

## **Fire Engine Company No. 84 and Hook & Ladder Company No. 34**

513-515 West 161st Street, Borough of Manhattan

Built 1906-07; architect Francis H. Kimball

Landmark Site: Borough of Manhattan Tax Map Block 2120, Lot 46.

On July 15, 1991, the Landmarks Preservation Commission held a public hearing on the proposed designation as a Landmark of Fire Engine Company No. 84 and Hook & Ladder Company No. 34 and the proposed designation of the related Landmark Site (Item No. 30). The hearing had been duly advertised in accordance with the provisions of law. A total of eight speakers testified in favor of this as well as other items on the calendar at the hearing, but urged the Commission to continue its work in Harlem. Three speakers declined to take a position regarding this proposed designation until such time as that work continues.

### Summary

Fire Engine Company No. 84 and Hook & Ladder Company No. 34, built in 1906-07, is a monumental building designed by Francis H. Kimball. The facade of Engine Company No. 84 and Hook & Ladder Company No. 34 is a distinguished example of the Beaux-Arts style of civic architecture. The double-company firehouse building reflects the centralization of municipal government following the consolidation of the city in 1898. Its location in Washington Heights at the period of its transformation from a largely rural area to a dense residential neighborhood is an important reminder of Manhattan's continued northward push in the early years of the twentieth century. Its architectural expression represents the coincidence of the City Beautiful Movement with New York's consolidation and the government of reform at the turn of the century.



## DESCRIPTION AND ANALYSIS

### The Fire Department of the City of New York<sup>1</sup>

The origins of New York's Fire Department date to the city's beginning as the Dutch colony of New Amsterdam. Leather fire buckets, first imported from Holland and later manufactured by a cobbler in the colony, were required in every household. Regular chimney inspections and the "rattle watch" patrol helped protect the colony during the Dutch period. By 1731, under English rule, two "engines" were imported from London and housed in wooden sheds in lower Manhattan. The Common Council authorized a volunteer force in 1737, and the Volunteer Fire Department of the City of New York was officially established by an act of the state legislature in 1798. As the city grew, this force was augmented by new volunteer companies. Between 1800 and 1850, seven major fires occurred, leading to the establishment of a building code and the formation of new volunteer fire companies on a regular basis. The number of firemen grew from 600 in 1800 to more than 4,000 by 1865.

Intense rivalries among the companies developed, stemming in large part from the volunteer Fire Department's role as a significant political influence in municipal affairs. The Tammany political machine was especially adept at incorporating the fire department into its ranks. Since the 1820s it was common knowledge that "a success in the fire company was the open sesame to success in politics."<sup>2</sup>

During the peak years of Tammany's power, increasingly intense competition among companies began to hinder firefighting, creating public exasperation with the volunteer force. Brawls among firemen at the scene of fires and acts of sabotage among the companies became commonplace. In the 1860s, an alliance between the Republican controlled state legislature (which wanted to impair Tammany Hall's political control) and fire insurance companies (who wanted more efficient firefighting) played on this public sentiment to replace the volunteers with a paid force. On March 30, 1865, the New York State Legislature established the Metropolitan Fire District, comprising New York and Brooklyn. This act abolished New York's Volunteer Fire Department and created the Metropolitan Fire Department, a paid professional force under the jurisdiction of the state. By the end of the year, the city's 124 volunteer companies with more than 4,000 men had retired or disbanded to be replaced by thirty-three

engine companies and twelve ladder companies operated by a force of some 500 men.

With the creation of a professional fire department in 1865, improvements were immediate. Regular service was extended to 106th Street in Manhattan, with suburban companies further north, and its telegraph system was upgraded. Early in 1865 there were only 64 call boxes in New York, none of them located north of 14th Street. Within the next year and a half, the number had increased to 187. Horse-drawn, steam-powered apparatus were required for all companies.<sup>3</sup> The firehouse crews were standardized at twelve men (as opposed to a total of up to 100 men per firehouse under the volunteer system), and the department took on a serious, disciplined character.<sup>4</sup>

In 1869, "Boss" William Marcy Tweed's candidate for governor was elected, and he quickly regained control of the Fire Department through the Charter of 1870 (commonly known as the "Tweed Charter"). Only three years later, this charter was revoked when Tweed was sentenced to prison for embezzling millions from the city. Permanently under city control after 1870, the Fire Department (separated into a New York Department and a Brooklyn Department) retained its professional status and proceeded to modernize rapidly. The department continued to invest in modern apparatus, and minor adjustments were made to the alarm system (perfected in the 1880s) during the second half of the nineteenth century.

