

# Firehouse, Engine Company 88/Ladder Company 38



# Firehouse, Engine Company 88/Ladder Company 38

## LOCATION

Borough of The Bronx  
2225 Belmont Avenue

## LANDMARK TYPE

Individual

## SIGNIFICANCE

Designed by notable New York architects Herts & Tallant and built in 1908 prior to the adoption of the standardized Model Fire House Plan, the Engine Company 88/ Ladder Company 38 Firehouse is a rare example of the firm's work in civic architecture and the only known example of Prairie School-influenced design in a New York City firehouse.



**Engine Company 88/Ladder Company 38**  
2023

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# Firehouse, Engine Company

## 88/Ladder Company 38

2225 Belmont Avenue, Bronx

### Designation List #533

LP-2669

**Built:** 1908

**Architect:** Herts & Tallant

**Landmark Site:** Borough of The Bronx, Tax Map  
Block 3086, Lot 38

**Building Identification Number (BIN):**

2086781

**Calendared:** March 14, 2023

**Public Hearing:** May 2, 2023

On May 2, 2023, the Landmarks Preservation Commission held a public hearing on the proposed designation of the Firehouse, Engine Company 88/Ladder Company 38 as a New York City Landmark and the proposed designation of the related Landmark Site (Item No.1). The hearing was duly advertised in accordance with the provisions of the law. Four people testified in favor of the proposed designation, including representatives of the Fire Department of New York, the New York Landmarks Conservancy, the Historic Districts Council, and the Mott Haven Historic District Association. There were no speakers opposing designation.

In addition, the Commission received nine letters in support of the proposed designation, including from representatives of the East Bronx History Forum, and eight individuals.

## Summary

### Firehouse, Engine Company 88/Ladder Company 38

The Engine Company 88/Ladder Company 38 firehouse was constructed in 1908 to serve the growing population of the Belmont neighborhood of the Bronx. This impressive example of early-20th-century civic architecture is adorned with Prairie-style elements, including deeply set windows with a grand bracketed limestone window enframement and decorative brickwork executed in both standard and Roman brick. Because of its relatively narrow mid-block location, living quarters are located on the second and third floors, above twin apparatus bays and facilities originally designed for horses housed on the ground floor. Carved stone plaques in the spandrels above the bays identify the two companies.

Consolidation of the five boroughs of New York City in 1898 led to an expanded and more widely professionalized firefighting force, phasing out the remaining volunteer fire departments still operating in the outer boroughs. Firefighting infrastructure was needed due to population growth in neighborhoods such as Belmont and led to the construction of many new firehouses in the late 19th and early 20th centuries. Additionally, the turn of the century ushered in more complex, mechanized firefighting equipment. This firehouse represents the early transition period, built to accommodate both horses and mechanized equipment.

The firm of Herts & Tallant was established in 1897 when former Ecole des Beaux-Arts classmates Henry Beaumont Herts (1871-1933) and Hugh Tallant (1870-1952) joined in a partnership. They established themselves as Broadway theater designers as well as experts on and advocates for

fireproof building design in the earliest days of the 20th century, designing such notable Broadway theaters as the New Amsterdam Theater, the Lyceum Theater, and the Booth Theater. The firm was engaged to design the firehouse in the early 1900s, and construction was completed in 1908. This would be one of the last commissions of the partnership, which dissolved in 1911.

The Engine Company 88/Ladder Company 38 Firehouse was constructed during a narrow window between the classically-influenced designs of Napoleon Le Brun & Sons from 1880 to 1895, and the 1910 adoption of the standardized Model Fire House Plan. In the interim period, a variety of architecture firms designed firehouses that varied in style. Highly intact to its original design and construction, this building is unique both among firehouses for its Prairie style influence, and among the work of Herts & Tallant, as the lone example of firehouse design by the firm.

Engine Company 88 and Ladder Company 38 have served the Bronx for 115 years, including through the epidemic of arson that overtook portions of the Bronx in the 1960s and 1970s, and have played an important role in protecting the neighborhood. The Engine Company 88/Ladder Company 38 Firehouse is an important reminder of this dedicated service.

## Building Description

Firehouse, Engine Company 88/Ladder Company 38

The Prairie style Firehouse, Engine Company 88/Ladder Company 38 at 2225 Belmont Avenue was designed by the architectural firm of Herts & Tallant and erected in 1908. It features a planar facade articulated with deeply set windows and a grand corbeled limestone window enframingent, as well as decorative brickwork executed in both standard and non-standard brick.

