ENGINE COMPANY NO. 24
3702 Georgia Avenue NW at New Hampshire Avenue and Rock Creek Church Road
Washington
District of Columbia

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

HISTORIC AMERICAN BUILDINGS SURVEY
National Park Service
Northeast Region
Philadelphia Support Office
U.S. Custom House
200 Chestnut Street
Philadelphia, P.A. 19106
Location: 3702 Georgia Avenue NW at New Hampshire Avenue and Rock Creek Church Road, Washington, D.C.

USGS Washington West, D.C. Quadrangle
Universal Transverse Mercator Coordinates 18.325500.4311460

Present Owner: The Government of the District of Columbia

Present Occupant: Engine Company No. 24
District of Columbia Fire Department

Present Use: Fire Station

Significance: Built in 1911, Engine Company No. 24 is an excellent example of early twentieth century suburban firehouse design in Washington, D.C. Designed in the Italian Renaissance style by the locally significant architect Luther Leisenring and his partner Charles Gregg, the firehouse became an established landmark in the local neighborhood of Petworth. As the first fully-motorized fire company in D.C. history, Engine Company No. 24 is also associated with technological advancements which would change fire fighting and fire house design forever. Built to house horses and horse-drawn equipment, the station was stripped of its horse-related equipment within a year of its construction. Two new motorized engines were brought into the station in the fall of 1912, heralding the end of the era of the horse in the District of Columbia Fire Department. The fire house continues to serve the local community today.
PART I. HISTORICAL INFORMATION

A. Physical History:

1. **Date of erection:** Engine Company No. 24 was constructed in 1911. The architectural firm of Charles Gregg and Luther Leisenring won the contract to design the fire house in 1910 and William E. Mooney was awarded the construction contract in March 1911. The completed structure was inspected and approved by the D.C. Municipal Architect in September 1911. The contracts and the inspection report are located in the Engineering Department Records at the District of Columbia Archives.

2. **Architect:** Fire Company No. 24 was designed by the firm of Charles Gregg and Luther Leisenring in 1910, the first year of their collaboration. Luther Leisenring was a well known architect in the Washington area. According to an obituary in the Washington "Evening Star" dated October 5, 1965, Luther M. Leisenring was born in Lutherville, Maryland. He graduated from the University of Pennsylvania School of Architecture in 1898, studied in Europe, and worked for the architectural firms of Hornblower and Marshall and Cass Gilbert. He moved to Washington in 1905 and in 1910 started an architectural firm with Charles Gregg. In 1918, while continuing his private practice, Leisenring became Supervising Architect in the office of the Quartermaster General. He retired from this position in 1946, having overseen the restoration of Fort McHenry in Baltimore, the Custis Lee Mansion in Arlington Cemetery, the Wright Memorial at Kitty Hawk, North Carolina and the monument for the Tomb of the Unknown Soldier in Arlington Cemetery. Leisenring specialized in the restoration of colonial homes in Washington, Maryland and Virginia and was also the author of numerous articles about architecture. He died in 1965.

In contrast, little is known about Charles Gregg. According to local directories, Gregg operated an architecture firm for several years before going into practice with Leisenring in 1910. He and Leisenring operated their architectural firm until 1928, at which time Gregg went on to work for the D.C. Municipal Architect as an associate engineer.

Leisenring and Gregg won the contract to design Engine Company No. 24 in 1910.
3. **Original and Subsequent Owners:** The Government of the District of Columbia has owned Engine Company No. 24 since its construction in 1911.

4. **Contractors:** According to a building order dated March 30, 1911, located in the Engineering Department Records at the District of Columbia Archives, there were a total of eight bids filed for the building contract of Engine Company No. 24. Local building contractor, William E. Mooney, brought in the lowest bid at $21,775.

   The electrical plans were designed by the D.C. Electrical Department and the contract to wire the fire station went to Kluckhuhn & Brother.

5. **Original Plans and Construction:** The original plans for the construction of Engine House No. 24 are located in the Engineering Division library of the D.C. Department of Public Works. Physical evidence and evidence from early photographs in the Washington "Evening Star" taken soon after its construction indicate that the fire station was built to plan with only minor alterations. One alteration, visible from the exterior, was the substitution of pivot windows on the second story front facade in place of the leaded-glass, multi-pane windows that were featured on the original plans. Other alterations or additions were included in the building contract. These included a tin ceiling substituted for a plaster ceiling over the engine room and new flushing devices to be added to the horse stalls on the engine room floor.