The next major change in the Fire Department's operation came with the motorization of the fire apparatus in the early years of the twentieth century. As had been the case when horse-drawn steam engines were introduced, this transition came about slowly. The first gasoline-powered, motorized vehicle was introduced into the Fire Department in 1901, but it was not until 1909 that the first motorized fire apparatus was purchased, and not until the early 1920s that all horse-drawn apparatus were eliminated.

With the consolidation of the city on January 1, 1898, Greater New York encompassed Manhattan, the Bronx, the former city of Brooklyn, the many villages of Queens County, and Staten Island. The new New York City Fire Department consolidated the fire departments of the city of Brooklyn, Long Island City, and more than 100 volunteer fire companies in Queens and Staten Island.

## Fire House Design at the Turn of the Century<sup>5</sup>

By 1907 when Fire Engine Company No. 84/Ladder Company No. 34 was organized, the firehouse as a building type in New York had evolved from the wooden storage sheds of the seventeenth century to imposing architectural expressions of civic character. As early as 1853, Mariott Field's *City Architecture: Designs for Dwelling Houses, Stores, Hotels, etc.* argued for symbolic architectural expression in municipal buildings, including firehouses. The 1854 Firemen's Hall,<sup>6</sup> with its highly symbolic ornamentation, reflected this approach, but it was the last firehouse constructed for many years.

A building ban on firehouses by the Common Council in the 1860s (with the hope of removing Tammany's political influence in the Fire Department) ended in response to the desperate need for firehouses in the second half of the nineteenth century. In 1880, in a significant departure from the use of contractors for firehouse construction, the Fire Department hired the architectural firm of N. LeBrun & Sons, which served as its sole architect for fifteen years.<sup>7</sup> N. LeBrun & Sons designed more than 40 fire-related buildings between 1880 and 1895, helping to define a building type and the professional Fire Department's public image. The LeBrun era buildings were generally straightforward designs, which reflected the various architectural styles of the day, while also expressing their sober purpose and civic nature. Toward the end of the firm's tenure, its firehouses began to take on more elaborate forms, marking both stylistic changes in architectural taste, as well as an increasingly positive public perception of firemen and the Fire Department.

When the Fire Department embarked on its building campaign in the 1880s, the basic spatial program was set: the ground floor functioned primarily as storage for the apparatus, and the second and third floors housed the dormitory, kitchen, and captain's office.<sup>8</sup> LeBrun is credited with standardizing the main program components, while introducing some minor, but important, functional innovations in the plan, such as bringing the horse stalls inside and incorporating interior ground-to-roof hose drying "towers." However, the buildings began to undergo dramatic changes stylistically toward the turn of the century. Those firehouses built after the LeBrun era in the final years of the nineteenth century were designed by a variety of professional architectural firms, and began to reflect the eclectic architectural tastes popular in those years.

Following the 1893 Columbian Exposition in Chicago, the influence of the Ecole des Beaux-Arts -- and the City Beautiful Movement it spawned -- was a pervasive force in cities across America. By the turn of the century, nearly all institutional buildings, including municipal service structures, were designed in the grand, classical style of the Beaux-Arts and reflected the rational planning and urban design principles of the City Beautiful Movement. Firehouse design at the turn of the century were a dramatic departure from the earlier designs. Regardless of their actual size, the firehouses began to take on a grandiose form. Heavy sculptural ornament, overscaled window surrounds, and richer materials gave these firehouses a strong, symbolic presence in their immediate neighborhoods and in the city as a whole.

The double firehouse was introduced in the early twentieth century, as a consequence of the centralization of municipal services following the consolidation of the city in 1898. These firehouses provided more efficient services, as well as combining design, construction, and administrative costs. It is also likely that a double site was more easily available and affordable in less developed neighborhoods, as was the case in Washington Heights at the time of Engine Company No. 84/Ladder No. 34's construction.<sup>9</sup>

Fire Engine Company No. 84/Ladder Company No. 34 was designed by Francis H. Kimball, a prominent and respected architect, whose firm Kimball & Thompson was designing several skyscrapers in lower Manhattan at the time of the commission for this firehouse. Kimball was adept in many architectural styles, and his design for this structure exhibits his understanding of the principles of Beaux-Arts design as a way of demonstrating civic pride and responsibility.

### Francis H. Kimball<sup>10</sup>

Born in Maine, Francis H. Kimball (1845-1919) worked as a teenager in a relative's building firm, served in the Navy in the Civil War, and in 1867 entered the firm of the Boston architect Louis P. Rogers (who later joined with Gridley J. F. Bryant). Kimball became supervisor of this firm's work in Hartford, Conn. Upon his appointment as superintending architect (1873-78) of Trinity College, Hartford, for the construction of the new Gothic buildings designed by English architect and theorist William Burges, he spent a year in London apprenticed to Mr. Burges. The lessons in French Gothic he learned during that year were judiciously

applied when Kimball received the independent commission for Hartford's Orphan Asylum (1876-78, demolished).

