

Landmarks Preservation Commission  
September 21, 1993; Designation List 253  
LP-1719

## **ENGINE COMPANY NO. 7/HOOK & LADDER COMPANY NO. 1 FIREHOUSE**

100-104 Duane Street, Borough of Manhattan.  
Built 1904-05; architects Trowbridge & Livingston.

Landmark Site: Borough of Manhattan Tax Map Block 150, Lot 25.

On September 19, 1989, the Landmarks Preservation Commission held a public hearing on the proposed designation as Landmark of the Engine Company 7/Ladder Company 1 Fire House, and the proposed designation of the related Landmark Site (Item No. 5). The hearing had been duly advertised in accordance with the provisions of law. Two witnesses testified in favor of the designation; four letters were received in support of the designation. No one spoke against the proposed designation.

### **DESCRIPTION AND ANALYSIS**

#### Summary

The Engine Company No. 7/Hook & Ladder Company No. 1 Firehouse, designed in the Beaux-Arts style -- or what at the time was described as the "modern French" style -- by the prominent architectural firm of Trowbridge & Livingston and built in 1904-05, is a building of great architectural quality. The three-story firehouse's three-bay width was dictated by the two-bay requirement of an enlarged engine company and a third bay for a separate hook & ladder company. The architects created a facade remarkable for its symmetry and emphatic horizontality. It is visually unified by superimposed architectural elements drawn from early seventeenth-century French civic architecture: the boldly rusticated Indiana limestone ground story, the brick and raised limestone bands of the upper stories, the entablature and parapet. The seventeenth-century French architects adapted these elements from the urban palace facades of the Italian Renaissance. In the often heroic execution of their mandated responsibilities, Engine Company No. 7 and Hook & Ladder Company No. 1, two of the city's oldest fire companies, share an honored place in the city's history. The companies, housed together since 1851, were sited in the northeast corner of City Hall Park. The new Duane Street location was chosen both for its proximity to the center of municipal government and to assure protection for the new skyscrapers going up adjacent to the park. This dynamic firehouse facade projects the strength and solidity associated with an arm of municipal government and is appropriate to the home of those dedicated to protecting the lives and property of the citizens of New York.

### City Hall Park and its Neighborhood<sup>1</sup>

In the seventeenth century the area that is now City Hall Park was part of the common fields north of the colonial settlement of New Amsterdam and then New York. By the end of the nineteenth century the park itself had become the location of numerous public buildings of varying architectural distinction housing a variety of municipal functions, from Mangin and Macomb's City Hall to the two firehouses on Chambers Street.<sup>2</sup> To check this congestion and regain a semblance of park, a proposal was put forward to remove the buildings at the park's north end. The final scheme of 1895 called only for the retention of City Hall and the Tweed Court House. The functions of municipal government to be removed from the park were housed in new structures built across from or nearby the park: the Surrogate's Court/Hall of Records Building (1897-1906, a designated New York City Landmark), designed by John R. Thomas for the block on the north side of Chambers, west of Centre Street; the Municipal Building (1909-14, a designated New York City Landmark), designed by McKim, Mead & White to bridge Chambers Street east of Centre; and the firehouse (1904-05) at 100-104 Duane Street, designed by Trowbridge & Livingston for Engine Company No. 7 and Hook & Ladder Company No. 1, both formerly located in the northeast corner of City Hall Park.

Meanwhile, tall commercial buildings and skyscrapers were going up around City Hall Park. The earliest were those on that section of Park Row known as Printing House Square, on the park's east side (where Pace University now stands).<sup>3</sup> The first tall buildings west of City Hall Park were the Postal Telegraph and Home Life Insurance Company Buildings (1892-94, a designated New York Landmark), fronting on Broadway between Murray and Warren Streets. In the same year the Mutual Reserve (also called the Langdon) Building, designed by William H. Hume & Son in 1894, opened on the northwest corner of Duane Street and Broadway. It was soon followed by several distinguished towers: the Dun Building (Harding & Gooch, 1898, now demolished) on the northeast corner of Broadway and Reade Street; Cass Gilbert's Broadway-Chambers Building (1899-1900, a designated New York City

Landmark); and the Ungar/Barclay Building (Stockton B. Colt, 1902-05) on the southwest corner of Broadway and Duane Street. Certainly this new density of tall commercial structures, rising next to the older five-story buildings, required the presence of a Fire Department facility. The Duane Street location for this new, up-to-date fire house was both close enough to still serve the civic center and was immediately adjacent to the new concentration of tall buildings just northwest of City Hall Park.<sup>4</sup> The wide lot on the south side of Duane Street was purchased by the City on February 11, 1904.<sup>5</sup>

### History: Engine Company No. 7 and Hook & Ladder Co. No. 1<sup>6</sup>

Hook & Ladder Company No. 1, one of the oldest in the Fire Department and the only company to retain the same numeral through the transition from a volunteer to a paid professional department in 1865, was in existence before the American Revolution; its members, along with the rest of the volunteer fire department, marched off to join the Continental Army. In 1786 the returning veterans and the interim volunteers were reorganized by the city's new Mayor, James Duane. Several years later Hook & Ladder Company No. 1 styled itself "Mutual" Hook & Ladder No. 1.<sup>7</sup> Throughout its long history, both before and after the professional department was introduced, Hook & Ladder Company No. 1 has been housed in close proximity to the seat of municipal government. The company hung its hooks and ladders in the main ground story passageway of the predecessor City Hall (old Federal Hall) on Wall Street (the site of the Federal Hall National Memorial). The company was moved to the Bridewell in 1813 and subsequently to Whitehall Street. In 1830 it was at 24 Beaver Street where it remained until 1842 when it was moved to the basement of the old Dispensary at 26 Chambers Street in City Hall Park.

