

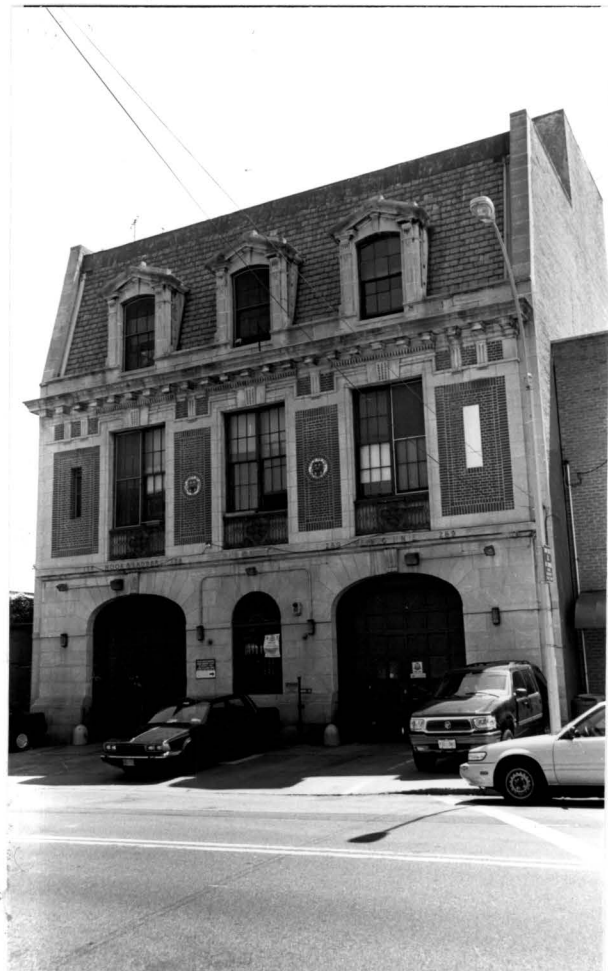
**Fire Engine Company 289, Ladder Company 138**, 97-28 43rd Avenue, Queens.  
Built 1912-14; Satterlee & Boyd, architects.

Landmark Site: Borough of Queens Tax Map Block 1628, Lot 18

On January 12, 1999 the Landmarks Preservation Commission held a public hearing on the proposed designation of Fire Engine Company 289, Ladder Company 138, and the proposed designation of the related Landmark Site (Item No. 1). The hearing was duly advertised according to the provisions of the law. A representative of the Historic Districts Council spoke in favor of designation. The Commission received two letters in support of designation, from the Coalition of United Residents for a Safer Community and the Historic Districts Council. There were no speakers in opposition to designation. The New York City Fire Department had previously indicated support for designation.

### Summary

Built in 1912-14, Fire Engine Company 289, Ladder Company 138 is one of Corona's most prominent public buildings. Designed by the architectural firm Satterlee & Boyd, the French Renaissance-style structure was erected as part of an ambitious campaign to bring professional fire service to Queens following the Consolidation of Greater New York. Part of the earliest group of station designs introduced during the automobile age, it features side-by-side apparatus bays specifically designed for motorized vehicles. Notable features include the use of tapestry brick, bronze and marble medallions, decorative ironwork, and a steeply pitched mansard roof clad in gray slate. Standing amidst single-family residences and small industrial buildings, Fire Engine Company 289, Ladder Company 138 is an outstanding example of early twentieth century civic architecture, symbolizing Greater New York's commitment to the citizens of Corona.



## DESCRIPTION AND ANALYSIS

### Fire-fighting in New York City<sup>1</sup>

From New York's first days as a Dutch colony to the end of the Civil War, fire protection in the metropolitan region was a decentralized activity, provided by independent volunteer companies located in densely populated neighborhoods where property values tended to be high. During the early nineteenth century, the number of volunteer firemen in New York increased dramatically, from 600 in 1800 to more than 4,000 in 1860. The City of Brooklyn experienced similar growth, with an estimated 3,000 volunteers by 1850. Fire losses, nonetheless, remained high and many residents contended that better protection would result from the creation of a paid, professional force, like those found in Boston, Chicago, and other American cities. In May 1865, the New York State Legislature established the Metropolitan Fire District, comprising the cities of New York and Brooklyn. This act abolished the old volunteer system and created the Metropolitan Fire Department. Results were immediate; within six months, thousands of volunteers had retired and numerous companies were disbanded, replaced by a force of seven hundred trained firefighters. However, many local politicians objected to the state-run system. In 1869, a separate municipal fire department was established in Brooklyn, and a year later, the Charter of 1870 (commonly known as the "Tweed Charter") returned control of fire services to New York, as well.

Over the next three decades, New York and Brooklyn experienced astonishing growth, resulting in new residential and commercial districts beyond the historic centers. In 1874, New York annexed the western portion of the Bronx, nearly doubling its size, and Brooklyn absorbed the towns of New Lots in 1886 and New Utrecht in 1894. Such growth placed new demands on municipal services and ambitious building campaigns were initiated to bring both police and fire protection to these areas. Whereas the New York Fire Department hired a single architect, Napoleon Le Brun, who was responsible for more than forty structures between 1879 and 1894, Brooklyn employed a small group of local architects, including Frank Freeman and Parfitt Brothers. In 1895 alone, Brooklyn had eighteen firehouses under construction.

Fire protection in Queens County, which consisted of Long Island City, Newtown, Flushing, Jamaica, and three towns in what is now Nassau County, however, remained the responsibility of volunteers. The earliest documented company was

the Wandownock Fire, Hook & Ladder 1, founded in Newtown (now Corona and Elmhurst) in 1843. Equipped with a single, hand-drawn firefighting apparatus, the company was housed in a modest frame building located on public land. More than two thousand volunteers were active in Queens by 1898, including eleven companies in Newtown alone.<sup>2</sup>

With the Consolidation of Greater New York in 1898, public officials vowed to expand professional fire service throughout the new borough. *The Greater New York Charter* proclaimed:

The paid fire department shall, as soon as practical, be extended over the Boroughs of Queens and Richmond . . . there upon the present volunteer fire departments now maintained therein shall be disbanded.<sup>3</sup>