In 1879 he moved to New York City to work on the remodelling of the Madison Square Theater and soon formed a partnership with the English-born architect Thomas Wisedell, which lasted until the latter's death in 1884. Their firm was responsible for the Moorish-style Casino Theater (1882, demolished), 1400 Broadway. Kimball practiced alone until 1892, producing designs in a variety of styles and executed with notable terra-cotta ornament, including: the Catholic Apostolic Church (1885), 417 West 57th Street; Emmanuel Baptist Church (1886-87, a designated New York City Landmark), 279 Lafayette Ave., Brooklyn; Corbin Building (1888-89), 11 John Street, Manhattan; Montauk Club (1889-91, located in the Park Slope Historic District), 25 Eighth Avenue, Brooklyn; Harrigan's (later Garrick) Theater (1890-91, demolished), 65 West 35th Street, Manhattan; and the exterior of the Philadelphia & Reading Railroad Terminal headhouse (1891-93), Philadelphia.

Kimball emerged in the forefront of early skyscraper design in New York City during his collaboration from 1892 to 1898 with George Kramer Thompson (1859-1935). Kimball & Thompson's seminal 17-story (plus tower) Manhattan Life Insurance Co. Building (64-66 Broadway, demolished) of 1893, designed as the result of a competition during which they formed their partnership, was the tallest building yet constructed in the city and is credited with being the first New York skyscraper with a full iron and steel frame, set on pneumatic concrete caissons. Among the firm's other commissions were the Gertrude Rhinelanders Waldo Mansion (1895-98), 867 Madison Avenue, in the neo-French Renaissance style, the Standard Oil Building addition (1896-97), 26 Broadway, and the Empire Building (1897-98), 71 Broadway (all are designated New York City Landmarks).

Later skyscrapers in lower Manhattan designed by Kimball, in a variety of styles, including the neo-Gothic Trinity and U.S. Realty Buildings (1904-07, designated New York City Landmarks), 111 and 115 Broadway; the Renaissance Revival J. & W. Seligman Building (1906-07, a designated New York City Landmark), 1 William Street; Trust Company of America Building (1906-07), 39 Wall Street; City Investing Co. Building (1906-08), demolished, Broadway and Cortlandt St.; and Adams Express Co. Building (1912-16), 61 Broadway. Upon his death in 1919, the *New York Times* referred to Kimball as "the father of the skyscraper."

### History of Engine Company No. 84 and Hook & Ladder Company No. 34<sup>11</sup>

Fire Engine Company No. 84 and Hook & Ladder Company No. 34 were each organized on August 1, 1907. This Washington Heights firehouse has been their first and only home, and continues to serve its original companies.<sup>12</sup>

In its first year, Engine Company No. 84 was staffed by fifteen officers and firemen; operated one engine and one four-wheel hose wagon; responded to 32 alarms; and fought at fifteen fires. Hook & Ladder Company No. 34 was staffed by thirteen officers and firemen; operated one hook & ladder truck; responded to 46 alarms and fought at twenty-one fires. In the following year, the number of alarms and fires for each company nearly doubled. The urbanization of what was a rural area only a few years earlier demanded new municipal services, as the population -- and thus the number of fires -- increased.<sup>13</sup>

Construction of firehouses in northern Manhattan had been a priority for the Fire Department since the late 1880s. As reported in the Fire Department's Annual Report of 1889, the Department recognized the need to prepare for the encroaching development of the city northward in Manhattan:

There is also imperative need of a number of additional companies north of One Hundred and Tenth Street, where no increase in the fire-extinguishing force has been made since the organization of the Department, to keep pace with the large growth in population and buildings.<sup>14</sup>

By 1907 the city had 87 engine companies, 40 hook & ladder companies, one hose company, five fireboats, and nearly 3,000 active personnel. Fire Engine Company No. 84/Hook & Ladder Company No. 34 is representative of a transitional period both for the Fire Department, relative to imminent programmatic changes (e.g., the introduction of motorized apparatus and the gradual move from live-in firemen to a two-platoon system), and for the city at large, as the City Beautiful Movement was transforming the civic landscape.

This firehouse is the most prominent and elaborate building on its block, which consists mainly of rowhouses and mid-size apartment buildings. At the time of the firehouse's construction, the neighborhood was being transformed from a largely rural area of wealthy estates to a fashionable middle-class neighborhood.