Engine Company No. 7, before 1865, was "Protector" Engine Company No. 22 in the volunteer department.<sup>8</sup> In 1840 this company was formed to run a large engine, "Old Junk," and was housed at Chambers and Centre Streets in City Hall Park -- perhaps in the basement of the old

Dispensary also.<sup>9</sup> On July 14, 1851, the Common Council appropriated money to construct a three-story building in City Hall Park to house two companies (subsequently Hose Company No. 28 was absorbed into Engine Company No. 7) under one roof for the first time:<sup>10</sup> "Protector" Engine Company No. 22, then at 22 Chambers Street; and "Mutual" Hook & Ladder Company No. 1, then at 26 Chambers Street.

Both companies have played an important part in New York's history. John W. Towt, a leather merchant by trade as well as "Mutual" Hook & Ladder Company No. 1's foreman c.1828, made firemen's hats, devising a unique and functional design with a high, rounded crown and long rear brim. Towt purchased the first horse ever owned by the Fire Department; the horse pulled the hook and ladder wagon to fires in the neighborhoods most severely affected during the cholera epidemic of 1832, where many volunteers, who usually ran with the apparatus, feared to go.<sup>11</sup> "Mutual" Hook & Ladder Company No. 1 participated in many civic ceremonies: in the firemen's display in Lafayette's honor in 1824 in front of City Hall; the funeral processions of Presidents John Quincy Adams and Andrew Jackson; and the official opening of the Croton Aqueduct on October 14, 1842. In December 1853 the crowd assembled in Franklin Square cheered as company members handed the young female employees down the ladders from the blazing Harper Brothers' paper warehouse. But heroic deeds were often shaded with calamity. Many firemen perished in May of the following year when the walls of the burning W. T. Jennings' & Co. building at 231 Broadway collapsed. Although "Protector" Engine Company No. 22's district was different from Hook & Ladder No. 7's, there is no doubt that this company participated in putting out these and other fires in lower Manhattan. "Protector" Engine Company No. 22 was one of companies that commandeered the ferry to Brooklyn to extinguish the great blaze at 21 Fulton Street in 1842.

After the volunteer department was abolished in 1865, Hook & Ladder Company No. 1 and Engine Company No. 7 continued to be neighbors at 26 and 22 Chambers Street respectively. Entries in Engine Company No. 7's daily Journals indicate that telegraph messages from headquarters

were received at Hook & Ladder Company No. 1 and brought over by a company member; likewise, messages from Engine Company No. 7 were taken over to 26 Chambers Street to be sent out. Officers from either fire house were often ordered to relieve one another in any temporary absence.<sup>12</sup> The new professional department adopted a para-military regime; the firemen on duty resided at the fire house. Horses had replaced the running firemen when the new heavier steam engines and longer, heavier ladders were introduced: the horses had to be fed, exercised and shod; and the boilers of the steam engines -- a Clapp & Jones Steam Fire Engine, in the case of Engine Company No. 7 -- had to be maintained at a constant twenty pounds pressure.<sup>13</sup> But this routine of readiness was often interrupted when the gong sounded and the apparatus rolled.<sup>14</sup> At the end of the nineteenth century the greatest challenge facing the Fire Department was how to extinguish fires in tall buildings like those being erected adjacent to City Hall Park. On December 4, 1898, a spectacular, ten-alarm fire broke out in the five-story Rogers Peet clothing store at Warren Street and Broadway and, fanned by a stormy east wind, spread to the upper stories of the sixteen-story Home Life Insurance Company Building next door and beyond to the top of the Postal Telegraph Building at Broadway and Murray Street.<sup>15</sup> Both Hook & Ladder Company No. 1 and Fire Engine Company No. 7 fought the fire.<sup>16</sup>

Front page material for a week and still news in the ensuing months,<sup>17</sup> this fire raised two controversial issues: the effectiveness of fireproof construction in tall buildings;<sup>18</sup> as well as the ability of the Fire Department to put out fires in tall buildings. Edward F. Croker, the Chief of the Fire Department, advocated building-height limitations for some time after the Rogers Peet and Home Life Insurance Company Building fire. A single steam fire-engine was unable to throw water effectively above the eighth story. Greater thrust could only be achieved when two or more engines were linked. For areas of the city where tall buildings were becoming the predominant building type, as they were around City Hall Park, there was concern that more apparatus would be needed, especially fire engines.<sup>19</sup> By 1904 Chief Croker had begun to double steam engines in fire

companies where previously one engine had sufficed. When, a year later, Engine Company No. 7 and Hook & Ladder Company No. 1 relocated to their new firehouse on Duane Street, they moved into a building that had been designed with three apparatus bays, one for the Hook & Ladder wagon and two for two steam engines and accompanying hose wagons.<sup>20</sup>