Long Island City was the first community to benefit, where the architect Bradford Gilbert's Dutch Renaissance Revival-style firehouse for Engine Company 258, located at 10-40 47th Avenue, was completed in 1903. While a total of fifty-nine firehouses were built city-wide over the subsequent decade, the majority of Queens communities remained without municipal fire protection.<sup>4</sup>

In 1910, the Art Commission of the City of New York approved an innovative plan by the New York City Fire Department to build twenty new firehouses, including eleven in Brooklyn and Queens. Designed by the architects Hoppin & Koen, the Department announced:

The new houses are to be of uniform type. They are to be built of reinforced concrete with metal doors and trimmings. All wood is to be eliminated. This will not only make them absolutely fireproof, but reduce materially the cost of maintenance through deterioration.<sup>5</sup>

Praised by the *Real Estate Record & Guide* as "simple and dignified and without any unnecessary elaboration," construction of these firehouses was delayed by opposition from building interests that felt threatened by the new technology. Stone cutters, brick layers, and various manufacturers mounted a successful campaign to stop the plan, demonstrating that the final costs would be prohibitively higher than traditional methods.<sup>6</sup>

The New York City Fire Department announced plans in 1912 to build forty-two firehouses at a cost of \$2.1 million. Brick and stone were once again

the primary materials and the majority of buildings were to be located in areas experiencing "rapid growth." In Queens, ten firehouses were planned, including one several blocks from the present station at Grand (now National) and Mulberry Avenues. Although Fire Engine Company 289 was not specifically addressed, an article in the *Newtown Register* reported four days later that Fire Commissioner Joseph Johnson had requested permits "to erect six firehouses in the Newtown Ward."<sup>7</sup> They were to be located in Corona, Maspeth, Elmhurst, Glendale, and Winfield.

Within a month's time, the architects Satterlee & Boyd were awarded the contract for the preparation of preliminary studies and specifications for a building on Main Street (later known as Kingsland Avenue, and then 43rd Avenue).<sup>8</sup> According to the minutes of the Board of Estimate and Apportionment, the firm's fees were to be paid out of the budget for a "Building in the Vicinity of Grand and Mulberry Avenues, Corona."

#### Corona<sup>9</sup>

Corona developed its current character in the late nineteenth and early twentieth centuries. Originally called "Mespat" by local Indians, and "Middleburgh" by subsequent English settlers, it became part of Newtown in 1683. The area remained rural until the mid-nineteenth century when construction of the New York and Flushing Railroad provided a convenient link to the East River ferries. After the Civil War, prosperity came to the area and the community was renamed Corona (or the "crown" of villages) in 1872. Development tended to gravitate toward the railroad station at National Avenue, and many factories were located in the vicinity, such as the Boch China and Porcelain Works (est. 1850s), the American Patent Portable House Manufacturing Company (est. 1880), and Tiffany Studios (est. 1893).

Corona had a population of 2,500 in 1898. Two decades later, following the opening of the Queensborough Bridge (a designated New York City Landmark, 1901-08) and the East River tunnels to Pennsylvania Station (1911), the population had grown to an estimated 40,000. The elevated I.R.T. subway reached Corona in 1917, and by 1928 service had been extended east to Flushing. During these years, rows of modest houses were built near 43rd Avenue by speculative developers and the residents were of largely Italian and Jewish descent.

Until 1913, two volunteer companies served the immediate neighborhood: Louna Engine Company 8 and Pioneer Fire Hook & Ladder 6. Organized in

1890, the Pioneers were the more prestigious of the two companies, occupying a two-story wood structure at 41-19 102nd Street, near National Avenue. These volunteers were equipped with three types of fire-fighting apparatus: a hose wagon, a ladder truck, and a jumper with a five-hundred-foot hose. Members of the Pioneer company included Joseph Sullivan, the Commissioner of Public Works for Queens County and William J. Hamilton, President of First National Bank. The conversion from a volunteer to professional force received considerable attention from local newspapers. The *Newtown Register* claimed that "every one of the faithful volunteers" welcomed the plan and that the "dream of a decade [was] about to be filled."<sup>10</sup>

Fire Engine Company 289 was organized in September 1913. During its first year of service, the New York City Fire Department leased the former home of the Pioneers on 102nd Street. Upon completion of the new firehouse in December 1914 the building was vacated and later sold.

#### Fire Engine Company 289

In October 1912, blueprints for the "Main Street Fire Station, Queens" were presented to the Art Commission of the City of New York. Designed by Satterlee & Boyd, the new firehouse was estimated to cost \$47,500. With no public buildings to the firm's credit and the controversial concrete designs still fresh in memory, the commissioners temporarily withheld approval, requesting that the architects submit samples of brick and limestone to be used on the facade.

The design was approved two months later, on December 10, 1912.<sup>11</sup> After nearly a year's delay, in October 1913, the contract for construction was awarded and the excavation of the cellar began. In May 1914 the *Newtown Register* reported that the new firehouse was "enclosed" and was being readied for "a steamer and truck company in September next."<sup>12</sup> Completed by December, the building's final cost was \$60,000.<sup>13</sup> The new firehouse had a strong urban presence. For a time Corona's only firehouse, the main facade was three stories tall, and, as it does to this day, it dominated the streetscape along Kingsland/43rd Avenue.<sup>14</sup> Located within view of private homes, factories, and numerous transit routes, Fire Engine Company 289 symbolized the city's commitment to the citizens of Queens and its expectations for future development in Corona.

#### The Design

Fire Engine Company 289, Ladder Company

138 was designed in style of the late French Renaissance.<sup>15</sup> Like the single-bay stable York & Sawyer designed for Helen Miller Gould (a designated New York City Landmark) on West 58th Street in Manhattan in 1902-3, the firehouse facade incorporates arched limestone entries, a second story of brick with limestone details and trim, and a deeply-pitched mansard roof with limestone dormers above the cornice. Both buildings also incorporate wrought-iron balconies with initials identifying the owner. Although many public buildings in New York City employed similar materials and neo-classical detailing during the first decades of the twentieth century, Satterlee & Boyd's design is unusually handsome, suggesting a grand Parisian townhouse.

Fire Engine Company 289 was built during a period when the New York City Fire Department was undergoing rapid modernization. Construction of this and other Queens firehouses marked the end of volunteer service, as well as the "passing of the horse."<sup>16</sup> While engines with motors had been introduced into service as early as 1907, the Department was not fully motorized until 1922. Early automobile units tended to be located in outlying districts, where firefighters had large areas to protect. Consequently, many were found in Queens, in such areas as Far Rockaway, Elmhurst, and Corona.