In the early years of the twentieth century speculative developers began buying land in anticipation of subway service via Broadway, which was complete by 1906. In 1903 the city acquired the Morris-Jumel Mansion (1765, designated New York City Landmark), which had been the home of British army officer Roger Morris and was for a time during the Revolutionary War, George Washington's headquarters. The area, first known as Harlem Heights, was forever after associated with Washington.

The nearby Jumel Terrace Historic District includes the two-story wooden houses of Sylvan Terrace built in 1882 when much of the former Morris estate was sold, as well as several blocks of elegant limestone, brownstone, and brick rowhouses in the Queen Anne, Romanesque Revival, and neo-Renaissance styles -- erected between 1890 and 1902. In 1904 construction began on the Hispanic Society of America building, the first structure of the Audubon Terrace complex a few blocks south of Fire Engine Company No. 84/Hook & Ladder Company No. 34.

By 1907 when these fire companies moved into their new double firehouse, the immediate area was well on its way to being established as a middle-class neighborhood, while the streets west of Broadway had developed into a working class area, with apartment buildings the predominant building type. Several major institutions such as Columbia-Presbyterian Medical Center and Yeshiva University moved to Washington Heights in the 1910s.

Fire Engine Company No. 84/Hook & Ladder Company No. 34 represents the city's early commitment to provide efficient fire service to new neighborhoods, and to make a powerful architectural statement about that commitment. Its monumental architectural expression was representative of city-wide efforts to promote the tenets of the City Beautiful Movement in municipal buildings.

### Building Description

The firehouse for Fire Engine Company No. 84 and Hook & Ladder Company No. 34 is a fifty-foot wide, three-story building, executed in brick and limestone. As the two companies are operated and managed separately, the building's interior is divided by a fire wall, with each side a mirror of the other. This division in plan is implied in the facade, i.e., the two-bay composition of the base, while the second and third story three-bay organization unites the facade as a whole. The building's grand scale, clearly articulated parts, and the heavy, sculptural

ornamentation give this firehouse facade a Beaux-Arts character.

Base: Two vehicular openings, flanked by narrow windows with replacement sash, punctuate the rusticated base of polished limestone, and serve as the building's entrances (there are no pedestrian entrances). The vehicular openings are topped with segmental arches with scroll-shaped keystones. An elaborately framed bronze plaque centered on the ground story bears the names of the Fire Commissioners and officers and the architect.<sup>15</sup> The base is capped by stone courses, including a dentilated one. Limestone panels, announcing each company, are placed above each entrance at the stone course, and mark the transition between the base and the upper section of the building. The panels rest on the entrance keystones and four highly stylized modillions with guttae below, and are aligned with the iron balconies of the second story windows.

Upper stories: The second and third stories are three bays wide; the outer bay openings are the same width as the vehicular entrances, while the center bay has one window (with replacement sash) per story, which are of much smaller proportions. The brick facade on these stories is heavily trimmed in limestone, including quoining flanking each opening and edging both of the outer walls. The larger windows are tripartite with transoms (replacement sash set in the original metal framing), set within keyed window surrounds. At the cornice level, these windows are capped by overscaled, scrolled keystones with swagged lintels. Large corbels and cartouches decorate each end of the facade just below the entablature. The projecting, modillioned cornice is capped with a parapet wall. The center section of the parapet is dramatically finished with an ornamental shield flanked by swags with fasces. The insignia "A.D. 1906" is placed below the shield, and a spread-winged eagle finial caps the top of the shield.

Several integral interior features are intact. Each company's side of the building retains its iron staircase, brass sliding poles, and interior hose drying "towers." In recent years, at least one opening in the firewall has been made on each floor to allow movement between the two quarters. (The interior is not included in this designation.)