### Primary (East) Facade

The primary facade of the three-story-tall building is clad in brick laid in a variety of bonds atop a granite water table. The apparatus bays and windows of the living quarters are deeply recessed within two-story segmental-arched openings framed by a rounded brick molding. Between these bays, the personnel entrance is set within a segmental arched opening that springs from stone impost blocks. All three arched openings feature splayed lintels executed in Roman brick. The personnel entrance features a non-historic double door, topped by a blind transom decorated with a star. Above the entrance, a brick panel set within a shallow channel rises to the height of the second-story windows. In the outer bays, the apparatus doors are framed in stone and topped by stone spandrels with the names of the two companies: “38 Hook & Ladder 38” on the left and “88 Engine 88” on the right. At the second story each bay features wood framed fenestration incorporating a quartet of double-hung, one-over-one windows and a tripartite transom.

The third story features a substantial stone window enframingent surrounding eight double-hung

one-over-one windows and transoms running the width of the facade. The enframingent is topped by a bracketed cornice and decorated at the sill by a row of dentils. The parapet is partially recessed below the roof line and there is a bulkhead and chimney on the right side of the roof.

### Side (South) Facade

The south facade is unadorned painted brick laid in a running bond with header rows every six courses. There are two windows and no doors.

### Rear (West) Facade

The rear facade is painted brick laid in a running bond with header rows every six courses. The first story is an unadorned brick wall. The second and third stories are set back, and a projecting brick panel bisects the building, flanked by rows of triple-hung windows.

### Alterations

Historic apparatus bay doors, entrance door, and windows replaced; transom panel replaced with louver; metal bollards installed at the corners of the apparatus bays; lights and conduits; pipe by personnel entrance; fallout shelter sign; non-historic banner bracket; bird deterrent wires

## History and Significance

Firehouse, Engine Company 88/Ladder Company 38

### History and Early Development of Belmont<sup>1</sup>

Belmont is located in the central Bronx, to the west of the Bronx Park and the Bronx River, to the south of the Fordham University campus, to the east of the former New York and Harlem railroad tracks (now the Metro North Harlem Line), and north of Crotona. Prior to European settlement, the Bronx was home to communities of Munsee-speaking indigenous people known as the Manhattans, Wiechquaesgecks and Siwanoy, members of the larger Algonquian group, the Lenape or Delaware. Paths connecting Upper Manhattan with the mainland crisscrossed the area, including a path that traversed the present location of Fordham University.

In 1639, the Dutch West India Company purchased an area west of the Aquehung River, now known as the Bronx River. Jonas Bronck, a Scandinavian immigrant to the Dutch colony of New Amsterdam, is believed to be the first European settler in the area. He purchased a 500-acre tract of land to the south of present-day Belmont called Ranachqua by the local indigenous people (roughly meaning ‘end place’), now known as Mott Haven. There, he built a fieldstone house around 1640. The settlement was known as Bronck’s Land, a name that was, over the years, shortened to the Bronx.

Under English colonial rule, the lands of the Bronx went through numerous subdivisions and changes in nomenclature. In 1663, Englishmen Edward Jessup and John Richardson purchased a parcel spanning from the Bronx River to the now-gone Bungay Creek that was subsequently divided into 12 farms. Consequently, the area was known as

Twelve Farms, but later came to be called West Farms because of its location west of the Bronx River. In 1683, West Farms, along with many of the area’s other settlements were consolidated into the county of Westchester.

Soon after the Revolutionary War, the newly formed New York State Legislature restructured Westchester County into 21 townships. In 1846, the township of West Farms split from Westchester County. The area was made up of villages including Tremont, Belmont and Fordham.<sup>2</sup>

Belmont and the surrounding communities were once part of Fordham Manor, a 3,900-acre parcel granted to John Archer in 1671. Reyer Michielsen purchased the land in 1694, and subsequently built a Dutch-style wood frame farmhouse, dubbed “Rose Hill”. In 1737, Benjamin Corsa purchased the property and retained it for 50 years, selling it to Watts in 1787, who expanded the property in phases until 1823. Rose Hill and the remaining 189 acres it sat on became the site of what would become Fordham University in 1839 and Rose Hill was demolished in 1896.<sup>3</sup>

Other prominent families built country estates along the Bronx River in the 18th and 19th centuries. Many of these families also owned mills powered by the Bronx River. George and Peter Lorillard moved their family’s snuff manufacturing business to the Bronx River in 1792, and expanded their holdings to include a grist mill, a dam, water rights and 50 acres of land, and the mansion that would give Belmont its name.