#### General Firehouse Design<sup>21</sup>

The three-story building at the Chambers Street and Centre Street corner of City Hall Park, constructed in 1851, had three apparatus bays to house three different fire companies: Engine Company No. 22 (predecessor to Engine Company No. 7), Hose Company No. 28, and Hook & Ladder Company No. 1. But the width of this building was an exception; most firehouses were built on narrow city lots and had but a single bay, the ground story of which was, for the most part, a doorway wide and high enough to accommodate engines, hose, and hook and ladder wagons. Only after 1853 and the publication of Marriott Field's *City Architecture* was a general effort made to architecturally differentiate the firehouse from the conventional urban stable building type. The city's Fire Department contracted from 1880 to 1895 with the firm of Napoleon LeBrun & Son to design firehouses. This firm's straightforward designs and use of materials -- brick, stone, iron and sparsely integrated terra-cotta ornament -- upgraded the basic stable elevation with a sense of sober purpose consistent with the disciplined companies of professional firefighters who resided within them. The LeBrun's last firehouse commission in 1895 was their grandest, a tall-roofed, French Renaissance-inspired battalion headquarters (Engine Company No. 31, a designated New York City Landmark) on the corner of White and Lafayette Streets. With the return of the Tammany organization to power, the department began to award commissions to a number of firms. The coincidence of the consolidation of greater New York in 1898 and the City Beautiful Movement prompted the Fire Commissioners to favor designs redolent of municipal authority. Firehouse elevations, although comprised of a single apparatus bay on the ground story and generally two residential stories above, assumed a more elaborate character.

Hoppin & Koen's Fire Engine Company No. 65 (1897-98, a designated New York City Landmark) at 33 West 43rd Street, the Beaux-Arts facade of Ernest Flagg's Engine Company 33 (1898-99, a designated New York City Landmark) at 44 Great Jones Street, and Horgan & Slattery's Engine Company No. 6 (1902-03) on Beekman Street are all good examples.<sup>22</sup> But the greater width of the facade of Trowbridge & Livingston's new firehouse at 100-104 Duane Street, a departure from conventional firehouse design, was dictated by function; not only was each of the apparatus bays wide and high enough to accommodate a Clapp & Jones steam engine, but the three-bay facade reflected the necessity for one engine company to maintain two steam engines at the ready in a neighborhood of tall buildings.

#### Trowbridge & Livingston<sup>23</sup>

Trowbridge, Colt & Livingston, a partnership of three graduates of the Architecture Program within Columbia's School of Mines -- Samuel Breck Parkman Trowbridge (1862-1925), Stockton B. Colt (1863-1937), and Goodhue Livingston (1865-1951) -- was formed in 1894. Colt withdrew five years later to start his own practice;<sup>24</sup> the Trowbridge & Livingston firm continued until 1946.

S.B.P. Trowbridge, born in New York City, received his early education in the New York public schools. Trowbridge's father, William P. Trowbridge, had been an U.S. Army engineer, supervising the construction of the Fort Totten Battery, repairs to Fort Schuyler, and work at Governor's Island (all designated New York City Landmarks), and subsequently taught engineering at Yale and then at Columbia. The younger Trowbridge graduated from Trinity College in Hartford, Connecticut, in 1883 and Columbia in 1886, continuing at the American School of Classical Studies in Athens (he supervised the erection of the School's building) and at the Ecole des Beaux-Arts in the Atelier Daumet-Grault. On his return to New York, Trowbridge entered George B. Post's office in 1890. Goodhue Livingston, a descendant of a prominent colonial New York family, received his undergraduate and graduate degrees from Columbia. Following

graduation, Livingston went to work in George B. Post's office also.

By the time that Trowbridge & Livingston received the commission for the Engine Company No. 7/Ladder Company No. 1 firehouse in 1904, the firm's work already included a number of distinctive city and country residences, the St. Regis Hotel (1901-04, a designated New York City Landmark), and the Adelbert S. Hay Memorial Chapel (1902-03) at the Westminster School in Simsbury, Connecticut. Subsequent commissions, the Chemical National Bank Building (1905-07) at 270 Broadway (demolished), the B. Altman Department Store Building (1905-1914, a designated New York City Landmark) at Fifth Avenue and 34th Street, the Massachusetts Mutual Life Insurance Company Building (1907-08) in Springfield, Massachusetts, the Palace Hotel (1909-10) in San Francisco, the J.P. Morgan and Company Building (1913-15, a designated New York City Landmark) at 23 Wall Street, the American Red Cross National Headquarters (begun in 1915, with subsequent additions by the firm until 1931) in Washington, D.C., the John S. Rogers House (1916-17, now the New York Society Library and a designated New York City Landmark) at 53 East 79th Street, additions to the New York Stock Exchange (1920-22) at 9-13 Wall Street, the wings (1923-24) flanking the American Museum of Natural History's central pavilion (John Russell Pope's Theodore Roosevelt National Memorial) on Central Park West (the whole is a designated New York City Landmark), and the National Bank of North America Building (1925-26) at 44 Wall Street suggest the range of building types undertaken by the firm as well as the breadth of the firm's reputation within Trowbridge's lifetime.

