected to the main building has a shed roof with parapet walls and a large segmentally arched entrance. The small shed also has a shed roof with brick end parapet walls and was open on the front. The remainder of the firehouse lot is paved and without landscaping.

The firehouse interior reflected the state of firefighting in the 1890s. The first floor was one large space that accommodated the steam engine, hose wagon, horses, and all other necessary equipment. The second floor consisted of a large dormitory space for the men, plus three smaller rooms for offices and meeting rooms and a bath. Interior craftsmanship was simple and utilitarian, as was common in public firehouses, even with elaborate exteriors. Interior features include beaded tongue-and-groove ceilings, unornamented plaster-on-masonry walls, plain cast-iron columns for interior support, simple door and window moldings, four-panel doors, upper wood floors and lower concrete floors, and a stairway. Two original firepoles are no longer in place.

In 1954 Engine Company Number 1 moved to new quarters, and the building was used as a theater before becoming offices for the City's electrical department. Interior partitions were added to provide office space.

A 1985 certified historic rehabilitation repaired deteriorated features of the building and made other interior alterations. The red-brick facade was cleaned, upper windows uncovered and repaired, and fixed glazing with wood frames placed in the engine entranceway already missing its wide doors. The stuccoed side and rear facades were repaired and painted, existing windows were repaired, and infilled window openings were re-opened. New partitions were added on both floors to provide office space and needed facilities for an engineering firm. The second-floor original partitions were retained. The tongue-and-groove ceilings, wood moldings, wood floors, and stairway were retained and refurbished, as were two original storage cabinets. The brick outbuildings were repaired and painted on the exterior. The arched opening of the larger outbuilding was filled in with recessed masonry, retaining the arched outline, to allow for a single-door entrance. An interior wooden mezzanine was added for file storage space. The openings of the smaller shed were also enclosed for supply storage.

The facade of Engine Company Number 1 looks very much as it did when constructed, with the exception of the loss of its tower. The majority of its brick, stone, and pressed-metal details still remain. Most importantly, the building retains its identifying features as a late-Victorian public building and firehouse.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:
☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☒ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)	Period of Significance	Significant Dates
Architecture	1892-1938 (50 year cut-off)	1892
Politics/Government		

Cultural Affiliation: N/A

Significant Person:

Architect/Builder: Goodrich, Lewis Ford - Architect; Rounds, G. L. - Builder

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

Statement of Significance

In the area of architecture, the 1892 Engine Company Number 1 is significant as a late-19th-century firehouse constructed with "storefront-style" facade including the typical firehouse feature of an oversized entrance. Its eclectic Victorian details of Italianate corbeled brickwork and Romanesque arch are characteristic of red-brick public buildings of the period. In the area of politics and government, the building is significant as the first firehouse built by the City of Augusta for its city-paid and city-administered fire department. These areas of significance support the property's eligibility under National Register Criteria A and C.

Historic Context

Engine Company Number 1 symbolizes the recognition by the City of Augusta of the need to shift from a volunteer to a paid fire department to improve public protection near the end of the 19th century. It was the first firehouse in Augusta constructed as a public building, and represents late-19th-century trends in the design of both public buildings and of firehouses.

The major influences on firehouse design have come from the history of the modern fire department and its administration, the shift from private to public fire service, developments in firefighting equipment, and the fire department's popularity as an institution. The earliest fire companies formed in the 18th century were private and voluntary, and the first firehouses were small wooden sheds that housed the hand-pumped and hand-pulled engines. In the first half of the 19th century, these fire companies became community institutions, and their firehouses became more than simply a place to house equipment. 1820s and 30s firehouses began including space for meeting rooms along with space for the fire engine. As the fireman became celebrated as a hero, his firehouse reflected his importance in the community. The volunteer companies often hired their own architects to design elaborate stations befitting their high community standing. In fact, station design became a point of rivalry between the companies, with each trying to outdo the other. Firehouses built by cities for the volunteer companies also reflected elevated department status with facades modeled after public-building design.

☒ See continuation sheet

9. Major Bibliographical References

Robertson, Thomas H. "Engine Company No. 1--City Council of Augusta Fire Station," Historic Property Information Form, February 14, 1984. On file at the Historic Preservation Section, Georgia Department of Natural Resources, Atlanta, Georgia, with supplemental information.