Corona's new firehouse was designed as a "combination company," built for both ladder trucks and hose wagons. With two side-by-side apparatus bays, and no area for stabling horses, the building could accommodate at least two motorized vehicles. *The Newtown Register* reported that,

An automobile hook and ladder truck, equipped with ladders of 20 and 30-foot lengths and an extension ladder of 50 feet, will be located at the quarters of Engine Company 289, Kingsland avenue, Corona, within the next ten days. Eight additional firemen will be stationed there to form the new hook and ladder . . . The new brick building completed about a year ago will house both companies.<sup>17</sup>

On the second story, a dormitory for approximately eighteen men was planned, as well as an outdoor terrace in the rear. Measuring 50 by 19 feet, firefighters could access the tile-covered roof by a short flight of wood stairs. This modest feature was deliberate and appears clearly in the architects' original drawings.

Eight Queens firehouses were planned with

outdoor spaces during 1912.<sup>18</sup> Whereas most city employees could return home after a day's work, firefighters were confined to their buildings for long hours and days at a time. It was hoped that the men would use these terraces for various leisure activities, including physical exercise and recreation. Two distinct types were adopted, a covered garden to be located across the front of the third story, and an uncovered garden "across the rear of the house," like that found in Engine Company 289, the subject of this report. The *New York Times* described the second type as:

Around the uncovered roof garden will be built a parapet of brick three feet in height, and, in general design this type of roof garden will resemble those to be found on the roofs of residences in ancient Rome. The floors . . . will be composed of dull red tiles. The firemen will be permitted to beautify these open-air gardens with plants and shrubs, reserving the main space, however, for outdoor exercise . . .<sup>19</sup>

The article's writer applauded the department's efforts, claiming such amenities "will again place New York ahead of all others of the world in the protection of life and property."<sup>20</sup>

Aside from the masonry and tapestry brickwork, Fire Engine Company 289's exterior decoration was kept to a minimum. What little ornament was executed served a specific didactic purpose: a pair of bronze and marble medallions representing the New York City Fire Department and the seal of the City of New York, as well as metal grilles below each window embellished with a Maltese Cross. This decorative insignia had its origins in the Middle Ages, the era when the Crusaders, also known as the Knights of St. John, defended against the Saracens wielding firebombs. Those who bear such a cross are said to be "willing to lay down his life for you as the Crusaders did centuries ago."<sup>21</sup> Cut into each cross are the letters "F,D,N,Y." The grille at center, however, breaks from such official symbolism. In this case, rather than naming a specific company or unit, the initials "S & B" were cut into the metal to identify the building's architects. All of the decorative ironwork is painted red, symbolizing valor and courage.<sup>22</sup>

#### Satterlee & Boyd, Architects<sup>23</sup>

Edward Lansing Satterlee (1878-1919) was born in Dobbs Ferry, New York, and educated at the St. Paul's School in Concord, New Hampshire. After graduating in 1894, he enrolled in the Columbia



School of Architecture and was awarded "first honorable mention" in the school's Traveling Fellowship Competition of 1901. John Dalzell Boyd (1871-1966), the older of the two architects, was born in New York City. After graduating from the Columbia School of Architecture in 1899, he was awarded a silver medal for "draftsmanship and design" from the Architectural League of New York, and for two years worked in the architectural offices of Richard Howland Hunt. Boyd entered the Ecole des Beaux Arts in 1902, where he studied for three years in the Atelier Douillard-Thierry-Deglane. In 1905 he returned to New York, and soon after, formed a partnership with Satterlee.

Specializing in commemorative, ecclesiastical, and residential commissions, the firm worked in New York City, in Westchester and Suffolk Counties, as well as in Washington, D.C. Satterlee & Boyd designed the new memorial entrance porch at the Church of the Holy Communion (a designated New York City Landmark) in 1910; the chancel and memorial reredos at Calvary Church (located in the Gramercy Park Historic District); and the headquarters for the Society of Beaux Arts Architects on East 76th Street in 1913. The firm's office was located at 3 West 29th Street.

Fire Engine Company 289 was Satterlee & Boyd's only public commission. The contract was approved by the Board of Estimate in July 1912 and the firm received \$500 for its services. Construction began in Fall 1913 and was completed by December 1914. Featuring prominent neo-classical details and a steeply-pitched mansard roof, the firehouse displays the influence of their Paris training.

A Captain in the United States Reserves, Satterlee returned to France during the First World War. He died there in 1919, a victim of typhoid. He was forty-one years old. Boyd lived until 1966; it is not known whether he continued to practice architecture and little of his subsequent career is recorded.

#### Subsequent History

From 1914 to 1929, Fire Engine Company 289 functioned as a "combination" company under the command of a single captain. Although the grillework below the north window on the second story, inscribed "139," suggests that the Fire Department planned to locate Hook & Ladder Company 139 in the building, no such unit was established until 1929, when Hook & Ladder Company 138, was officially installed. In recent years, both units have been among the city's busiest: Ladder Company 138 made 4,105 runs in 1998, the

most among 143 companies citywide, and Fire Engine Company 289 made 4,382 runs, which was 23rd among 204 units. Today the company refers to itself as the Corona Tigers. Painted on their vehicles is the slogan "Rely on the tigers."

Civic groups and writers have often recognized the building's architectural quality. In a 1979 study of New York City firehouses for the National Register, the Office of Metropolitan History described its "genuine handsomeness," and the third edition of the *AIA Guide to New York City* called Fire Engine Company 289 "A fine firehouse . . . echoing French architectural influences."<sup>24</sup> In May 1999, it was one of several buildings in Corona designated a "Queensmark" for its historical and architectural merit.<sup>25</sup>

#### Description

Fire Engine Company 289, Ladder Company 138 occupies a mid-block fifty by one hundred foot lot on the south side of 43rd Avenue, between 97th Place and National Avenue. The steel-frame structure is faced with red brick, "buff Indiana" limestone, and "Stony Creek" granite. Characteristic of the late French Renaissance style, limestone is used primarily for parts of the facade where the structural load appears greatest: across the base or first story, in the second and third story window surrounds, and in the projecting cornice.