Trowbridge & Livingston designed in what at the time was described as the "modern French" style employed by many of the American architects who trained at the Ecole des Beaux-Arts and practiced in the first three decades of this century. The firm's restrained and academic use of the classical architectural vocabulary contributed great dignity to the variety of building types, from residences to skyscrapers, that it was called upon to execute. Nor did the firm's reputation for fine craftsmanship and restrained elegance diminish

after Trowbridge's death, although subsequent commissions demonstrated the influence of more contemporary European design, like the Art Deco Hayden Planetarium (1935) at the American Museum of Natural History. Both the Upper East Side Historic District and the Upper West Side/Central Park West Historic District include buildings designed by Trowbridge & Livingston.

Trowbridge became an Associate of the American Institute of Architects in 1901 and was elected a Fellow in 1906; Livingston became an Associate in 1902 and was elected a Fellow in 1908. Trowbridge was an incorporator and trustee of the American Academy in Rome, a Chevalier of the Legion of Honor, and served as President of both the National Academy of Design and the Architectural League of New York.

#### Design of the Engine Company No. 7 and Hook & Ladder No. 1 Firehouse<sup>25</sup>

In the architectural program for this fire station commission, Trowbridge & Livingston was called upon to house two separate companies, Engine Company No. 7 with its two steamers, hose tenders, horses, and a complement of twenty-five members, and Hook & Ladder Company No. 1 with its ladder wagon, horses, and seventeen members. In plan, the eastern two-thirds of the seventy-five foot site was assigned to Engine Company No. 7; the remaining third to Hook & Ladder No. 1. Two apparatus doorways, with a personnel entrance between them, open to Duane Street from the ground story of the Engine Company No. 7 side; in the original drawing for this elevation, eared tablets above the voussoirs of each of these two apparatus doorways carry the following: "7 ENGINE 7" (Plate 1). On Hook & Ladder Company No. 1's side there is one apparatus doorway and to its left, one personnel entrance; inscribed within the eared tablet over the apparatus doorway in the original drawing is: "1 HOOK & LADDER 1." A fire wall, rising from the basement through three stories to the roof, still separates these two distinct spaces, each with its own furnace, stairways, fire poles, kitchen, officers' quarters, dormitory and bathrooms.

In the Duane Street facade the off-center, vertical division of these two units is masked



behind a symmetrical, three-story elevation of great strength and remarkable unity. In the building's smooth-faced rusticated ashlar limestone first-story base, three three-centered arched, apparatus doorways, the center doorway flanked by lower flat-headed personnel entrances, establish the symmetrical rhythm of wide and narrow bays apparent in the paired and single fenestration of the upper stories, the triple, paired and single roundels in the entablature frieze, and the paired and single panels in the parapet above. The emphatic horizontality of the alternating bands of brick and raised, smooth-faced, limestone ashlar, which articulate the upper two stories and incorporate the attenuated keystones and voussoirs of the flat-arched second-story windows, diffuses the vertical rhythm of wide and narrow bays and contributes to the unity of the design. The entasis (the slight tilt inward) at the extreme ends of the second and third story banding, seen best in the blueprint (Plate 1), defines this original scheme.

The details in this facade, the symmetry of the alternating bays, the attenuated keystones and elbow voussoirs, and the sophisticated precision of the brick and limestone banding, suggest the architecture of early seventeenth-century France, as seen in the modernization of Paris during the reign of Henri IV and the work of architects Jean Metezeau, Salomon de Brosse and François Mansart. Metezeau, de Brosse and Mansart were all aware of an Italian Renaissance prototype, the urban palace facade. This sophisticated adaptation of the seventeenth-century style is characteristic of the work of those trained at the Ecole des Beaux-Arts in the late nineteenth century and, as rendered in this firehouse facade, is a successful example of work in the "modern French" style (today identified as the Beaux-Arts style, after the source of its practitioners' training). The care and authority with which this municipal service building facade is endowed and the historic reference to urban improvement in its design can be seen as a conscious contribution toward the burgeoning City Beautiful Movement.

#### Building Description

This three-story firehouse is constructed of limestone and gray brick above a granite base (Plate 2). Three, three-centered arched, apparatus doorways -- the center doorway flanked by lower,

flat-headed personnel entrances -- order the rusticated and smooth-faced limestone ashlar surface of the buildings' ground story. Granite spur stones, painted yellow, flank each of these apparatus doorways and thick steel-plate sheathing protects the full intrados of each of these arched doorways. Protected utility lights project within each of the left and center arches. Each apparatus doorway has a wood- and glass-paneled overhead door. The personnel door on the left is of wood and has a lozenge-shaped glass window, the personnel entrance door on the right is covered with sheet metal. A bronze, commemorative plaque, fixed to the rusticated limestone between this door and the left-hand apparatus doorway, is dedicated to the members of both companies who gave their lives in the line of duty.<sup>26</sup> Above each apparatus doorway, eared tablets, raised from the heavy belt course capping the rusticated ground story, identify the occupant within: "7 Engine 7" in bronze numbers and letters appears on the tablet over the left-hand apparatus doorway and "1 Hook & Ladder 1" appears on the tablet over the center apparatus door.<sup>27</sup> There is a bronze plaque above the center tablet.<sup>28</sup>