   The total cost of the project as recorded in the final inspection report located in the District of Columbia Archives, was $22,010. This price included the construction and maintenance of the building for a year after its completion.

6. **Alterations and Additions:**

   1911-1912: The earliest alterations to the Engine House No. 24 were completed within the first year of its construction. The building was stripped of its horse-related apparatus, such as the seven stalls located on the first floor, and the harness equipment. Also, soon after its construction, an additional sliding pole was placed in front of the rear spiral staircase. This pole does not appear in the original plans and its placement subsequent to the construction of the building explains the awkward space
between the pole and a door opening to the stairwell. It is of the same material and construction as those poles built as part of the original plans.

Circa 1930: The rear porch was bricked-in to create a lounge and kitchen area. The period, circa 1930, is based on the age of the existing windows, which are wood, double-hung sash, behind modern metal storm windows; and on the age and weathered appearance of the infill brick, which has been recently repointed. This date corresponds with a 1932 article in the Washington "Evening Star" that indicates that the building had undergone some renovations. Also, an upstairs linen closet was converted into a lavatory. This date is based on the plumbing fixtures in this lavatory.

1950-1951: According to plans located in the Engineering Division library of the D.C. Department of Public Works, the wood, side-hinged doors were replaced by fully automated overhead doors. Also included in the plans was the alteration of the window opening on the first story between the equipment doors. This window opening was converted into a door opening.

Circa 1970: Physical evidence suggests that in the 1970s, the second story underwent significant alteration. Interior partitions were erected in the reading room and the ceilings were dropped and replaced with acoustical tile throughout the second story. Also, above the office and coat room on the first floor, there is a narrow storage space that appears in the original plans of the fire house. Physical evidence suggests that, circa 1970, the storage space windows located on the interior wall over the office and coat room doorways were replaced with plywood boards.

According to plans from the D.C. Department of Public Works, the lighting system was also changed, replacing the existing system with fluorescent strip lighting.

1981: According to a staff member of the fire station, the interior wall between the lounge and the engine room on the first floor was erected.

Circa 1990: According to a staff member of the fire station, the hose tower was blocked off and turned into closet space on the first and second stories. In addition, a wood deck was erected on the rear facade of the building. The deck is accessed from the rear lounge room door.
B. Historical Context:

On November 28, 1911 Engine Company No. 24 was formally placed in commission at an installation ceremony attended by the District Fire Chief and several District commissioners. The fire station was constructed near the busy intersection of Georgia Avenue (formerly Brightwood Avenue), New Hampshire Avenue and Rock Creek Church Road, in a new suburban neighborhood known as Petworth. As part of Battalion No. 4 of the D.C. Fire Department, its original service area included not only Petworth, but also the northern neighborhoods of Brightwood, Saul's Addition and Tacoma Park.

In 1911, only twenty percent of Petworth had been constructed. This neighborhood was originally part of a much larger area called Brightwood. Initial settlement of Brightwood began in the early 1800s with the construction of the 7th Street Turnpike, the precursor of Georgia Avenue. In 1862, a horse-car service was established on the old turnpike road, by this time known as Brightwood Avenue, which opened up the area for new suburban development. The Brightwood area received an additional boost with the extension of New Hampshire Avenue past Rock Creek Church Road in the 1890s.

The subdivision of Petworth was established around 1890. Development remained slow in Petworth until the second decade of the 1900s. However, over the next fifteen years, this area would experience rapid development. By 1928, the Baist Atlas of the District of Columbia depicted Petworth and its immediate surroundings as a densely packed neighborhood of brick row houses and duplexes along with several new schools, public parks and playgrounds, and a municipal hospital.

This sudden development was part of a larger expansion of suburban Washington D.C. that began after the Civil War. A burgeoning Federal work force created a tight and expensive local housing market and forced District workers of moderate means to look to the new suburbs for housing. Connected to a street car line that led directly to downtown D.C., Petworth and the surrounding area neighborhoods were a good option for residential development. Advertisements for the area appeared in the 1910s in the Washington "Evening Star" which encouraged people to visit the sample new homes being built in the "fashionable Northwest."