Under Dutch and English rule and continuing into the 19th century, enslaved Black people labored on farms and in households in the Bronx, including in this area. Many of those enslaved people were either themselves sold in the slave markets of lower Manhattan or could trace their ancestry through this port of entry. Despite the gradual manumission granted under the New York

State Act for the Gradual Abolition of Slavery of 1799, there were still substantial numbers of enslaved people in the West Farms community in the first quarter of the 19th century. Peter Lorillard enslaved one person, enumerated in the 1800 and 1810 censuses. Twenty-six enslaved people were enumerated in the township of Westchester in the 1820 Census, the last census conducted prior to full emancipation in New York State in 1827.<sup>4</sup>

The expansion of transit accelerated population growth in the Bronx. Growth occurred along the route of the New York and Harlem Railroad, which expanded over the Harlem River in 1840 and opened the Fordham Station the following year, increasing transit access to the area. In 1899, the Third Avenue elevated train reached Bronx Park to the east of Belmont, bringing new residents to the area.<sup>5</sup> Immigration also contributed to vast population growth in the Bronx. Irish immigration to New York City burgeoned in the 1840s due to the Irish Potato Famine and there was work to be had in the mills located along the banks of the Bronx River. Further growth in the neighborhood was driven by groups of Italian immigrants who moved to the neighborhood in the 1890s to work on the Bronx Zoo construction project.<sup>6</sup> Belmont's Italian immigrant population was so robust that it is known as the Bronx's Little Italy.

The Bronx was annexed into New York City bit by bit over the years, starting in 1874, when Kingsbridge, Morrisania, and West Farms became the 23rd and 24th Wards of New York City, also known as the Annexed District. The area east of the Bronx River was subsequently annexed in 1895, and the fishing community of City Island joined the city in 1895. On January 1, 1898, the Borough of the Bronx was established within the consolidated City of New York.

In the early 1880s, the North Side Association advocated for infrastructure

improvements in the newly annexed areas of the Bronx such as paved streets, sewers and more transit. By the late 19th century, Belmont saw a shift away from the large private estates that had leant their names to the surrounding streets and neighborhoods. The population of the North Side more than doubled from 1890-1900. Institutional and civic buildings became increasingly common, often finding their nascent homes in the former mansions of prominent families. In 1872, the site of the firehouse was the location of the McManus home, and across the street, sat the Grote mansion. The circa 1860 Grote mansion eventually became Aquinas Hall, a Catholic girls' high school, and the Notre Dame Home for the Aged was constructed at the south end of the property. To the west of the firehouse, the Lorillard mansion, which leant its name "Belmont" to the neighborhood, became the Home for Incurables, at the present-day location of St. Barnabas Hospital.<sup>7</sup> In 1896, the street name was changed to Belmont Avenue.

### **Firefighting in New York City<sup>8</sup>**

Colonial New York was dominated by wood frame structures and consequently, the threat of fire was substantial. Under Dutch rule in New Amsterdam, all men were expected to join into firefighting efforts; under English rule it was decided that an organized volunteer firefighting force was necessary. The Common Council established the first volunteer force of 30 men in 1737, utilizing firefighting equipment imported from London. In 1798, the New York State Legislature established the Fire Department of the City of New York (FDNY), comprised of a chief engineer and six subordinates, along with squads of volunteers. Volunteer companies continued to be an important part of New York City's firefighting force for the next century.

The Great Fire of 1835 was the largest property disaster up to that point in the city's history. This event, along with other large fires in the first



half of the 19th century resulted in a renewed drive for safety, including the creation of the position of “Superintendent of Buildings” in 1860 and the subsequent establishment of a municipal building code. By 1900, the New York City Building Code required that many categories of new buildings be of fireproof construction, including hotels, lodging-houses, schools, theatres, jails, police stations, hospitals, asylums, and institutions for the care or treatment of persons.<sup>9</sup> Such buildings were to be constructed of brick or stone and to be roofed in tile or slate. The FDNY’s numbers had grown sixfold by midcentury, however this had not led to greater efficiency in firefighting. The volunteer fire department was ineffective despite its large numbers, due to brawls and acts of sabotage between competing fire companies. Additionally, fire personnel were scarce during the Civil War, leading to public support for a professional firefighting force akin to those found in other cities by that time.