The second and third stories are faced with a distinctive treatment of gray brick and limestone banding. Each brick band is comprised of four courses laid in stretcher bond. The flat-arch second-story window lintels incorporate both the brick and limestone bands as elbow voussoirs, or crosettes; the voussoir bricks are a remarkable example of cut and gauged brick. All of the windows on both the second and third stories contain four-over-four wood sash windows, except the second-story window, third from the left. This window is divided by a wood mullion, forming two narrow one-over-one sash windows. A flagpole projects out from a tri-faceted support fixed below and accessible from this window. Both this double window and the second-story window, third from the right, are still glazed with Florentine glass. The third-story window sills are supported by guttae. The entablature frieze is articulated with a series of roundels, triple at the extreme ends and alternately double and single in between, echoing the wide and narrow rhythm of the facade below. Above the modillioned entablature cornice, the paneled parapet repeats

this alternating rhythm. The rectangular panels, enframed in gray brick, are diamond-cut.

#### Subsequent History

Originally, the apparatus doors were steel, hinged at their sides and lit with prism lights. The personnel entrance doors were kalamein and had prism lights (Plate 1). The flagpole, rising from behind the parapet, was centered above the facade (Plate 1). Soon after the Fire Department became motorized in 1910, Engine Company No. 7 required neither two fire engines nor two bays. Hook & Ladder Company No. 1 moved from the separate bay to the west into the now-vacant center bay. The bronze numbering and lettering on the overdoor tablets was changed to signify this move.

The western bay, c. 1920, became the Fire Department Museum and remained as such until 1987 when the collection of antique engines, buggies, harness and other departmental memorabilia was moved to 278 Spring Street (Manhattan). Today, this separate unit houses the Fire Department's Bureau of Fire Communications. The utility lights within the arched doorways, though not original, warn passersby and motorists that the apparatus is about to roll. Except for these few alterations, the Engine Company No. 7/Hook & Ladder Company No. 1 firehouse facade has changed very little since these two companies relocated to this their new building in 1905.

*Report prepared by Charles Savage,  
Research Department*

#### NOTES

1. The following sources were consulted for this section: M. Christine Boyer, *Manhattan Manners* (New York: Rizzoli International Publications, 1985); Mary B. Dierickx, *Surrogate's Court/Hall of Records: A Public Treasure* (New York: New York City Department of General Services, 1991); Edward Hagaman, "An Historical Sketch of City Hall Park," *15th Annual Report of the American Scenic and Historic Preservation Society* (1910), pp.385-421; David T. Valentine, *Manual of the Corporation of the City of New York* (New York: 1849), p.352 and (1856), pp.426-439;
2. In the eighteenth century, as the English-governed city of New York grew northward, public buildings were erected there: the first almshouse in 1736; a new jail in 1757, which later became a debtors' prison, then a municipal office building following a remodelling in 1830, and after 1869 the Hall of Records; a military barracks also in 1757; and a second jail in 1775. After the Revolution a second almshouse was erected in 1797; this building that saw a variety of public and semi-public uses before it was demolished in 1857. The construction of City Hall (a designated New York City Landmark) in 1802-11 defined the area's transition toward more respectable urbanity. In 1807 a dispensary was constructed, which by 1835 shared its basement with a hook and ladder company. A City Court House was erected in 1852 at 32 Chambers Street in the northeast corner of City Hall Park. With the addition of the Tweed Court House (1861-81, a designated New York City Landmark) on the north side of City Hall and the General Post Office (1870-71, demolished 1939) to the south of City Hall, the Park became a true, and compact, civic center. When the act to demolish City Hall was repealed in 1894, John R. Thomas' winning entry in the 1893 City Hall competition was selected for the new Surrogate's Court/Hall of Records Building (1899-1907, a designated New York City Landmark) and this granite, Beaux-Arts structure was constructed on the north side of Chambers Street.
3. Richard Morris Hunt's ten-story Tribune tower was built in 1873 and George B. Post's twenty-six-story World Building followed in 1889.
4. The tall-building controversy, an often emotional confrontation between those citizens frightened by the new skyscrapers and those who built them, was exacerbated by the Home Life Insurance Company Building fire of 1898. The fire, which started next door in the five-story Rogers-Peet Clothing store at Warren Street and

Broadway, must have made both underwriters and firefighters aware of the necessity of modern and proximate equipment capable of subduing fires at heights unprecedented when the steam-driven pumping fire engines were first introduced in the late 1860s.