The *first story* has two identical apparatus bays, each topped by basket arches and scroll-shaped keystones. Above the granite water table, the first story is faced with limestone. Each apparatus bay is framed by engaged bollards and has a single non-historic roll-down door decorated with a grid of square panels, painted red. There are six horizontal panels, and five vertical. The east apparatus bay is windowless, whereas the west bay has three small windows and an inset door for firemen and visitors. The base is surmounted by a belt course/cornice to which text is attached with individual metal letters and numbers: "138 HOOK & LADDER 138," above the east bay, and "289 ENGINE 289," above the west bay.

Between the two vehicular entrances is a round-arched window shielded by a three-panel wrought-iron gate. The highly decorated metalwork is painted red. There are four identical, non-historic lighting fixtures attached to the raised limestone band that transects the lower facade. The pair of fixtures that frame the center window is connected by metal tubing to a halogen fixture above. Between the window and the east apparatus bay is a non-historic metal sign. Directly east of the building is a one-

story aluminum-mesh gate that opens to a passage that leads to the rear of the site.

The *second story* has three sets of historic six-over-six windows, all with limestone surrounds and ornamented keystones. A flagpole is installed on the right side of the center window, on the sill. Below each window is a limestone panel with a rectangular inset, fronted with wrought-iron grillwork, painted red. At the center of each grille is a four-part shield in which each segment is decorated with the Fire Department's initials: F/D/N/Y. While the shields and the placement of the initials are identical in each grille, the letters at the center of each shield vary: the east shield is inscribed "139," the center shield "S&B," and the west shield "289." At either side of the center window is a marble medallion with the seal of the New York City Fire Department. These bronze reliefs are identical, except for the words that encircle them; the text on the east medallion is: "SIGILLUM CIVITATIS NOVI EBORACI 1913." The text on the west medallion is: "CITY OF NEW YORK FIRE DEPARTMENT."

The windows alternate with brick panels, laid in a tapestry pattern. Each panel is framed by ashlar limestone bands. A narrow screened window is set into the center of the east panel, and a white marble block of identical size is in the center of the west panel. Above each brick panel are limestone triglyphs and bricks. There are two sets of triglyphs above the outside panels and one set above each of the two center panels. The triglyphs are aligned with the brackets above.

The *second story* is divided from the *third story* by a projecting bracketed limestone cornice with a

thin strip of dentil moldings aligned above the second story windows. The third story has a mansard roof with three dormers framed in limestone. Each dormer has a pediment supported by a stylized keystone and a pair of identical scroll-topped pilasters. The windows, which are original, are six-over-six and painted red. The steeply-pitched mansard roof is covered by dark gray slate shingles that appear to be original. The sides of each dormer are faced with copper sheeting. The center and east dormers are covered with window screens. Narrow copper strips, followed by larger, raised bands of limestone, mark the east and west termination of the third story. Across the top of the mansard is non-historic red metal sheeting.

The windowless *east facade*, visible above the adjacent one-story garage, is faced with brick, painted dark maroon. A recently installed aluminum chimney is attached to the facade near the rear. The *west facade*, visible, in front of, and above, the adjacent attached houses, is treated the same. The *south facade*, visible from both National Avenue and 44th Avenue (aka North Railroad Avenue), is similarly faced with brick. The rear windows are non-historic. On the second story is a terrace extension with an iron railing across the lower rear parapet.

Report researched and written by  
Matthew A. Postal  
Research Department

#### Notes

1. The following sources were consulted for this section, Donald J. Cannon, "Firefighting," *The Encyclopedia of New York City* (New Haven and London: Yale University Press, 1995); Augustine E. Costello, *Our firemen, A History of the New York Fire Departments, volunteer and paid* (New York, 1887); Landmarks Preservation Commission, *Fire Engine Company 39 and Ladder Company 16 Station House* (LP-1988) report prepared by Matthew A. Postal (New York, 1998); *Fire Engine Company 253* (LP-1986) prepared by Matthew A. Postal (New York, 1998); "Volunteer Firefighting in 19th-Century Brooklyn, a brochure published by the Brooklyn Historical Society (1994); Rebecca Zurier, *The American Firehouse: An Architectural and Social History* (New York: Abbeville Press, 1992).
2. Clarence E. Meek, "F.D. History in Boro of Queens," *WNYF*, April 1956, 4-6.
3. The Greater New York Charter (New York, 1897), 338.
4. The Greater New York Charter provided annual payments to each company, ranging from \$800 to \$1200, as well as necessary supplies. See Meek, 4. The last volunteer company replaced was in Douglaston in 1929.

5. *Report of the Fire Department of the City of New York, Year Ending December 31, 1910* (New York, 1911), 22.
6. "Thanks Fire Commissioner," *New York Times*, March 20, 1912, 12.
7. *Newtown Register*, June 6, 1912, 4.
8. In 1911 there were seven "Main Streets" in Queens.
9. This section is based on several sources, including "Corona," *The Encyclopedia of New York City* (New Haven and London: Yale University Press, 1995); "Corona: the crown of Queens," *Queens Tribune*, July 17-22, 1993; Vincent F. Seyfried, *Corona: From Farmland to City Suburb, 1650-1935* (Edgian Press, 1986).
10. *Newtown Register*, June 6, 1912, 4; "Welcome Paid Firemen!," August 28, 1913, 5.
11. "Main Street Fire Station, Queens," files, Art Commission of the City of New York, submission #1610.
12. *Newtown Register*, May 14, 1914, 5.
13. "Firemen in Their New Quarters," *Newtown Register*, December 3, 1914, 1. Also see: October 23, 1913, 5; May 14, 1914, 5.
14. Main Street was renamed Kingsland/43rd Avenue in 1912.
15. See *New York City Firehouses: National Register Thematic Group*, (form prepared by Christopher Gray for the New York Landmarks Conservancy, 1979/1980), vol. 2; Q-32, Item #20.
16. *Report of the Fire Department of the City of New York for the Year Ending December 31, 1914* (New York, 1915), 25.
17. "Hooks" for Corona," *Newtown Register*, September 23, 1915, 5.
18. "Firemen Are To Have Roof Garden Houses," *New York Times*, December 16, 1912, 5. At this time a total of fifteen new stations were to be equipped with such spaces. Other, more elaborate, examples with recreational loggias include Engine Company 285, Hook & Ladder 142, in Ozone Park; and Engine 29, Hook & Ladder 48, in the Bronx, both designed by Frank J. Helmle, between 1912 and 1914.
19. Ibid.
20. Ibid.
21. See William H. Schmidt, "The Maltese Cross," *W.N.Y.F.*, July 1947 and a xerox on "The Knights of St. John Firefighters," in files of Landmarks Commission.
22. Schmidt.
23. The following sources were consulted for this section: *Board of Estimate Apportionment*, Minutes, Vol. 135, 4586; *Who's Who in New York*, 1917-18, 112, 937; "Capt. E.L. Satterlee," Obituary in *The American Architect*, January 15, 1919, 107; James Ward, *Architects in Practice in New York City, 1900-1940* (New York: Committee for the Preservation of Architectural Records, 1989) 67.
24. Elliot Willensky and Norval White, *AIA Guide to New York City* (3rd edition, 1988), 749.
25. Vivian S. Toy, "Queens Finds Its Own Landmarks," *New York Times*, May 15, 1999, B1.