In 1865, the New York State Legislature established the Metropolitan Fire District, encompassing Manhattan south of 86th Street and Brooklyn. The creation of the Metropolitan Fire District abolished the volunteer system and replaced 124 volunteer companies comprised of nearly 4,000 men, with 34 Engine Companies and 12 ladder companies operated by around 600 men. Thus, the volunteer system ended in New York City, to be replaced by the paid Metropolitan Fire Department. Despite the smaller size of the newly organized FDNY,<sup>i</sup> the new force proved more efficient due to better organization, and the availability of more advanced equipment such as steam engines, taller ladders, a telegraph signal system, as well as additional horses to pull equipment. In 1870, communications capacity was expanded by the introduction of alarm boxes to facilitate the reporting

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<sup>i</sup> There were 3,421 volunteer firefighters in 1865, replaced by 599 paid firefighters in 1866.

of fires in progress.<sup>10</sup>

The Metropolitan Fire District was gradually expanded to encompass the suburban districts north of 86th Street, and with New York City’s annexation of parts of the Bronx, onto the mainland to the north. The establishment of a training academy in 1883 further professionalized the FDNY. Consolidation of the five boroughs in 1898 vastly expanded its reach, when the departments in Brooklyn and numerous communities in Queens and Staten Island were incorporated into the city. This, coupled with the pressures of rapid population growth of the city at this time led to a period of robust firehouse construction.

At the same time, improvements in firefighting equipment were changing the nature of the work. Though fire equipment continued to be horse-drawn into the 20th century, accounting for 45% of the apparatus in 1916,<sup>11</sup> the Fire Department acquired more modern apparatus and motorized vehicles, reflecting the need for faster response to fires in taller buildings. The FDNY had obtained its first motorized fire engine, a Knox high-pressure hose wagon, in 1909 and finally retired its horses in late 1922, when the last horse-drawn run was completed by Engine Company 205 in Brooklyn.<sup>12</sup>

### **Firehouse Design<sup>13</sup>**

Prior to the establishment of a professional fire department, volunteer fire departments often lacked robust structures, sometimes little more than a wooden storage shed adequate to house only rudimentary firefighting equipment. These small buildings were unable to support the weight of the mechanized equipment that was increasingly being utilized in modern firefighting. As the FDNY was professionalized, the need for well-constructed firehouses was apparent and led to a period of

increased firehouse construction in the late 19th and early 20th centuries.

Whereas civic buildings such as armories and schools were often rendered in revival styles that replicated older building types, firehouses were a new type of civic building with little stylistic or design precedent. Given this lack of precedent, 19th century firehouse designers sought to create a vocabulary for this novel civic building typology and chose to incorporate symbolic ornamentation in the designs of early fire department buildings that indicated their use. For example, the 1854 Fireman's Hall utilized decorative details representing the implements of the firefighter's trade: hooks, ladders, and fire hydrants.<sup>14</sup>

In 1880, the FDNY hired Napoleon LeBrun & Sons as the official architectural firm for the department. The need for modern facilities was great, and LeBrun designed 42 New York City firehouses before his death in 1895. LeBrun opted for classically-inspired designs. Among his innovations in firehouse design was a vertical hose drying system that was implemented in firehouses for years to come.

The City Beautiful movement of the late 19th century promoted the idea that civic buildings referencing classical themes inspired civic pride and were also easily recognizable as centers of government and order. The movement emerged from the 1893 Columbian Exposition in Chicago, where a model city of monumental Beaux Arts-style buildings was erected. The City Beautiful principles held strong influence over civic construction for many years to come and classically influenced temple-like buildings continue to be associated with civic use to this day.

After LeBrun's death in 1895, a rotating roster of architects were engaged to design firehouses in New York City, resulting in greater variety in their styles. Nevertheless, the vast majority

of these new firehouse designs continued to be rendered in highly popular Classical Revival styles.

During this period, several well-known architectural firms designed firehouses throughout the city, including Flagg & Chambers, Hoppin & Koen, and others. Among these, the architectural firm of Herts & Tallant, known for their designs of elaborate Broadway theaters, took a daring departure from the more conventionally-styled firehouses of the 19th century, choosing to eschew classical ornamentation and design a modern firehouse in the emerging Prairie style for Engine Company 88/Ladder Company 38 in the Belmont neighborhood of the Bronx. While other architects were designing Prairie-style firehouses in the same time period, including Kiehnel and Elliott in Pittsburgh, and Curtis E. Ohme in Billings, Montana, Herts & Tallants' Belmont firehouse was the first, and to this day the only firehouse of this style in New York City.