When Engine Company No. 24 was established, it was only one of two buildings on the west side of Georgia Avenue between New Hampshire Avenue and Quincy Street. (The other building, originally a carriage works, continues to share a party wall with the fire station today.) The establishment of a fire station in a neighborhood that was still largely under construction was a common practice at the turn of the century. It served both the local government and the private sector as a promotion of the new suburb. While land was cheap and plentiful, the D.C. Fire Department could choose the best location for the
new station and the local developers could use the existence of the fire station as evidence of the safety and security of the growing neighborhood.

The opening of the Petworth fire station had been eagerly anticipated by the local neighborhood. As early as June 1911, the Petworth Citizens' Association began plans for a housewarming celebration for Engine Company No. 24 in honor of the members of the new company. The Citizens' Association promised the celebration would be one of the "most elaborate ever held" in the neighborhood. An upsurge of pride in neighborhood fire companies began after the establishment of the D.C. Fire Department in 1864. Before the 1860s, fire companies were privately owned and operated. These early fire companies, such as the Anacostia Fire Company, organized in 1804, and the Vigilant Fire Company, established in 1817, operated as volunteer organizations and clubs. Disputes and rivalries between the fire companies limited the effectiveness of fire fighting in the District and created great public discontent. After a series of devastating fires in the District, the District government passed an act in 1864 creating a paid fire department that would be under city control. By the 1870s, the D.C. Fire Department was staffed by full-time, professional fire fighters. As new fire houses opened in the growing city, the public expressed its new found pride in its local fire fighters by holding welcoming parties, such as that held by the Petworth Citizens' Association for Engine Company No. 24.

Public interest in the fire houses was translated into the architecture and design features of the fire house. Fire house structures became architectural landmarks for the local community. Engine Company No. 24 belongs to a group of fire houses built in a period of extensive suburban development. Due to the rapid development of the District, the Municipal Architect's Office, which was responsible for the design of all new District-owned structures, was unable to keep up with the demand for new buildings and so began to hire local architecture firms to design the new municipal structures. The influence of local architectural firms on fire station design during this period was significant. In popular Eclectic styles, architects attempted to design fire stations that were a complement to the surrounding neighborhoods. Petworth's fire station was no exception. Designed by the architecture firm of Charles Gregg and L.M. Leisenring, Fire Company No. 24 displays an eclectic mixture of Italian Renaissance Revival and Gothic style motifs. While clearly a public building in its massing and size, it is sympathetic to the residential architecture of the Petworth area, copying the appearance of the surrounding residential structures with the use of brick and tile and the "false" side-gable roof on the front facade. (In fact, the roof is flat, but slopes down on the front facade to create the illusion of a side-gable roof.)

Public concern for the fire fighters was also translated into the interior of the fire stations, as residents demanded comfortable living quarters for the local fire departments. The plan of Engine Company No. 24 was typical of early twentieth century, two-story fire
station design, displaying equipment and working space on the first floor and living quarters above. However, recreational amenities were also part of the plans for the fire station, including a large reading room illuminated by an overhead skylight on the second floor and a screened-in porch on the rear of the building.

When constructed, however, there was little discussion in the Washington "Evening Star" of the design of the fire house. Instead, attention was focused on the motorized fire equipment to be installed in the building. District Fire Chief Wagner began urging the District Commissioners to acquire motorized fire equipment as early as 1910. Since the mid-1800s, fire equipment had been horse-drawn. Fire house design was adapted to accommodate the horses, which included the introduction of interior stalls, forage rooms and specialized harness equipment. As the District grew outward, concern for fire safety in the outlying suburbs was expressed in the local newspapers. Even with the invention of multiple time saving devices within the firehouse, such as sliding poles, automatic stall openers and specialized hanging harnesses that dropped down from the ceiling over the horses, response times were slow, and the ever increasing distances taxed the endurance of the horses. Beginning in the early 1900s, motorized fire equipment became available, and Chief Wagner was often quoted in the Washington "Evening Star" promoting the acquisition of motorized fire equipment for the D.C. Fire Department.