5. New York County, Office of the Register, Liber Deeds and Conveyances, Section 1, Liber 80, pp. 387-388; 390.
6. The following sources were used for this section: Engine Company No. 7 Journal, vol. 108 (June 18 - Sept. 23, 1896) and vol. 116 (Oct. 14 - Feb. 5, 1898); Engine Company No. 7 Special Orders Journal (Aug. 7, 1903 - Jan. 20, 1908); J. Frank Kernan, *Reminiscences of the Old Fire Laddies* (New York: M. Crane, 1885); Lowell M. Limpus, *History of the New York Fire Department* (New York: E.P. Dutton & Co., Inc., 1940); *Report of the National Board of Fire Underwriters* (New York: 1905); Stephen Roper, *Handbook of Steam Fire Engines* (Philadelphia: Claxton, Remsen & Haffelfinger, 1878); George W. Sheldon, *The Story of the Volunteer Fire Department* (New York: Harper & Brothers, 1882); I.N. Phelps Stokes, *The Iconography of Manhattan Island, 1498-1909*, 6 vols. (New York: Robert H. Dodd, 1915-28). The author gratefully acknowledges the assistance of Fireman Timothy Westall, Engine Company No. 7 and Fireman Dennis Crichton, Hook & Ladder Company No. 1.
7. Perhaps the addition of "Mutual" was in recognition of the first fire insurance company, the Mutual, which was established in 1787. A characteristic of the volunteer department were the honorific names of the individual companies: "Hudson," "Eagle," and "LaFayette," for example. In 1865, when the Fire Department was reorganized as a professional force, each new company replaced a volunteer company or companies and these often colorful names were abandoned.
8. There was an Engine Company No. 7 -- "LaFayette" Engine Company No. 7 -- in the volunteer fire department, housed at Duke Street near Stone, but it was not the forebear of professional Engine Company No. 7. There was an earlier Engine Company No. 22 also, located on Hester Street. It was called "Phoenix" Engine Company No. 22 but it underwent reorganization in 1839; the name and number were dropped.
9. As given in the two major sources for New York Fire Department history -- Sheldon in 1882 and Limpus in 1940, the dates of company organization and firehouse locations often conflict. This report is an effort to clarify, at least, the fragmented histories of these two subject fire companies.
10. Stokes, 5 (1851, July): 1834-35.
11. This was not the first incidence of a horse-drawn fire apparatus. On May 18, 1828, a Yorkville fireman harnessed three horses to a pumper and rushed downtown to a blaze in Maiden Lane.
12. Engine Company No. 7, Journal No. 108 (June 18 - Sept. 23, 1896), pp. 5, 11, 13, 14, 26, 30, 31, 32, 33, 45, 94, 108.
13. The simple, durable, and efficient Clapp & Jones Steam Fire Engines were manufactured in Hudson, New York, in the second half of the nineteenth century. They were easy to repair, made a large quantity of steam in a short time, and could use either salt or fresh water. A Clapp & Jones engine like Engine Company No. 7's stood eight feet high, from floor to the top of the smoke stack, and was twenty-three feet long. Engine No. 7, put into service in 1880 but rebuilt in 1894, was drawn by three horses and pumped 870 gallons per minute.
14. For example, in February, 1883, Engine Company No. 7's Fireman John Banks and Battalion Chief Francis Mahedy rescued a janitor and his family from the fifth story of a burning building at Duane and West Streets. Firemen William D. Frazier and Joseph A. Cottrell of Hook & Ladder Company No. 1 saved a total of eleven people from a fire at 42 Baxter Street in September of the same year, and in the following December these two brought Mrs. Betsy Buttrick and three of her children to safety from out of a second-story fire at 170 Baxter, only to re-enter the blaze to fetch her youngest child. Kernan, pp. 356, 359.