Herts & Tallant appear to have been influenced by Frank Lloyd Wright's 1906 Unity Temple in Oak Park, Illinois, as expressed by the imposing upper story window enframing and the simple ornamentation of their Belmont firehouse. Urban firehouses adhered to the recognizable form of large apparatus bays with living quarters and offices within a multi-story building, making them recognizable as a firehouse, but the ornamentation and style varied from building to building.

Hoppen & Koen were commissioned to design a "Model Fire House" plan for the FDNY in 1910, ending the era of varied individual firehouse designs. Their neo-Classical model plan was fireproof and could be adapted to lots of various sizes, for both corner and midblock lots. Subsequently, 18 model plan firehouses were constructed after 1911, two short of the planned 20 firehouses. The model plan allowed for the bulk purchase of materials for multiple construction

projects and incurred substantial savings over the cost of piecemeal firehouse planning and construction that had occurred since LeBrun’s death.

### **Engine Company 88/Ladder Company 38 Firehouse<sup>15</sup>**

Around 1906, the firm of Herts & Tallant were engaged to design a firehouse in the Bronx. Already established designers of Broadway theaters, the firm had expertise in fireproof construction. In 1906, they were paid \$2,381 for their architectural design services by the FDNY.<sup>16</sup> Their proposed design for the Engine Company 88/Ladder Company 38 Firehouse in Belmont was approved by the Art Commission on June 11, 1907. The firehouse was dedicated and commenced operations on November 15, 1908.<sup>17</sup>

Built as the fire department was in the early days of transitioning from horse-drawn apparatus to more modern equipment, this firehouse was designed to accommodate both horses and mechanized equipment, which became more common in the early 20th century. There was an established practice of purchasing midblock sites for firehouses because such lots were less expensive than those located on corners. The Engine Company 88/Ladder Company 38 firehouse sits on two midblock tax lots that were combined for the firehouse’s construction. The firehouse was originally divided into two separate facilities for each company and was completely bisected by a wall running the depth of the building. The lot is relatively narrow at 50 feet, and this, along with the mirrored design of the two companies’ quarters, necessitated verticality in the firehouse’s design. The ground floor of the firehouse originally contained a combined total of ten horse stalls, a watch desk for each company, and room for storage of steam engines, ladders, and other apparatus. Offices were located on the second floor, along with sleeping quarters and toilets occupying what was

deemed a “dormitory floor”. The third story housed a “recreation room” as well as locker rooms and storage. Because it was common practice for the firefighters to eat their meals at home, there were no kitchen facilities in the original firehouse design.

The transition away from horse-drawn towards motorized equipment began in earnest in 1918 when the first tractor-pulled ladder was acquired by Ladder Company 38, and their horses were retired. In 1920, Engine Company 88 followed suit and the horses were finally retired from service, allowing the former stable area to be converted to a kitchen.<sup>18</sup>

After over half a century of the two companies operating in mirrored facilities, the interior wall was demolished around 1968. This allowed for more efficient function of the two companies, as some duties such as manning the watch desk no longer required two people.

Engine Company 88 and Ladder Company 38 have responded to many notable fires in the Belmont neighborhood and beyond, including a fire at St. Barnabas Hospital that persisted for almost a week in 1960, a major train fire that same year, and the tragic Happy Land Social Club fire in 1990. In the late 1960s and on into the 1970s, an epidemic of arson overtook the surrounding neighborhoods, and the FDNY was stretched to its limits. A second section of Engine Company 88 was necessary in the 1970s to alleviate the strain. Engine Company 88 and Ladder Company 38 played an important role in fighting these, and other fires in the Belmont neighborhood.<sup>19</sup>

Herts & Tallant’s design for the Engine Company 88/Ladder Company 38 Firehouse is an impressive example of early 20th century civic architecture. It is the city’s only known example of a firehouse incorporating Prairie-style influenced design, its planar facade articulated with deeply set windows and a grand corbeled limestone window

enframement and decorative brickwork executed in both standard and Roman brick.

### **Prairie Style<sup>20</sup>**

The emergence of the Prairie School at the turn of the 20th century was a bold departure from the revival styles that had been almost ubiquitous in the previous century. Developed and popularized by Frank Lloyd Wright and his Oak Park, Illinois studio, the Prairie style was adapted to a variety of settings and uses throughout the country. Wright had been influenced by the Arts and Crafts movement as well as traditional Japanese architecture, while also occasionally referencing Beaux-Arts detailing. The Prairie style is notable for its horizontal form, natural materials, and often restrained ornamentation. Inspired by the landscape of the Midwest, it is a truly American architectural style.