Report prepared by  
Laura Hansen  
Landmarks Consultant

## NOTES

1. The following sources were consulted for this section: John A. Calderone and Jack Lerch, *Wheels of the Bravest, A History of Fire Department of New York Fire Apparatus 1865-1992* (Staten Island, New York: Fire Apparatus Journal Publications, 1984); Augustine E. Costello, *Our firemen, A history of the New York fire departments, volunteer and paid* (New York: A.E. Costello, 1887); Kenneth Holcomb Dunshee, *As You Pass By* (New York: E.P. Dutton, 1940); "A Festival of Firehouses," *Architectural Record* 176 (March 1988), 110-125; Fire Department of the City of New York, "The Midnight Alarm," performance souvenir program (November 23, 1935); Fire Department of the City of New York, "Fiftieth Anniversary of the Organization of the Fire Department of the City of New York, review and presentation of medals for 1914," (June 15, 1915); Landmarks Preservation Commission, *Engine Company No. 7/Ladder Company No. 1* (LP-1719), report prepared by Charles Savage (New York: City of New York, 1993); Lowell M. Limpus, *History of the New York Fire Department* (New York: Dutton, 1940); Daniel Pisark, "Old New York and Brooklyn Firehouses: Their Evolution, Architecture, and Preservation" (unpublished typescript, New York Landmark Scholar report, 1976).
2. "Fiftieth Anniversary...", p. 34. The most famous political career to have begun in -- and benefitted greatly from -- the Volunteer Fire Department was William M. "Boss" Tweed. He served in four companies before forming his own, the Americus Co. 6 in 1848. Ten years later, the infamous "Tweed Ring" (included Tweed and three city officials) controlled Tammany, and effectively, New York.
3. There was widespread resistance to horses and steam engines by the volunteer companies. The firefighters felt the new apparatus diminished their status and strength, which was proudly displayed by racing the hand-pulled apparatus through the streets to a fire.
4. A significant reminder of that period is the military personnel terminology, which is still in use today. The department was organized into divisions and battalions; titles of rank changed from chief engineer to colonel, from foreman to captain, from engineer of steamer to sergeant, etc.
5. The following sources were consulted for this section: David C. Hammack, *Power and Society: Greater New York at the Turn of the Century* (New York: Russell Sage Foundation, 1982); Christina Huemer, "Visible City," in *Metropolis* (May 1986), 47-48; Charles Lockwood, *Manhattan Moves Uptown* (Boston: Houghton Mifflin Company, 1976); U.S. Department of Interior: Heritage, Conservation, and Recreation Services, National Register of Historic Places Inventory-Nomination Form, "New York City Firehouses: National Register Thematic Group" (Form prepared by Christopher Gray for the New York City Landmarks Conservancy, 1980); Daniel Pisark; Robert A. M. Stern, et al, *New York 1900* (New York: Rizzoli, 1983); John Tauranac, *Elegant New York, the Builders and the Buildings 1885-1915* (New York: Abbeville Press, 1985); Rebecca Zurier, *The American Firehouse, An Architectural and Social History* (New York: Abbeville Press, 1982).
6. This building, located at 153-157 Mercer Street, within the SoHo-Cast Iron Historic District, no longer functions as a firehouse.
7. It is not clear exactly why the LeBrun firm was commissioned by the Fire Department to serve as its sole architect during these years. LeBrun had a personal interest in promoting the use of professional architects rather than contractors for municipal building projects. In 1879, LeBrun was the representative of the American Institute of Architects on the Board of Examiners of the Building Bureau of the Fire Department, a position he held for eighteen years. This position may well have led to the commission, which ultimately did set a standard for firehouse design in New York.
8. Boss Tweed was responsible for introducing living quarters in the firehouse. Tweed recognized the firehouse's potential as an ideal place for political gatherings, and constructed the Henry Street firehouse for his Americus Co. 6 to include meeting space as well as a dormitory, library, kitchen and other comforts. The firehouse as garage and storage facility was surrendered to the firehouse as a

social center, and which cemented the Fire Department's influence in New York City politics.

9. In 1912, the *Real Estate Record and Guide* reported on the unprecedented progress by the Fire Department in keeping pace with the development of the city through the construction of new firehouses, citing 59 firehouses built in fourteen years since the consolidation of the city. The houses being built in the 1910s were being designed specifically to accommodate the new motorized apparatus, marking the first major programmatic change in many years. The double firehouse was considered by then a significant innovation, and in this report the Fire Commission "deemed it wise to have a double engine and hook & ladder under one roof whenever feasible." *Real Estate Record and Guide* (June 1, 1912), 1184.
10. The following sources were consulted for this section: Landmarks Preservation Commission, *Empire Building* (LP-1933), report prepared by Jay Shockley (New York: City of New York, 1996); Montgomery Schuyler, "The Works of Francis H. Kimball and Kimball & Thompson," *Architectural Record* 7 (April-June, 1898), 479-518; Henry F. Withey and Elsie Rathburn Withey, *Biographical Dictionary of American Architects (Deceased)* (Los Angeles: Hennessey and Ingalls, Inc., 1970).
11. The following sources were consulted for this section: Charles Lockwood; National Register of Historic Places; Daniel Pisark; *Report of the Fire Department of the City of New York* (1906, 1907). The author gratefully acknowledges the assistance of Jack Lerch and Dan Maye, librarians at the New York City Fire Department, and Firefighters Michael Boucher and John Dixon.
12. The companies moved to temporary quarters for several years while the building was undergoing rehabilitation and restoration in 1994-95 (Robert Meadows Architect). See New York City, Department of Buildings, Manhattan, Job Application 100052274 and Job Application 100177960.
13. Block 2120, Lot 46 was deeded to the City of New York on April 13, 1905, after having been held by five owners between 1903 and 1905, illustrating the speculative nature of the area's rapid development in anticipation of the Broadway subway line in 1904-06. New York County, Office of the Register, Liber Deeds and Conveyances, Section 8, Liber 25, Page 263. The New Building Application for this firehouse was filed in December 1905, NB 1755-1905.
14. As new land was needed for the construction of the firehouses in northern Manhattan, one siting consideration through the end of the nineteenth century was the distance at which a team of horses could run at full speed, which suggests that the distance between these firehouse locations was based on this response time factor. Nearly all were located middle-and working-class residential neighborhoods, and as artifacts now help chart the city's physical development.
15. The plaques reads as follows: Francis J. Lantry, Fire Commissioner; Hugh Bonner, Charles C. Wise, Deputy Fire Commissioners; Edward F. Croker, Chief of Department; Alfred M. Downes, Secretary; Alexander Stevens, Superintendent of Buildings; Francis H. Kimball, Architect; Francis J. Sullivan, Contractor; Erected 1906, Organized 1907.