15. Landmarks Preservation Commission, *(Former) Home Life Insurance Company Building* (LP-1751), report prepared by Charles Savage, 1991, p.6.
16. The entry in Fire Engine Company No. 7's Journal No. 116 (Oct. 14, 1898 - Feb. 5, 1899), p. 219, indicates that the company wasn't called to the fire until 9:55 AM, Dec. 5, several hours after the initial alarm, perhaps when the fire jumped from the five-story Rogers Peet building to the eighth story of Home Life Building. The delay suggests that more engines were needed. Often, when water was to be thrown higher, extra thrust was gained by linking two engines with a "siamese" hose connection. Extra engines may have been needed at this fire.
17. "Destructive Fire in Skyscrapers," *New York Times*, Dec. 5, 1898, p.1; "Skyscrapers Fire Test," *New York Times*, Dec. 6, 1898, pp.i and 8 (Editorial); "The Big Fire in Broadway," *New York Times*, Dec. 7, 1898, p.3; "Damage to the Home Life Building," *New York Times*, Jan. 12, 1899, p.9.
18. These two massive bulwarks protected the rest of the block and the neighboring blocks from complete devastation, thus vindicating the buildings' fireproof construction.
19. The high pressure fire service system, with pumping stations at Gansevoort and West Streets and Oliver and South Streets, was not operational until July 1908. Stokes, 5: 2071.
20. "Special Orders No. 137. New York, December 30, 1905. By direction of the Fire Commissioners. Officers and members of uniformed force are hereby notified that from and after 8:00 AM on the 31st inst. Engine Company [No.] 7 and Hook & Ladder Company [No.] 1 will locate in their new quarters. No. 100 to 104 Duane Street.  
"Engine Company [No.] 7 being re-organized as a double company equipped with two steam fire engines and two hose wagons. Engine [Company No.] 32 will permanently locate in their quarters No. 49 Beekman Street from after that date. [In 1902 Engine Company No. 7 moved from 22 Chambers Street to Beekman Street and its Chambers Street house was demolished as part of the plan to restore City Hall Park.]  
"Changes in Battalion and Company districts will be made. By order of Edward F. Croker, Chief of Department." Special Orders Journal (Aug. 7, 1903 - Jan. 20, 1908), p.178. Collection, Fireman Timothy Westall. *Annual Report New York City Fire Department 1906* (New York:, 1907), p. 144.
21. The following sources were consulted for this section: Marriot Field, *City Architecture* (New York, 1853); Landmarks Preservation Commission, *Engine Company Number 23* (LP-1563), report prepared by Charles Savage (New York: City of New York, 1989); Landmarks Preservation Commission, *Fire Engine Company No. 65* (LP-1545), report prepared by David M. Breiner and Janet Adams (New York: City of New York, 1990); Landmarks Preservation Commission, *Firehouse, Engine Company 31* (LP-0087)(New York: City of New York, 1966); Landmarks Preservation Commission, *Firehouse, Engine Co. 33* (LP-0468)(New York: City of New York, 1968).
22. R. H. Robertson and Percy Griffin also received firehouse commissions.
23. Material for this section was adapted from the following sources: *Annuary of the American Institute of Architects*, (Washington, D.C., 1907-08), p.23, 31; Landmarks Preservation Commission, *Saint Regis Hotel Designation Report* (LP-1552), report prepared by James T. Dillon (New York: City of New York, 1988); Katherine C. Moore, "Trowbridge & Livingston," *Macmillan Encyclopedia of Architects*, Adolf K. Placzek, ed. (New York: The Free Press, 1982); S. Breck Parkman Trowbridge obituary, *American Institute of Architects Journal*, 13 (April, 1925), 152.
24. An interesting coincidence relative to Stockton B. Colt and his erstwhile partners occurred in the carrying out of the Engine Company No. 7/ Hook & Ladder Company No. 1 Firehouse commission. Colt was the architect of the Ungar/Barclay Building, started in February, 1903 and finished in May, 1905 (N.Y.C., Department of Buildings, Manhattan. Plans, Permits and Dockets, Block 150, Lot 28. NB 656/Nov. 8, 1902) on the southwest

corner of Broadway and Duane and next to the firehouse site. Construction of the firehouse was commenced in October, 1904 and completed in December, 1905 (N.Y.C., Department of Buildings, Manhattan. Plans, Permits and Dockets, Block 150, Lot 25. NB 314/May 12, 1904). It may be assumed that Trowbridge & Livingston were familiar with the design of the Ungar/Barclay Building facade and may have designed the firehouse facade to accord with it; the firehouse's limestone cornice is aligned with the cornice of the Ungar/Barclay Building's four-story limestone base.

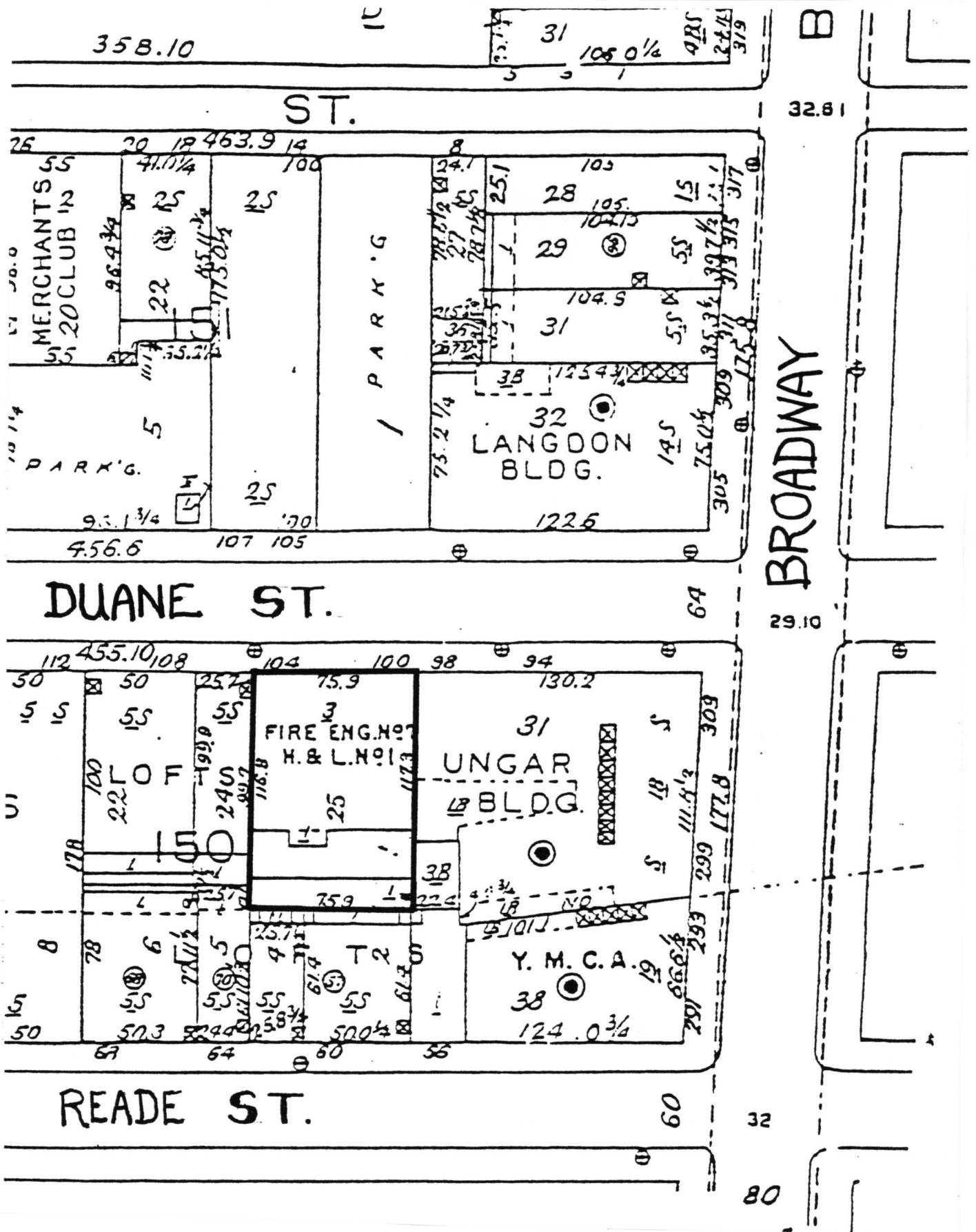
25. The following sources were consulted for material relating to this section: Office of Metropolitan History, *Fire House Survey* (Albany, New York: Division for Historic Preservation, New York State Parks and Recreation, 1979).
26. "Dedicated to Members of Engine Co. 7 (4 men 1892-1957) and Ladder Co. 1 (8 men 1880-1958) Who Made the Supreme Sacrifice in the Discharge of their Duties Protecting Life and Property in the City of New York."
27. The right-hand tablet is bare. Originally it carried the "1 Hook & Ladder 1" designation, but when this company moved into the central bay, it took its signification with it, replacing the second "7 Engine 7" designation over the center apparatus door. These letters have disappeared.
28. This plaque carries the names of the officials of the Fire Department at the time this firehouse was erected as well as the names of the architects and contractors, the date erected (1905) and the date the department was organized (1865): "Nicholas J. Hayes, Fire Commissioner; Thomas W. Churchill, William A. Doyle, Deputy Commissioners; Edward F. Croker, Chief of Department; Alfred M. Downes, Secretary; Alexander Stevens, Superintendant of Buildings; Trowbridge & Livingston, Architects; and Waters & O'Connell, Contractors.