The application of design principles refined in the suburban Midwest to buildings located in denser cities resulted in a modified style. The horizontality typical of Prairie style residences was impractical in cities where every square foot of lot area was needed to accommodate a structure. The materials utilized in Prairie style architecture, on the other hand, were adaptable to urban use. In the case of firehouses, masonry was preferred over wood for practical reasons rather than stylistic ones: its fireproof nature. Decorative elements, such as brickwork and substantial window enframements could be adapted to the planar facades of attached buildings located on tight city blocks.

In 1906, shortly before Herts & Tallant endeavored to design a firehouse in the Bronx, Frank Lloyd Wright's Unity Temple in Oak Park was completed. The influence of this design is reflected most apparently in the bracketed window enframement at the top story of the Engine Company 88/Ladder Company 38 Firehouse. Other examples of Prairie style civic buildings, and specifically

firehouses, can be found around the country. The Lincoln-Larimer firehouse in Pittsburgh, also completed in 1908, was designed by the firm of Kiehnel and Elliott, and in many ways resembles the Engine Company 88/ Ladder 38 Firehouse.

### **Herts & Tallant<sup>21</sup>**

Henry Beaumont Herts (1871-1933) and Hugh Tallant (1850-1952) met as students at the Ecole des Beaux-Arts in Paris and formed their partnership when they returned to New York in 1897. Herts had previously studied architecture and engineering at Columbia University, and Tallant was a graduate of Harvard College. The firm stayed busy with contracts for a variety of buildings, including residences, but grew to be well known for their theater designs.

As an engineer, Herts had developed structural innovations including fireproof building techniques and cantilevered balconies that reduced the need for support columns, thus creating unobstructed views of the stage. Their designs for theaters include the New Amsterdam Theater (1903), the Lyceum Theater (1903), and the Brooklyn Academy of Music Opera House (1908). The firehouse, along with the 1898-99 Aguilar Branch of the New York Public Library are among the only civic structures designed by Herts & Tallant. The firm dissolved in 1911, and both continued to practice architecture. Herts went on to design the Booth Theater (1913) and other theaters, while Tallant continued in a new partnership for the remainder of his career.

### **Conclusion**

Firehouse, Engine Company 88/Ladder Company 33, designed by the notable architecture firm of Herts & Tallant is a unique example of Prairie style civic architecture in New York City. This firehouse is a rare example of the firm's work in civic architecture.

The firehouse was constructed during a narrow 15-year window between the designs of Napoleon Le Brun & Sons and the model firehouses of Hoppin & Koen. The architects embraced a daring new style that is the only Prairie style firehouse in New York City and is a bold, modern departure from the firm's better-known theater designs. The Engine and Ladder Companies that have occupied the firehouse for over a century have played a significant role in the Belmont neighborhood of the Bronx and the firehouse represents their history and contributions as well.