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

☐ See continuation sheet

Previous documentation on file (NPS):

☒ preliminary determination of individual listing (36 CFR 67) has been ~~requested~~ issued; rehab also certified
☐ 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 # _____

Primary location of additional data:

☒ State historic preservation office
☐ Other State agency
☐ Federal agency
☐ Local government
☐ University
☐ Other

Specify repository: _____

10. Geographical Data

Acreage of property less than one acre

UTM References

	Zone	Easting	Northing
A	17	410860	3703780
B			
C			
D			

☐ See continuation sheet

Verbal Boundary Description

The nominated property corresponds to the current legal boundary. This boundary is shown on the enclosed plat map.

☐ See continuation sheet

Boundary Justification

The current boundary corresponds to the historic legal boundary.

☐ See continuation sheet

11. Form Prepared By

name/title Debra A. Curtis
organization Historic Preservation Section, Georgia Dept. of Natural Resources; date February 22, 198
street & number 205 Butler Street, S.E., Suite 1462 telephone 404/ 656-2840
city or town Atlanta state Georgia zip code 30334

Around the mid-19th century, the public became dissatisfied with the social-club attitudes and lack of efficiency of the volunteer companies. In 1853 Cincinnati, Ohio, established the first city-administered and city-paid fire department, and other cities followed this example in the 1850s, 60s, and 70s. Also in 1853, the first American steam fire engine was built, and horses to pull the heavy steam engines became a standard part of the department. The change in firefighting equipment and the organization of paid fire departments brought a new era of professionalism and subsequent changes to firehouse design.

The design of firehouses had generally followed current architectural trends, with suitable elaborations as the volunteer departments could afford them. After cities took over fire department administration, many of the existing volunteer firehouses continued to be used. New stations were often less ornate and more uniform and incorporated industrial and commercial architecture forms, as they now were municipal buildings. Stations in downtown areas developed a "storefront-style" facade taken from neighboring commercial buildings that became a standard design for urban firehouses up through the 1930s and 40s. In the 1870s and 80s many cities built large station blocks, housing several companies and a department headquarters together, that were visual symbols of municipal government.

Much late-19th-century public building design utilized red brick as the preferred building material and followed Victorian trends toward rich color, texture, and pattern. Stylistically, Italianate variations, sometimes with Gothic Revival details, and Richardsonian Romanesque were very popular. Jagged rooflines, projecting bays, and elaborate towers provided architectural emphasis. Firehouses were no exception, as they were conceived as important public buildings and once again as architectural tributes to firemen.

The interior plans of firehouses most reflected the late-19th-century changes in firefighting. Equipment space had to be large enough to accommodate both the steam engine and stalls for the horses required to pull the engine. The regularly administered and paid firemen were provided with expanded meeting rooms and living quarters on the second floor, separated from the equipment and horses but within easy access. Interior spaces were consistently unornamented and utilitarian.

Technological changes in the early 20th century brought new construction techniques and materials and new firefighting equipment. The horse-drawn steam engine was replaced by the internal combustion engine, removing the need for the equipment area to include space for horses. Living quarters could be moved downstairs, and the entire station designed in the form of a bungalow to fit discreetly into a neighborhood. Firehouse design began to vary according to a station's location within a commercial area, industrial area, or neighborhood. The design of firehouses has continued to follow current technological and architectural trends up to the present, bound by only a few set requirements for equipment and living space and the essential oversized entrance.

The history of the city of Augusta's fire department closely parallels firefighting development elsewhere in the nation. Shortly after the city's incorporation in 1798, volunteer fire companies began to organize. In the period from the 1860s to the 1880s, steam engines were purchased, regular fire districts were established, and an alarm system of street boxes was installed. In 1886, the City Council created the basis of the present fire department by disbanding all volunteer companies and absorbing them into a city fire department, and in 1888 the Council officially assigned ten regular men with salaries to each company. It was for this new city-administered and city-paid system of fire protection that the City built the first public firehouse at 452 Ellis Street for Engine Company Number 1 in 1892. Engine Company Number 1 served Fire District Number 1 which was defined as bounded north by the Savannah River, east by East Boundary, south by Greene Street, and west by Center (Fifth) Street.

