

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

historic name Engine Company 31

other names/site number _____

2. Location

street & number 4930 Connecticut Avenue not for publication

city or town Washington, D.C. vicinity

state Washington, D.C. code DC county _____ code 001 zip code 20008

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

 national statewide X local

Signature of certifying official/Title Date

State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

Signature of commenting official Date

Title State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

 entered in the National Register determined eligible for the National Register

 determined not eligible for the National Register removed from the National Register

 other (explain:) _____

Signature of the Keeper Date of Action

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

- private
- public - Local
- public - State
- public - Federal

- 2 building(s)
- district
- site
- structure
- object

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

Name of related multiple property listing
(Enter "N/A" if property is not part of a multiple property listing)

Number of contributing resources previously listed in the National Register

Firehouses in Washington, D.C.: 1806-1945

0

6. Function or Use

Historic Functions
(Enter categories from instructions.)

Current Functions
(Enter categories from instructions.)

GOVERNMENT/Fire Station

GOVERNMENT/Fire Station

7. Description

Architectural Classification
(Enter categories from instructions.)

Materials
(Enter categories from instructions.)

20th CENTURY REVIVAL/Georgian Revival

foundation: Brick
walls: Brick
roof: Slate
other: _____

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Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

Constructed in 1930, Engine Company 31 is a red brick Georgian Revival-style firehouse designed by Municipal Architect Albert Harris. It is located at the southern edge of the Chevy Chase neighborhood in northwest Washington, D.C. The low-lying red brick Georgian Revival-style building was designed to follow a domestic building form intended to blend into the surrounding building stock. Located at the intersection of Connecticut Avenue and Everett Street, just one block east of Nebraska Avenue, the building faces towards Connecticut Avenue, but is aligned with the grid streets. The building has a T-shaped plan with a corner hose tower at the intersection of the two wings. A brick wall encloses the property on the south side creating an intimate courtyard in front of the hose tower.

The T-shaped building is covered with intersecting gable roofs with end gables articulated in different expressions of the Georgian Revival style. The principal gable facing towards Connecticut Avenue forms an implied temple front with return cornices and a bold raking cornice and two truck bays with double door openings capped by semi-circular transoms. The south end gable facing Everett Street features a three-bay elevation with a clipped end gable and paired, inside end (false) chimneys. The west rear elevation is similarly three bays wide with an inside (false) end chimney located at the center of the gable end, thus obscuring the roof pitch.

A one-story brick oil house with a pyramidal hipped roof is located at the rear of the property forming a rear gate house to the brick wall that encloses the property. The hose tower, originally almost twice its present approximately 40-foot height, was historically capped by a wooden steeple with a domed tempietto at the top. The tower was struck by lightning around 1949 and was later lowered in height and is now capped by a pyramidal roof, clad with copper and featuring the original weathervane of firemen fighting a fire.

Narrative Description

Engine Company 31 consists of three main parts: a principal temple-fronted one-story main block that includes, on the interior, the apparatus room at the front and the dormitory at the rear; a slightly lower, one-story intersecting side wing housing a living room; and a tall hose tower at the front intersection of these two wings. All three parts constructed of red brick with wood trim, are executed in an academic Georgian Revival style, and both the main block and side wing are covered with gable roofs. The tower, rearward of the main block at the intersection of the side wing, was historically taller and adorned by a wooden steeple. The tower currently rises approximately 50-feet high, and is capped by a pyramidal roof.

Main Block: The front elevation of Engine Company 31 facing Connecticut Avenue, N.W. presents a two-bay, implied temple form with a front-facing gable roof with return cornices and two wide-arched and tall apparatus door openings dominating the façade. The door arches have brick voussoirs with stone keystones and stone imposts carved with foliage patterns. The door openings feature original, paired wood paneled doors set below semi-circular fanlight panels. These panels are wooden with decorative carvings forming a central fanlight framed by a surrounding arch panel with incised details. A narrow frieze between the door openings and the fanlight is ornamented with alternating wooden triglyphes and metopes in the form of raised roundels. The front gable is formed by a raking wood cornice with a wide, plain frieze and cornice returns, both with sizeable modillions. A stone panel with the name of the Engine Company inscribed on it is centrally located above and between the arched openings. A centrally placed flag pole is installed between the apparatus door openings, within a beltcourse spanning the solid brick bay between the arched openings.