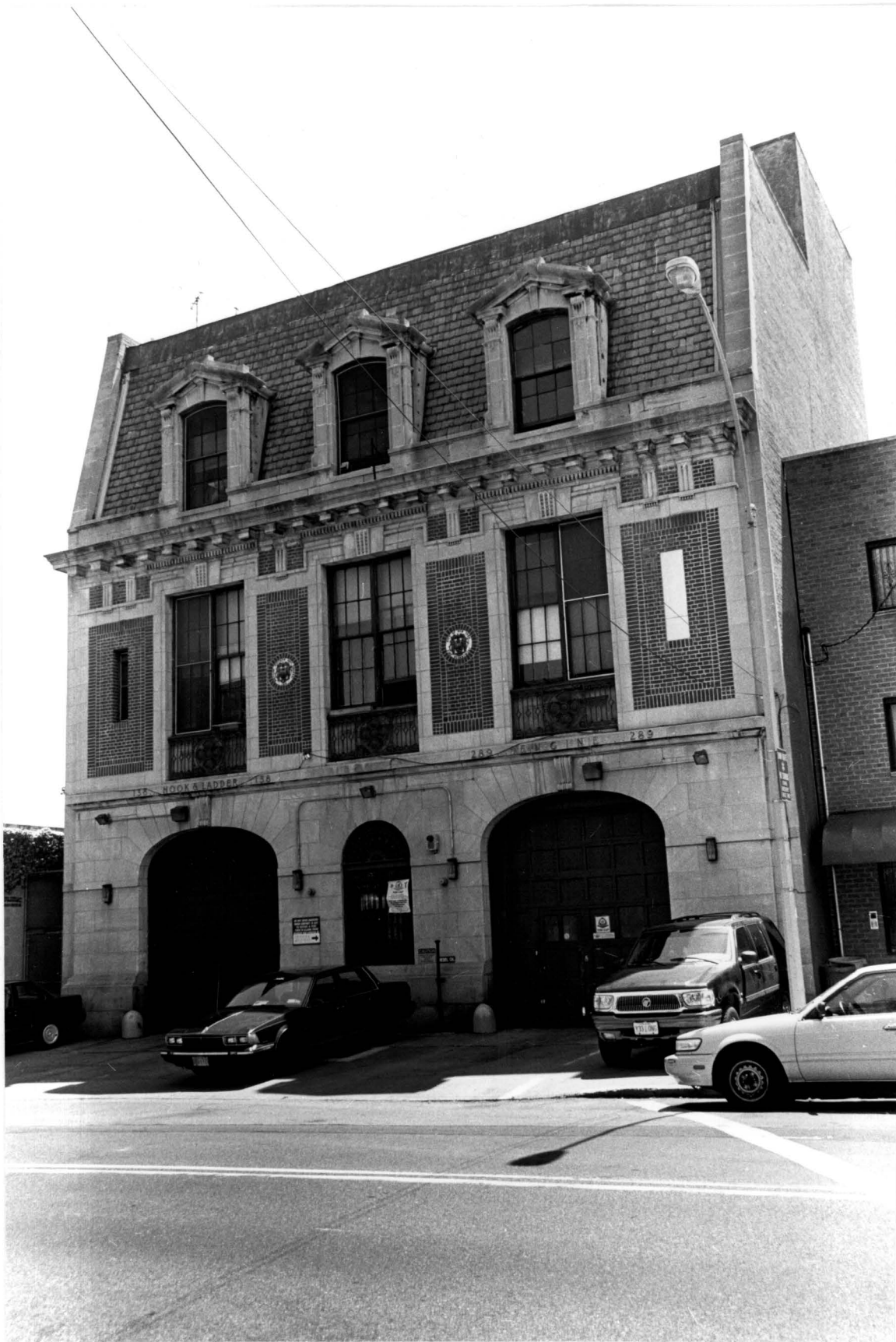
## FINDINGS AND DESIGNATION

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 289, Ladder Company 138 Building 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 Fire Engine Company 289, Ladder Company 138, built 1912-14 for the New York City Fire Department is a distinguished work of architecture designed by the architects Satterlee & Boyd; that it was the architects' only commission for the New York City Fire Department; that the French Renaissance-style structure was erected as part of an ambitious campaign to bring professional fire service to Queens following the Consolidation of Greater New York; that among its most notable features is the use of tapestry brick, decorative ironwork, and a steeply-pitched mansard roof covered with gray slate; and that this facility, built to provide fire protection, is an outstanding example of early twentieth century civic architecture, symbolizing Greater New York's commitment to the citizens of Corona.

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 289, Ladder Company 138 Building, 97-28 43rd Avenue, Borough of Queens, and designates Borough of Queens Tax Map Block 1628, Lot 18, as its Landmark Site.