In 1910, the District Commissioners finally approved the purchase of two motorized fire engines. On August 6, 1912 District Fire Chief Wagner officially turned over the fire engines, a pumping engine and a combination chemical and hose engine, to Engine Company No. 24 making it the "first fully equipped motor firehouse in the history of the District fire department." The horse-related apparatus, including the stalls and harness equipment, were removed and the large forage room on the second story was converted into a locker room. The introduction of the motorized fire equipment at Engine Company No. 24 represented a major technological advance for the D.C. Fire Department. Over the next ten years the use of horse-drawn equipment was gradually phased out and the last horse was retired from the Department in 1925.

Engine House No. 24 has served as a working fire station in Battalion 4 since its construction. It operated two engines and an ambulance from the fire house until 1990, when one of the engines was retired. However, according to the battalion chief, it remains the third busiest fire station in the District.
PART II. ARCHITECTURAL INFORMATION

A. General Statement:

1. **Architectural Character:** This building is an excellent example of the Eclectic style in an early twentieth century municipal structure. The building displays Italian Renaissance Revival features in its set of triple pivot windows, stone quoins and roof brackets. Its main features, however, are the large limestone Gothic arches over the apparatus doors on the front (east) facade.

2. **Condition of Fabric:** The overall condition of the exterior appears to be good. The condition of the interior fabric is fair on the ground story and poor on the second story, the latter having undergone several major alterations.

B. Description of Exterior:

1. **Overall Dimensions:** Engine Company No. 24 is roughly square in plan. It measures 50 feet wide and 63 feet 10 inches deep. It is 3 bays wide and 2 1/2 stories tall. A 2-story square space, which now serves as the lounge and kitchen, extends from the main section of the building, measuring roughly 20 feet wide and 21 feet 4 inches deep. It has a basement under the rear half of the structure. A square brick hose tower forms the additional half story, but is not visible from the street.

2. **Foundations:** The foundation is made of smooth, coursed granite block. A molded limestone water table is located above the foundation.

3. **Walls:** On the main elevation (east) the building is brown brick in a running-bond pattern. The brick has wide raked joints with a light grey mortar. Large limestone quoins run up the sides of the front facade. An intricate brick frieze is located above the second story windows. The bricks in the frieze are arranged around diamond-shaped terra cotta panels set at even intervals across the facade. The main features of the facade are the tall, limestone pointed arches around the equipment doors. The points of the arches are located just below the second story window sills. The brick infill between the points of the arches and the equipment doors have limestone shields emblazoned with the letters "D.C.F.D."
equipment doors is a wooden flag pole that rests in an ornate cast-iron wall-mounted base. "NO. 24" in metal lettering flanks the flag pole's base.

On the rear elevation (west) the brick is red in a common-bond pattern with a grey mortar. Flat, vertical-brick lintels and flat limestone sills frame each window.

4. **Structural Systems:** Engine Company No. 24 is a combination of load-bearing, brick walls and steel column construction. Cast iron columns and I-beams permit the large, open interior space on the first story. The basement is brick masonry construction with concrete footings located under the tracks on which the fire trucks were parked. (The tracks are no longer visible on the engine room floor.) The roofing is timber frame.

5. **Balconies:** Original to the construction of the engine house and located on the second floor in the center of the facade is a narrow, iron balcony. The balcony railing consists of wrought iron loops divided into panels. Each floor panel is a simple grill made of iron slats. The balcony is supported by triangular, iron brackets. It is accessed from a door on the second floor. Dating to the 1990s is a wood deck located on the rear facade (west). Beginning at the door that leads from the interior lounge area, the deck extends roughly one quarter of the way across the facade. It has a tall wood hand railing.

6. **Chimneys:** Located just to the east of the hose tower and integrated into the block of the tower is a single brick chimney. It is rectangular and has flat, metal coping. It rises approximately 3 feet above the roof of the hose tower, but is not visible from the street level. The chimney consists of three flues that travel directly to the basement and connect to the modern gas furnace through metal ducts.