## 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 Fire Engine Company No. 84 and Hook & Ladder Company No. 34 has a special character and a 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, Fire Engine Company No. 84 and Hook & Ladder Company No. 34, built in 1906-07, is a monumental building designed by Francis H. Kimball; that the facade of Engine Company No. 84 and Hook & Ladder Company No. 34 is a distinguished example of the Beaux-Arts style of civic architecture; that the double-company firehouse building reflects the centralization of municipal government following the consolidation of the city in 1898; that its location in Washington Heights at the period of its transformation from a largely rural area to a dense residential neighborhood is an important reminder of Manhattan's continued northward push in the early years of the twentieth century; that its architectural expression represents the coincidence of the City Beautiful Movement with New York's consolidation and government of reform at the turn of the century; and that this firehouse, the first and only home of the two companies, continues to serve its original companies.

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 Fire Engine Company No. 84 and Hook & Ladder Company No. 34, 513-515 West 161st Street, Borough of Manhattan, and designates Borough of Manhattan Tax Map Block 2120, Lot 46, as its Landmark Site.





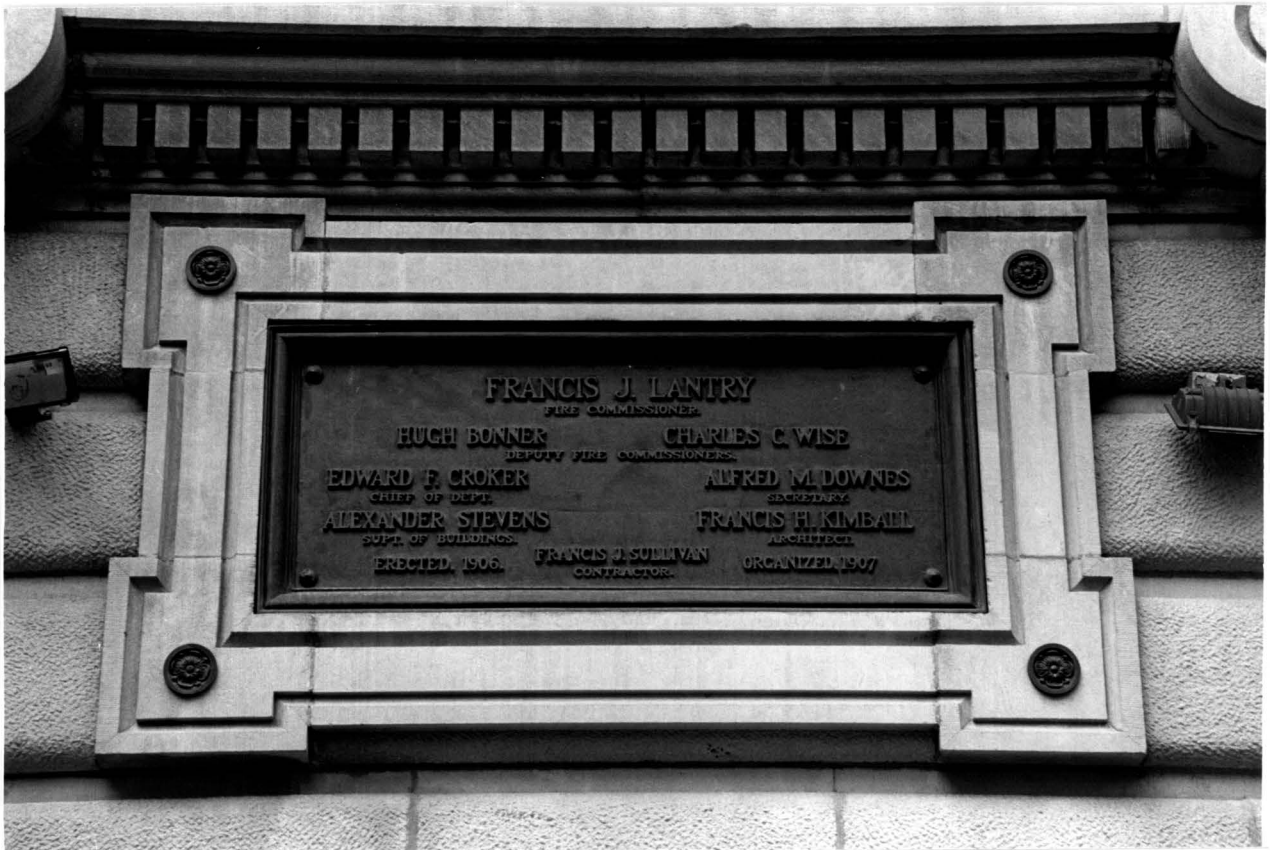
Fire Engine Company No. 84 and Hook & Ladder Company No. 34, 513-515 West 161st Street, Manhattan  
Photo: Carl Forster