## Endnotes

- <sup>1</sup> LPC, *Manida Street Historic District* (LP-2644) (New York: City of New York, 2020), prepared by Jessica Baldwin and MaryNell Nolan-Wheatley.
- <sup>2</sup> Jenkins, Stephen. *The Story of the Bronx from the Purchase Made by the Dutch from the Indians in 1639 to the Present Day* (New York: G.P. Putnam's Sons, 1912), 342.
- <sup>3</sup> Cantwell, Anne-Marie E. and Diana diZerega Wall. *Unearthing Gotham: The Archaeology of New York City* (New Haven: Yale University Press, 2003), 262.
- <sup>4</sup> 1820 U.S. Census, Westchester County, NY, Population Schedule, Township of Westchester.
- <sup>5</sup> Jenkins, 354.
- <sup>6</sup> Ultan, Lloyd & Gary Hermalyn. *The Bronx in the Innocent Years: 1890-1925* (Bronx: Bronx County Historical Society, 1985), xxvi.
- <sup>7</sup> Jenkins, 353.
- <sup>8</sup> Significant information for this report came from Landmarks Preservation Commission (LPC), *Firehouse, Engine Companies 264 & 328/Ladder Company 134* (LP-2609) (New York: City of New York, 2018), prepared by Donald Presa and Michael Caratzas; and LPC, *Firehouse, Engine Company 46* (LP-2523) (New York: City of New York, 2013), prepared by Virginia Kurshan.
- <sup>9</sup> Morgan, Rollin M. *The Building Laws of the City of New York*. (New York: Banks Law Publishing, 1900), 70.
- <sup>10</sup> NYC Fire Museum. *FDNY: An Illustrated History of the Fire Department of the City of New York* (New York: WW. Norton & Company, 2003), 42.
- <sup>11</sup> Johnson, Gus. *F.D.N.Y.: The Fire Buff's Handbook of the New York Fire Department 1900-1975*. (Belmont, Massachusetts: Western Islands, 1977), 60-61.
- <sup>12</sup> *FDNY: An Illustrated History of the Fire Department of the City of New York*, 57.
- <sup>13</sup> LPC, *Firehouse, Engine Companies 264 & 328/Ladder Company 134* LPC, *Firehouse, Engine Company 46*
- <sup>14</sup> Costello Augustine E. *Our Firemen: A History of the New York Fire Departments Volunteer and Paid* (Published by the Author, 1887; reprinted New York: Knickerbocker Press, 1997), 739.
- <sup>15</sup> Information and materials helping to document the building's history were provided by the Fire Department of New York from their archives; Captain Douglas J. Mitchell, Jr., Ladder Company 38 provided assistance with research.
- <sup>16</sup> City of New York. *Report of the Fire Department of the City of New York for the Year 1906*. (New York: Martin B. Brown Company, 1907).
- <sup>17</sup> FDNY. *Belmont's Bravest: 100 Years of Service in the Belmont Section of the Bronx* (New York: self-pub., 2008).
- <sup>18</sup> *Ibid*, 12.
- <sup>19</sup> *Ibid*, 21-28.
- <sup>20</sup> Pfeiffer, Bruce Brooks. *Frank Lloyd Wright* (Koln: Taschen, 2007) 10-38.
- <sup>21</sup> LPC, *New York Public Library, Aguilar Branch* (LP-1837) (New York: City of New York, 1991), prepared by Joseph C. Brooks, 3.

## Findings and Designation

Firehouse, Engine Company 88/Ladder Company 38

On the basis of a careful consideration of the history, the architecture, and the other features of this building and site, the Landmarks Preservation Commission finds that the Landmark Name 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, state, and the nation.

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 the Firehouse, Engine Company 88/Ladder Company 38 and designates Borough of Bronx Tax Map Block 3086, Lot 38 as its Landmark Site, as shown in the attached map.



Firehouse, Engine Company 88/ Ladder Company 38 front facade, 2225 Belmont Avenue, Bronx  
Bilge Kose, June 2023



Ladder Company 38 sign (left), and Engine Company 88 sign (right)  
Lisa Buckley, March 2023