7. **Openings:**

   a. **Doorways and doors:** On the front facade there are two large apparatus doors and a smaller service door on the first floor, and a central doorway on the second story leading to the iron balcony. The two apparatus doors are wood, overhead-mechanical doors that draw up on rails into the interior of the building. On each door is a row of six lights at a height of approximately six feet. The overhead doors replaced the original side-hinged, wood doors in 1950. Between the two apparatus doors is a narrow, service entrance with a wood door that is recessed back from the face of the building.
Above the door is a transom with four fixed lights. The second story doorway to the balcony is wood in a wood frame. It has a single fixed light above a square panel.

There are three doors at the rear of the building: the basement door which is located on the west face of the rear facade, and the first-story lounge door and second-story former forage room door which are located on the north face of the extension off the main block of the building. Each has a flat vertical-brick lintel. A basement door, located below street-level and roughly half way across the facade, is reached down a short flight of steps. The door is wood and consists of six fixed lights over three horizontal panels. The door frame is also made of wood. On the first story is a doorway that leads from the lounge area to the wood deck. Because this opening is located above ground level, a short iron ladder is attached to the face of the building directly below the door opening leading to the ground. This door is wood with four fixed lights over three vertical panels. The door frame is wood with plain surrounds. Above this door on the second story, is a large doorway that leads to what was originally designed as the forage room and is now a locker room. It has an outer screen door with a wood frame. The inner wood door has six fixed-light windows above three plain wood panels. The door surrounds are wood.

b. **Windows and shutters:** Three sets of windows are located on the second floor of the front facade of the fire station. The two outside sets consist of three single-light, pivot windows. The center set consist of two single-light, pivot windows that flank a full-length door out to the balcony. Each set of windows shares a common lintel and sill. The window frame of each is wood.

On the rear facade there are multiple windows functionally arranged. The basement windows are each three-over-three, double-hung, wood sash windows with metal sash fasteners attached to the window rails.

On the first story of the rear facade, on the northernmost side, there is a small casement window with three vertical, fixed-lights that opens on two hinges. Above this window and only visible from the exterior is a window opening which has a wood frame and sill. It is a hopper window, which is hinged at the bottom and opens inward. Its sash consists of three, vertical, fixed-lights. When open, it is
supported by a small chain that is connected to the window frame and the sash. Light from this window opening illuminates the storage area above the coat room. This window was originally part of a pair of hopper windows which shared a common surround. The second window was replaced with a metal vent cover. The window is blocked from view on the interior by the front wall of the storage area, which rises between the front wall of the coat room and the engine room ceiling. The storage area is a feature original to the plans of the fire house. However, the front wall of the storage space was at one time also pierced by a window which allowed natural light to illuminate the interior of the fire house from this location. This interior window was replaced in what appears to be a fairly recent alteration, thus obscuring the exterior hopper window from view.

Illuminating the interior office on the first story are two six-over-six, double-hung, sash windows with metal sash fasteners. Above these windows are two hopper windows that have six fixed, vertical lights. When opened, the hopper windows are supported by a chain attached to the wood window frame and the sash. These upper windows light the storage area above the office space.

Illuminating the first floor lavatory is a square opening with a casement window featuring four fixed lights. This window is closed with a metal, hook-and-bar casement fastener. The window frame and surround are wood.

A larger square casement window is located in the hose tower on the first story. This window has four fixed lights.

Two sets of paired, six-over-six, double-hung sash windows illuminate the interior lounge area of the firehouse. These windows share a common wood sill and frame. They are fastened with metal sash fasteners. Illuminating the kitchen is a small, wood, casement window with two fixed-lights in a wood frame.

On the second floor, illuminating the dormitory are a pair of six-over-six, double-hung, wood sash windows that share a common wood sill and frame. These windows are locked with metal sash fasteners.
The bathroom window is a six-over-six, double-hung, wood sash window. Next to this window is a small hopper window with six fixed-lights.

The locker room is illuminated by three wood, hopper windows with six fixed lights in each. One is located at the west end of the room and is visible from the exterior and the other two are located along the southern wall of the building. At the easternmost end of the south wall of the locker room is an additional window opening. It is a six-over-six, double-hung, wood sash window.

Illuminating the dormitory along the western wall are two six-over-six, double-hung windows which share a wood sill and frame. These windows are fastened with metal sash fasteners.

There are six hopper windows in the top portion of the hose tower, just below its roof: one centered on the west side of the tower, two evenly spaced on the north side and three evenly spaced on the south side of the tower. Each has a wood frame and sill, and four fixed lights.