Fire Engine Company No. 84 and Hook & Ladder Company No. 34  
Detail of window bay  
Photo: Carl Forster



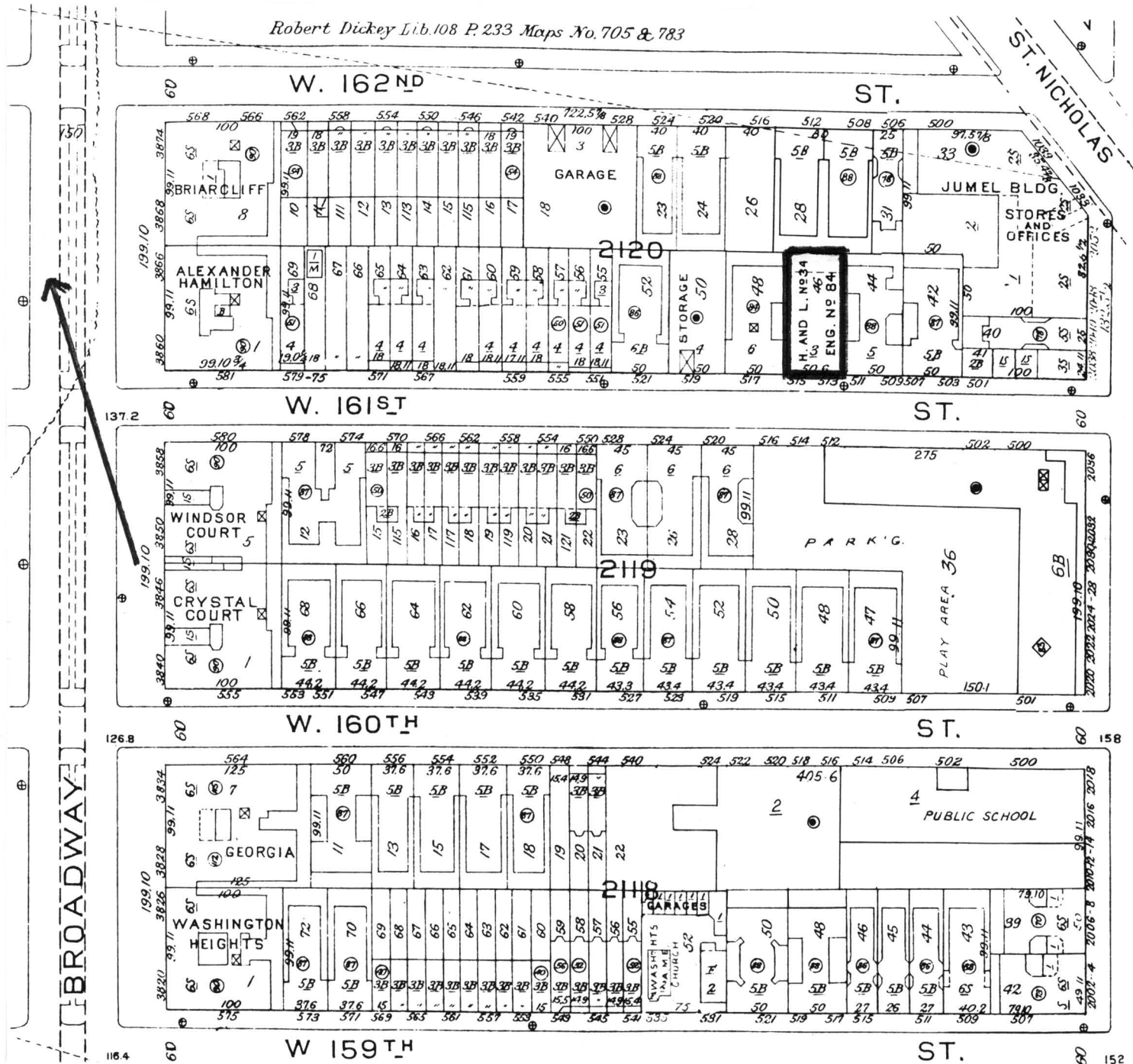
Fire Engine Company No. 84 and Hook & Ladder Company No. 34  
Detail of transom and lintel  
Photo: Carl Forster