Fire Engine Company 289, Ladder Company 138  
97-28 43rd Avenue, Queens  
*Photo: Carl Forster*

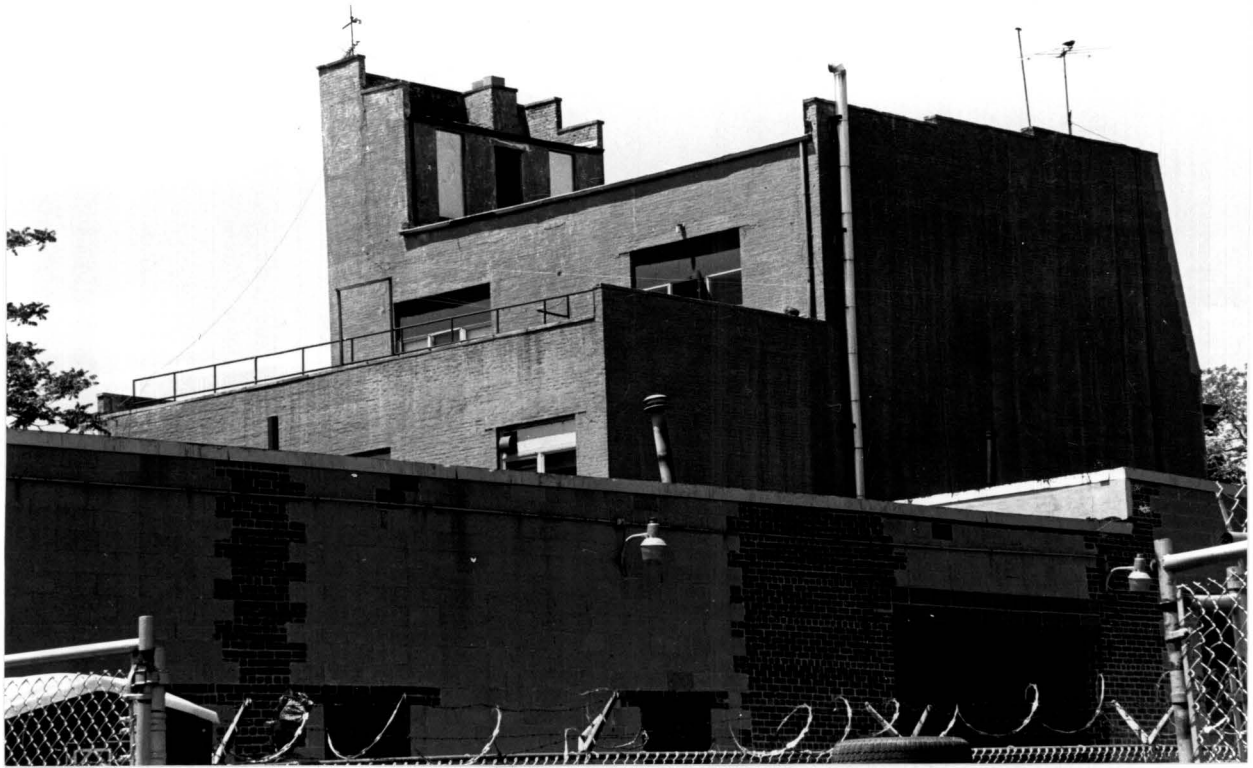


43rd Avenue, south side  
Fire Engine Company 289, Ladder Company 138  
*Photo: Carl Forster*



Pioneer Fire Hook & Ladder Company 6, c. 1890s  
41-19 102nd Street, at National Avenue  
Source: Vincent F. Seyfried, *Corona: From Farmland to City Suburb, 1650-1935*





Fire Engine Company 289, Ladder Company 138  
rear elevation, view from 44th Avenue, aka North Railroad Avenue

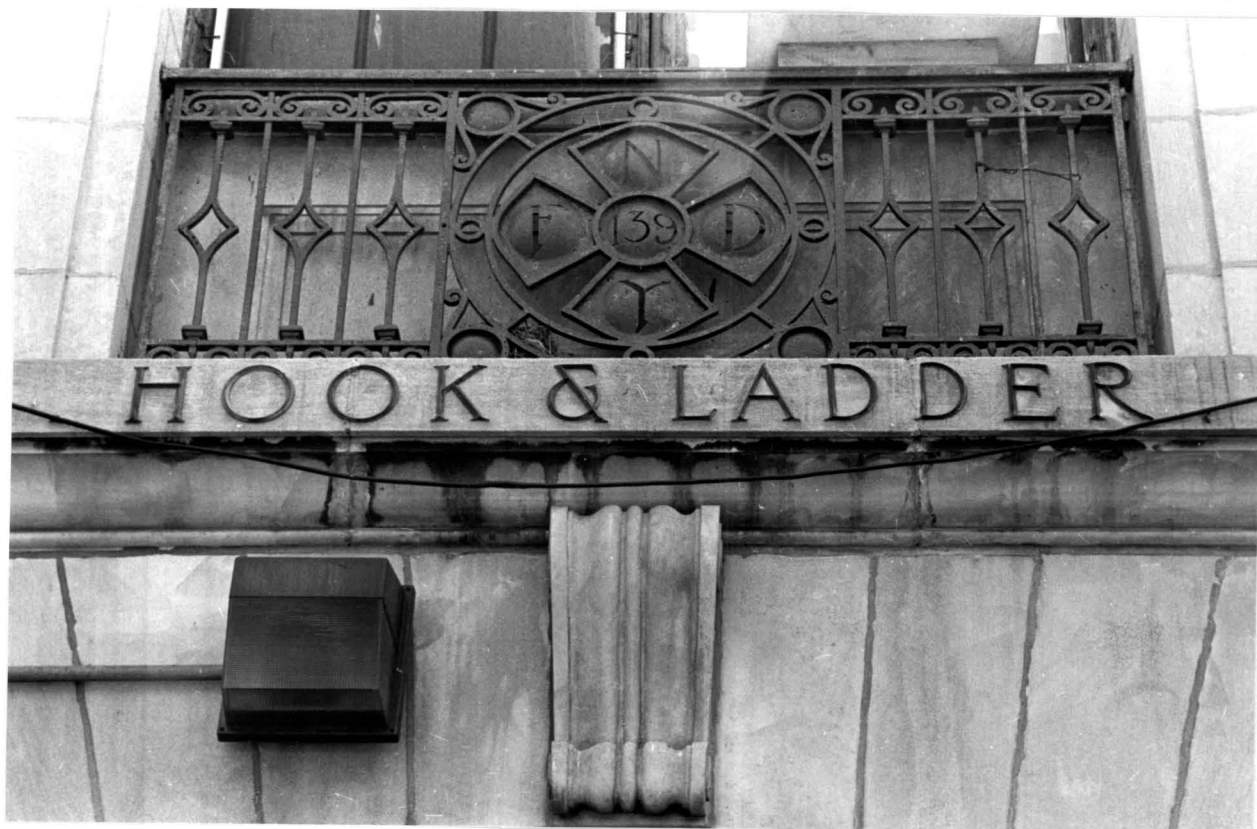
*Photo: Carl Forster*



Corona Station of Long Island Railroad, before 1913, looking northwest  
(future site of Fire Engine Company 289 to the right of the station)