## FINDINGS AND DESIGNATION

On the basis of a careful consideration of the history, the architecture and other features of this building, the Landmarks Preservation Commission finds that the Engine Company No. 7/Hook & Ladder Company No. 1 Firehouse has a special character, special historical and aesthetic interest and value as part of the development, heritage, and cultural characteristics of New York City.

The Commission further finds that, among its important qualities, the Engine Company No. 7/Hook & Ladder Company No. 1 Firehouse was designed in the Beaux-Arts style -- or what at the time was described as the "modern French" style -- by the prominent architectural firm of Trowbridge & Livingston and built in 1904-05; that the firehouse is a building of great architectural quality; that its three-bay width was dictated by the two-bay requirement of an enlarged engine company and a third bay for a separate hook & ladder company; that the architects created a facade remarkable for its symmetry and emphatic horizontality; that it is visually unified by superimposed architectural elements drawn from early seventeenth-century French civic architecture: the boldly rusticated Indiana limestone ground story, the brick and raised limestone bands of the upper stories, the entablature and parapet; that the seventeenth-century French architects adapted these elements from the urban palace facades of the Italian Renaissance; that in the often heroic execution of their mandated responsibilities Engine Company No. 7 and Hook & Ladder Company No. 1, two of the city's oldest fire companies, share an honored place in the city's history; that the companies, housed together since 1851, were sited in the northeast corner of City Hall Park; that the new Duane Street location was chosen both for its proximity to the center of municipal government and to assure protection for the new skyscrapers going up adjacent to the park; and that this dynamic firehouse facade projects the strength and solidity associated with an arm of municipal government and is appropriate to the home of those dedicated to protecting the lives and property of the citizens of New York.

Accordingly, pursuant to the provisions of Chapter 74, Section 3020 of the Charter of the City of New York and Chapter 3 of Title 25 of the Administrative Code of the City of New York, the Landmarks Preservation Commission designates as a Landmark Engine Company No. 7/Hook & Ladder Company No. 1 Firehouse, 100-104 Duane Street, Borough of Manhattan, and designates Tax Map Block 150, Lot 25, Borough of Manhattan, as its related Landmark Site.



Engine Company No. 7/Hook & Ladder Company No. 1, 100-104 Duane Street, Manhattan.  
 Source: Sanborn, *Manhattan Land Book* (1992-93), pl. 9.



Plate 1. Trowbridge & Livingston, Blueprint drawing for the Front Elevation of Engine Company No. 7/Hook & Ladder No. 1, 1904. Buildings Division, NYC Fire Department.





Plate 2. Engine Company No. 7/Hook & Ladder Company No. 1, 100- 104 Duane Street, Manhattan. Photo: Carl Forster.