Engine Company Number 1 is representative of the late-19th-century concept of the firehouse as a red-brick public building and as an architectural statement reflecting the importance of firefighting. The facade's "storefront-style" design consists of an oversized "storefront" entrance and smaller side entrances and an upper facade with double-hung windows and corbeled brickwork, typical of commercial buildings of the period. The building follows the architectural trends of the 1890s with Italianate segmentally arched openings and corbeled brickwork and Romanesque arch. The elaborate tower, now missing, architecturally emphasized the building's function as a firehouse and the importance of the fire department as a public institution. The interior plan was typical with open first-floor space for engine equipment and horses, and second-floor dormitory space for the firemen with easy access downstairs via a firepole.

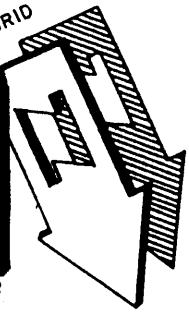
Three other firehouses survive in Augusta from prior to the construction of Engine Company Number 1 and the establishment of the city fire department. Chemical Engine Company Number 1 was built after 1839, burned in 1880 and was rebuilt. Hook and Ladder Company Number 1 was built in 1857 and housed Firemen's Hall, a meeting place for volunteers. Richmond Engine Company Number 7 was built in 1884 and was later used by the paid Engine Company Number 2. However, all of these firehouses have been substantially altered to be used for retail and office space and no longer retain their firehouse appearance.

Engine Company Number 1 is relatively intact and clearly recognizable as a late-19th-century firehouse, even without its tower. Its primary significance lies in the fact that it was Augusta's first public firehouse and represents the late-19th-century shift from private to public fire service, period developments in firefighting strategies, and the concept of the fire department as a popular municipal institution.

TECHNICAL DATA:
DATE OF SURVEY – JANUARY 1984
EQUIPMENT – THEODOLITE, E.D.M. & CHAIN
FIELD CLOSURE – 1 IN 14,400
ANGULAR ERROR – 2"
COMPASS ADJUSTMEN

ENGINE COMPANY NUMBER 1
452 Ellis Street, Augusta, Richmond County, GA

Plat Map
Scale: as shown on map
Nominated property boundaries



ASPHALT PARKING LOT

BUILDING CORNER THE PROPERTY CORNER

N 67° 03' 25" W 50.39' FOUND

BUILDING CORNER THE PROPERTY CORNER

50.4'

1.5'

11.7'

FACE OF BUILDING ON PROPERTY LINE

32.98'

S 21° 47' 12" W

ASPHALT PARKING LOT

℄ DYE MILLER
BOWEN & TUCKER ℄

105.86

BRICK WALL

73.41'

REF: DEEDS & PLATS RECORDED AS FOLLOWS:

a.) RR 152 – 971
b.) RR 141 – 166
c.) RR 44 – 1177
d.) RR 119 – 1865
e.) RB 5-P – 101
f.) RB 5-P – 116
g.) RB 4-L – 285

2-STORY BRICK BUILDING

℄ FLEMING & BLANCHARD ℄

73.4'

S 21° 28' 15" W

N 22° 05' 40" E

Alley (Private)

NATIONAL GEODETIC SURVEY MONUMENT 14R-4
COORDINATES
N – 1,262,780.24
E 562,510.67

S 85° 13' 05" W
758.00'
(Tie)

COPING

(Tie) 61.25'

1.5'

14.4'

33.5'

CONCRETE NAIL FOUND

R/W LINE

#4 REBAR SET

S 67° 38' 35" E 49.41'

107.99' TO R/W OF 5th. STREET

14.5'

Ellis Street (R/W As Shown)

33.8'

BACK OF CURB LINE — DISTANCE BETWEEN CURB LINES 33.80'

33.8'

PLAT

FOR

John Craig Cranston et al.

PROPERTY LOCATED IN THE CITY LIMITS OF AUGUSTA IN THE 87th. G.M.D.

RICHMOND COUNTY, GEORGIA

SCALE: 1" = 20'

JAN. 11, 1984

20 10 0 20 40 60

SCALE IN FEET

GEORGIA REGISTERED No. 2231 LAND SURVEYOR W. EDWARD HALL

BALDWIN & CRANSTON ASSOCIATES, Inc.
1103 GREENE ST. AUGUSTA, GEORGIA
ENGINEERS – PLANNERS – CONSULTANTS

S.D.A. 83-628

BRUNING 40-520 44469