8. **Roof:**

a. **Shape, covering:** The main roof is flat. However, at the front facade of the engine house the roof slopes down to give the impression of a side-gable. This side-gabled section of roof is covered with asphalt shingles, although originally it was clad with clay barrel tiles. At the rear of the structure, the roof is flat and has a composite covering.

b. **Cornice, eaves:** The eaves of the sloping roof above the main facade have paneled soffits and ornamental wood rafter tails.

A galvanized steel gutter extends the width of the roof at the outer edge and connects to two downspouts at either side of the building which lead to ground level. On the rear facade, galvanized steel gutters are located beneath each major roof plane with downspouts located to either side of the main block of the building.
c. **Dormers, cupolas, towers:** The square brick hose tower at the rear of the building rises to the level of the front roof line. It has a hip roof with an asphalt covering.

C. Description of Interior:

1. **Floor Plans:** See attached sketch plans.

2. **Stairways:** There are two spiral staircases in the building. The staircase at the northeast side of the main block extends from the first to the second story. The stairway at the rear of the main block of the building extends from the basement to the upper half story. Except for height, both spiral staircases are identical. Each consists of iron treads attached to a central iron newel post. The treads rest on iron brackets. The staircase balustrade consists of iron pipe railing connected to vertical, iron posts.

   In addition to the two staircases, there are four brass sliding poles extending from the first to the second floors: one at the rear and three at the front of the main block. The two poles that lead from the dormitory are attached to the walls by two brass supports. The pole leading from the Chief’s room is more ornamental. It is enclosed by a series of support poles which form an open cage, and is capped with a small, brass globe. The rear pole is also enclosed, but by a cast iron frame which is attached to the surrounds of the door behind the pole.

3. **Flooring:** The basement has a concrete floor painted grey. The engine room floor is also concrete which has been patched several times. The lounge room is carpeted and the kitchen floor is covered with modern linoleum tile.

   Second story: The bathroom has a terrazzo floor with a pale aggregate. The flooring in the locker room is modern linoleum tile. The large dormitory and the smaller rooms are carpeted, with the exception of the Chief’s room, which has linoleum flooring.

4. **Wall and Ceiling Finish:** The basement walls are brick which have been painted white. There are simple brick arches over each doorway. The ceiling is concrete.

   The wall finish on the first story in the engine room is brick in a running bond pattern. At approximately six feet from the floor, a single course
projects approximately one inch from the surface of the wall. The walls are painted with a latex paint: the section below the projecting brick course is painted in a tan color and the upper section is painted in a cream color. The ceiling in the engine room is tin, with a simple field of square-in-square plates. The inner square of each plate is slightly recessed and the joint between each plate is decorated by a narrow bead-and-reel molding.

The walls in the lounge room are finished with vertical wood paneling of modern vintage. The ceiling is covered by dropped, acoustical tile.

On the second floor, the original walls are plaster, painted white, and the modern partition walls are gypsum board. The ceilings, except in the hallway at the rear stairwell, have been dropped. The hallway ceiling is plaster. The walls in the large dormitory and what remains exposed of the original walls in the subdivided reading room have a simple molded, wood base board and wood chair rail painted brown.

5. Openings:

   a. **Doorways and doors:** The older doors in the engine house, which date to the construction of the building, are wood with six fixed lights over three horizontal panels. The typical door has a single action swing on three loose-pin, butt hinges. Most have unornamented convex-faced door knobs, some with key locks in the knobs and some with push button locks. Above the door is a transom with three vertical, fixed lights. The trim around the older doors is wood with simple molding. The later doors do not have fixed lights or panels and lack the overhead transoms.

   b. **Windows:** The typical window trim in the fire house is approximately six inches wide with simple molding. Under the two windows that flank the balcony door on the second floor are vertical beaded panels.

6. **Decorative features and trim:** Apart from the ornamental features on the exterior, there is little decorative trim other than that already described on this primarily utilitarian structure.

7. **Hardware:** On the second floor, located at the opening in the floor to each sliding pole, are circular hatches that close over the gap between the floor and the pole when the pole is not in use. The hatch at the pole in the
rear of the main block and the hatch at the pole from the Chief’s room are divided into semicircular, metal plates on spring hinges that pull upward to uncover the hole. The hatches for the sliding poles in the dormitory are single circular pieces that have notches cut out for the pole and which pull upward on a single, fixed-pin hinge.