Fire Engine Company No. 84 and Hook & Ladder Company No. 34  
View of bronze plaque  
Photo: Carl Forster



Fire Engine Company No. 84 and Hook & Ladder Company No. 34  
Detail of cornice  
Photo: Carl Forster



Fire Engine Company No. 84 and Hook & Ladder Company No. 34, 513-515 West 161st Street, Manhattan

Landmark Site: Borough of Manhattan Tax Map Block 2120, Lot 46

Source: Sanborn Manhattan Landbook, 1996-1997, pl.164

SEE PAGE 15

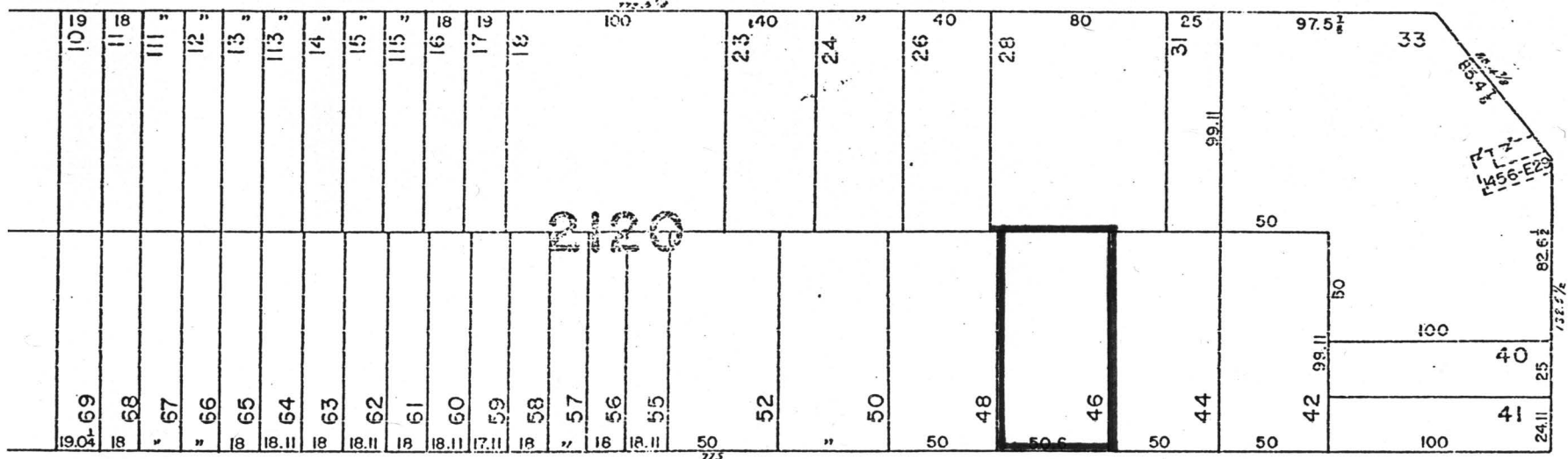
SEE PAGE 14

ST. NICHOLAS AVE.  
KINGSBRIDGE ROAD

AVE.

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PAGE

W. 162<sup>ND</sup> ST.



456-E23

W. 161<sup>ST</sup> ST.

AMSTERDAM

MEYER SQUARE

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Fire Engine Company No. 84 and Hook & Ladder Company No. 34, 513-515 West 161st Street, Manhattan  
Landmark Site: Borough of Manhattan Tax Map Block 2120, Lot 46  
Source: Dept. of Finance, City Surveyor, Tax Map