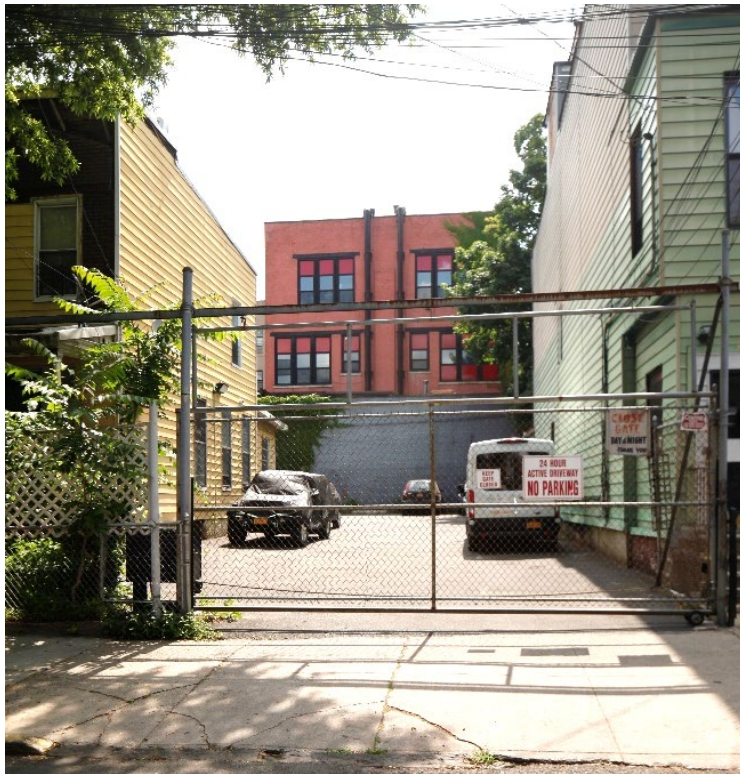




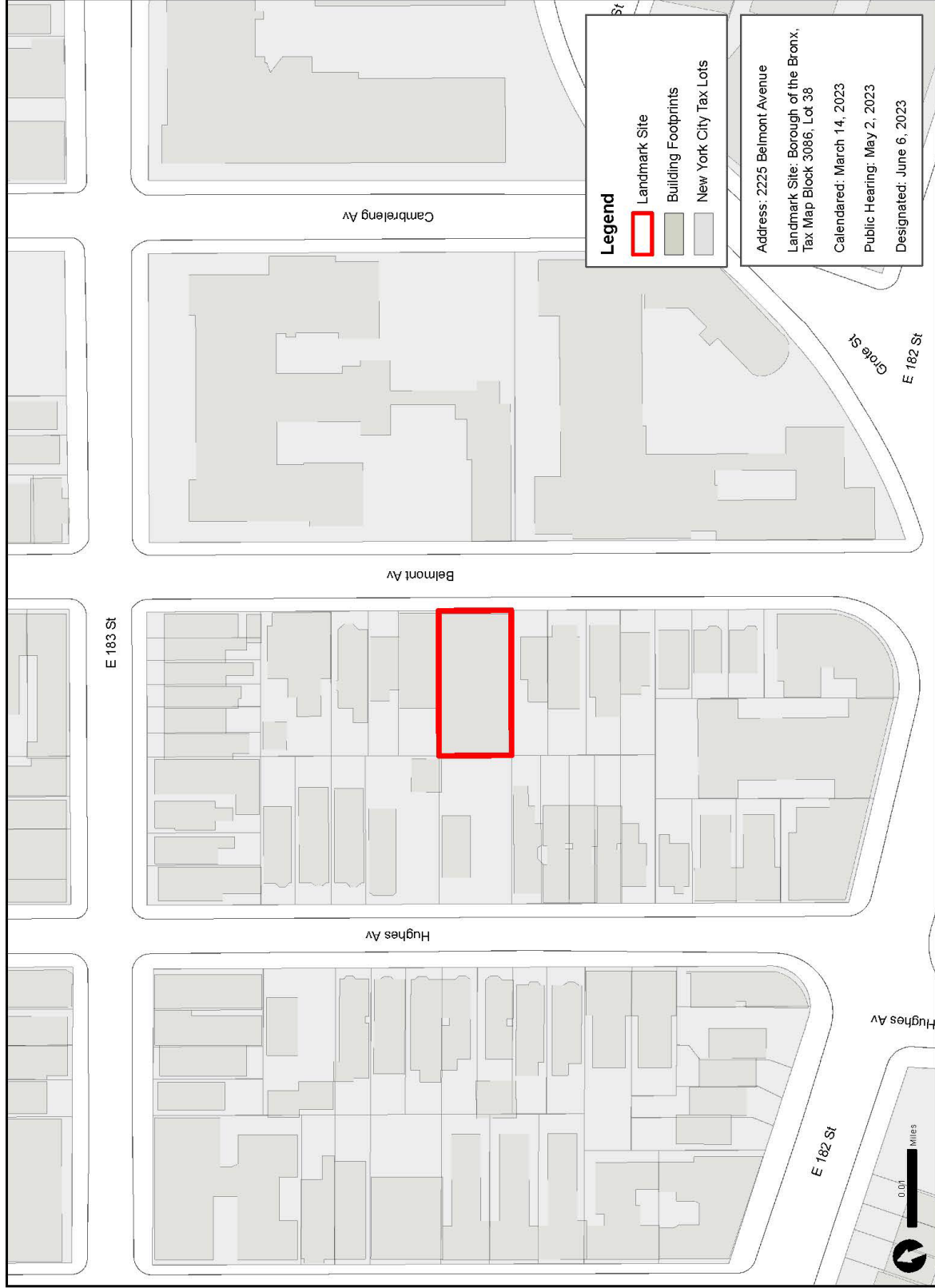
Firehouse, Engine Company 88/ Ladder Company 38 front facade, 2225 Belmont Avenue, Bronx  
Lisa Buckley, June 2023



**Firehouse, Engine Company 88/ Ladder Company 38 front facade, 2225 Belmont Avenue, Bronx**  
Lisa Buckley, June 2023



**Firehouse, Engine Company 88/ Ladder Company 38 rear facade, 2225 Belmont Avenue, Bronx**  
Bilge Kose, June 2023



Graphic Source: MapPLUTO, Edition 22v1, Author: New York City Landmarks Preservation Commission, DHW, Date: 6/6/2023