Source: Vincent F. Seyfried, *Corona: From Farmland to City Suburb, 1650-1935*

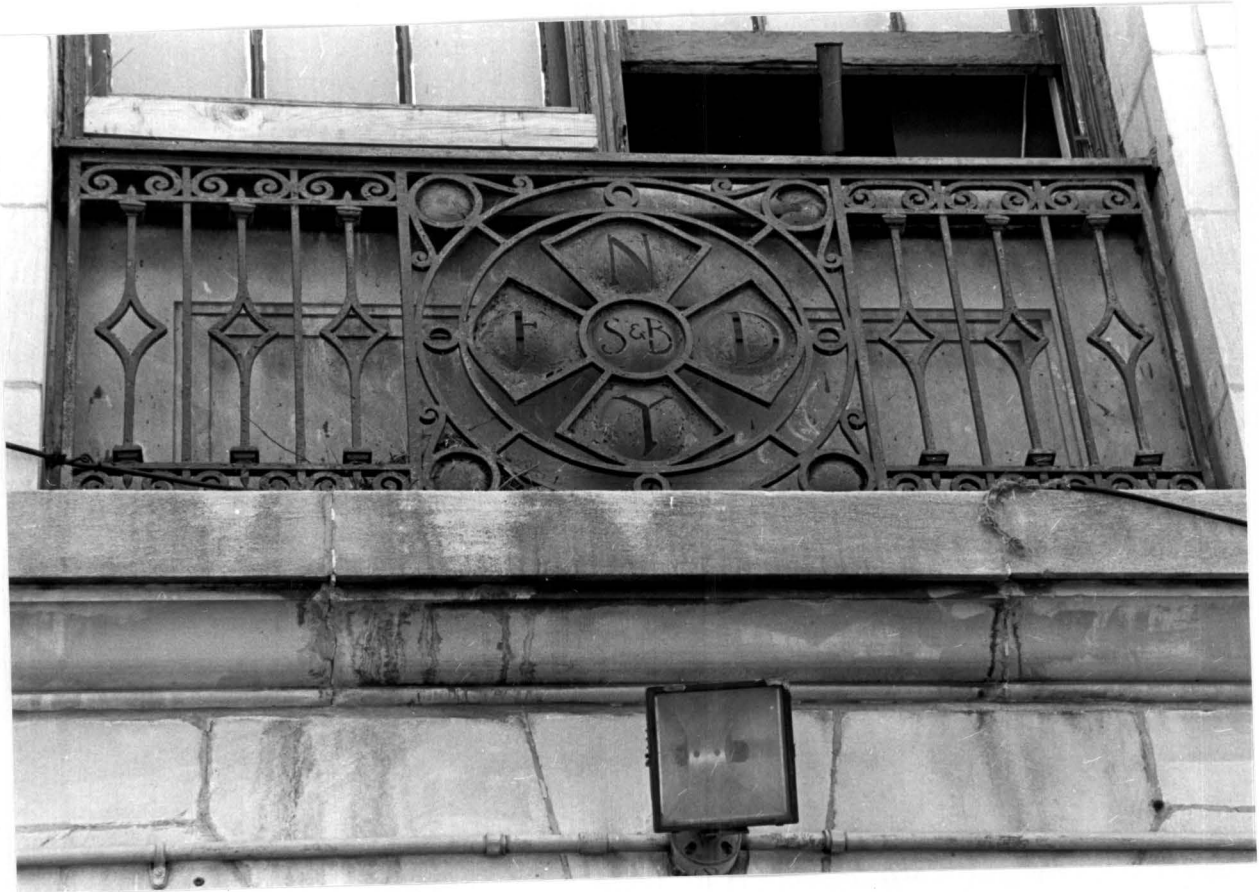




Fire Engine Company 289, Ladder Company 138  
 east grille, second story  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
 west grille, second story  
*Photo: Carl Forster*