On the first story in the engine room, cast iron plates are bolted to the walls where the horse stalls were once located. These functioned as kick-plates in the stalls to protect the walls from the horses’ hooves.

The main bathroom on the second floor contains two original metal lavatory stalls. The stalls share a common frame and their doors are operated with spring hinges.

8. Mechanical Equipment:

   a. **Heating:** Engine Company No. 24 is heated with steam radiators fed by a modern gas furnace located in the basement of the building. Fiberglass-encased pipes bring steam from the furnace to the radiators, which are located throughout the building, under windows and by the front apparatus doors. Some of the radiators date to the construction of the building.

   b. **Lighting:** There are no original lighting fixtures extant in the building. The electrical system was extensively remodeled in 1977. The fire station is now equipped with fluorescent strip lighting throughout.

   c. **Plumbing:** The building has indoor plumbing and hot water is supplied by a modern hot water heater located in the basement. Both systems utilize cast iron pipes.

   d. **Maintenance pit:** In the basement there is a concrete-encased maintenance shaft that runs underneath the engine room floor. There were two openings onto the engine room floor from which mechanics worked on the underside of the fire engines. These openings are now patched over with concrete.

   e. **Hose tower:** Located toward the rear portion of the building, behind the rear circular stairwell, is an interior hose tower. The hose tower was, until recently, an open, square shaft that rose two floors to the building’s roof-top. Hoses were hung to dry in the tower after
use. Circa 1990, the hose tower was divided into closet space on the first and second stories.

9. **Original furnishings:** The fire house contains no original furnishings.

D. **Site:**

1. **General setting and orientation:** Engine Company No. 24 is located on the west side of Georgia Avenue, just north of the busy intersection of Georgia and New Hampshire avenues and Rock Creek Church Road. It is a mid-block structure, sharing a party wall with the building to its south and north. This section of Georgia Avenue has a gentle grade that rises north and is lined with one- and two-story commercial businesses dating from the early 1900s to the present.

2. **Historic landscape design:** There are no historic landscape designs associated with this structure. The front of the building is separated from Georgia Avenue by the width of the sidewalk. The rear of the building faces a paved parking lot and alley.

3. **Outbuildings:** This fire station has no associated outbuildings.

**PART III. SOURCES OF INFORMATION**

A. **Architectural drawings:** Plans prepared of Engine Company No. 24, including the original 1911 building plans and later alteration drawings, are located on micro-fiche in the library of the Engineering Division of the District of Columbia Department of Public Works. They are filed under the prefix: 1-1-6.

B. **Historic Views:** The Martin Luther King Jr. Memorial Library, Washingtoniana Collection contains two photographs of Engine Company No. 24, each dating circa 1945. A photograph of the D.C. Fire Department's motorized fire engine with Engine Company No. 24 in the background is featured in the August 11, 1912 issue of the Washington "Evening Sun."
C. Bibliography:

Primary Sources:

American Institute of Architects Archives. American Institute of Architects Library, Washington, D.C.


District of Columbia Archives. Record Group 17, Department of Public Works, Engineering Department Files, 1897-1953, Part VI: Engine Houses, Box 63.


Secondary Sources:


PART IV. PROJECT INFORMATION

The Washington Metropolitan Area Transit Authority (WMATA) plans to construct the Mid-City Segment of the Metrorail Green Line in Washington, D.C. with financial assistance from the Federal Transit Administration (FTA). As part of the Metrorail construction, Engine Company No. 24, which has been found eligible for the National Register of Historic Places, will be demolished. Pursuant to 36 CFR Part 800, regulations
implementing Section 106 of the National Historic Preservation Act (16 U.S.C.470f), FTA and WMATA have consulted with the District of Columbia State Historic Preservation Office (SHPO) and the Advisory Council on Historic Preservation and have entered into a Memorandum of Agreement with those parties which requires that HABS/HAER documentation of Engine Company No. 24 be completed before demolition. This documentation was conducted in May-June 1993.

Prepared By: P.A.C. Spero & Company
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Date: June 1993