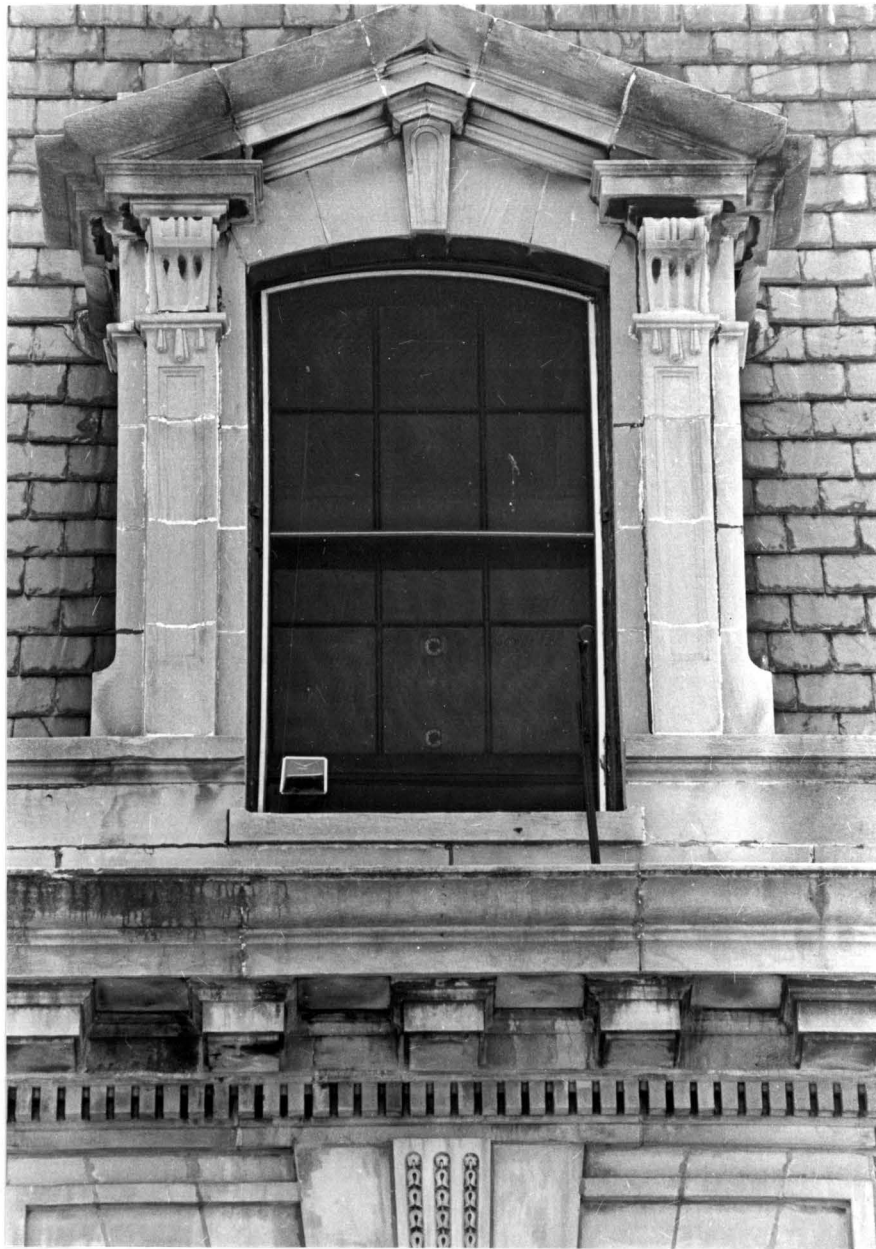
Fire Engine Company 289, Ladder Company 138  
center grille, 2nd story  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
 east medallion, second story  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
 west medallion, second story  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
dormer, third story  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
east window, second story  
*Photo: Carl Forster*



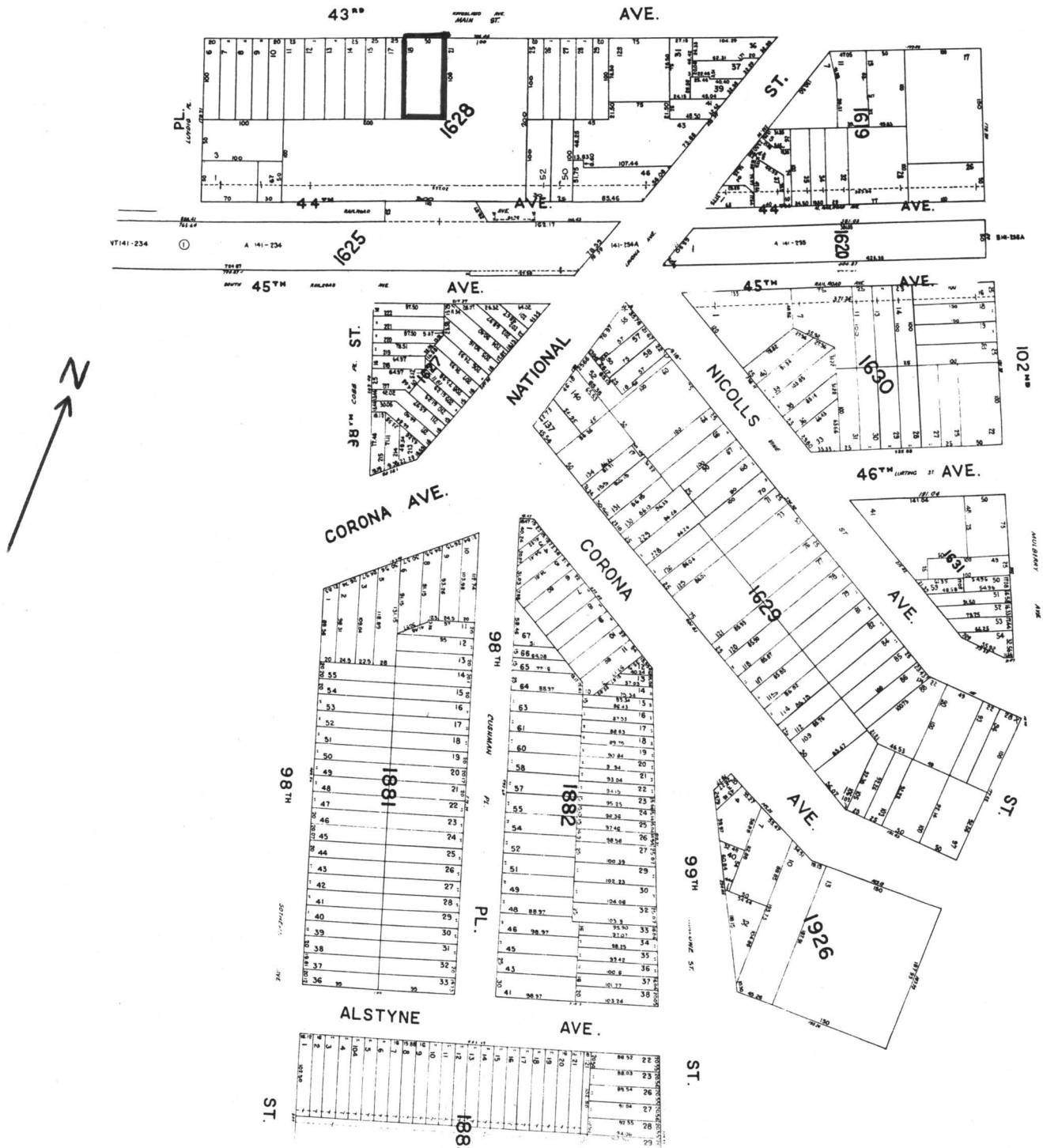


Fire Engine Company 289, Ladder Company 138  
 view of cornice and east dormer  
*Photo: Carl Forster*



Fire Engine Company 289, Ladder Company 138  
 window, first story  
*Photo: Carl Forster*





Fire Engine Company 289, Ladder Company 138

97-28 43rd Avenue, Queens

Landmark Site: Borough of Queens Tax Map Block 1628, Lot 18

Source: New York City Department of Finance, City Surveyor, Tax Map