The main block extends six bays deep. On the northern side elevation, the center of these bays is defined by single, 8/12 double-hung windows with stone keystones and stone sills. The front bay is unfenestrated, while the rear bay holds a single door opening. At the rear of the main block is an intersecting wing corresponding with the dormitory on the interior. This wing is three bays wide with a front facing gable with return cornices. Multi-pane double-hung windows feature the central keystone and stone sills as elsewhere on the building.

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The southern side elevation extends three bays deep where it is then interrupted by the living quarters cross wing. On the other side of the cross wing, the main block continues for two more bays. Each bay is defined by 8/12 windows on the first floor, except for the front bay which holds a single entry door that leads directly into the apparatus room. The door has a wood, Georgian Revival-style engaged pediment surround with fluted pilasters, Tuscan capitals and a full pediment resting upon a plain frieze.

The rear, western elevation of the main block is three bays wide with a parapet end wall obscuring the gable roof behind. The end wall features a wide, false chimney slab on-center of the wall rising above the cornice line and capped by a stone coping. Single, 6/6 double-hung windows are located in each bay and feature a stone keystone on center of the brick lintel and a stone sill.

Side wing: The side wing is a 1-1/2-story, three-bay-deep brick wing attached to the southern side of the main block slightly off-center of the elevation. The wing accommodates the firemen's living room, kitchen area and private spaces. The end wall of this wing is three bays wide, with windows in each bay and a pair of false slab chimneys rising above a parapet that obscures the gable roof behind. The windows on the first story feature rectangular double-hung sash with keystones on-center of the brick lintels and stone sills. At the attic level, a tall, arched window with arched sash is located on center, between the false chimney slabs, while quarter-arch fanlight windows are located to either side. The broken gable end parapet is capped with a stone raking cornice.

Tower: The hose tower was historically a taller brick structure with a Georgian Revival-style steeple capped by a tempietto. Following a 1949 storm that struck the tower, the tower was reduced in height for safety reasons, and the steeple removed and replaced by a pyramidal roof, clad with standing seam copper. The original weathervane featuring fire fighters fighting a fire, however, survives.

A one-story, brick oil house with a pyramidal roof, is located at the rear of the lot and forms the rear edge of the brick wall which surrounds the southern side of the building. This wall provides for a grassy courtyard between the front wing and the hose tower, and an enclosed service area at the rear. The front courtyard area is reached through a wrought iron gate spanning two brick piers with stone canon ball finials topping them.

Interior:

The interior of Engine Company 31 is divided into an open apparatus room on the first story of the main block, with room for two engines, and a dormitory area behind. The side wing accommodates the kitchen, living room, private quarters, and storage areas. An attic level accommodating a utility room is located above the rear part of the main block of the building.

INTEGRITY

Engine Company 31 retains high integrity. The building stands at its original location along Connecticut Avenue at the outskirts of its suburban setting and thus retains its integrity of location and setting. The building retains its original Georgian Revival-style massing and details, including original doors and windows, with no major alterations and thus has integrity of design, materials, and workmanship. As a still functioning firehouse, the building retains integrity of association and feeling.

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8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Areas of Significance

(Enter categories from instructions.)

Architecture

Community Planning and Development

Period of Significance

1930-1961

Significant Dates

1930

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

Albert Harris

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Period of Significance (justification)

The Period of Significance for Engine Company 31 extends from 1930, the year the building was constructed, until 1961, a point fifty years from the present.

Criteria Considerations (explanation, if necessary)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

Constructed in 1930, Engine Company 31 was designed by Municipal Architect Albert Harris in a domestically scaled Georgian Revival style reflective of the design aesthetic of the period. The building provides an excellent example of a city firehouse, built during the fourth phase of construction of the city's pre-World War II firehouse buildings, as identified in the National Register Multiple Property document "*Firehouses in Washington, D.C.: 1806-1945.*" The building meets National Register Criteria A and C according to the Multiple Property Document as an excellent example of the associated property sub-type: Inter-War/Colonial Revival Period Firehouses (1925-1945).

Engine Company 31 was designed by Municipal Architect Albert Harris in a Georgian Revival style "to harmonize with the architecture of surrounding residential structures." This Colonial Revival-style architectural vocabulary reflects the influence of the U.S. Commission of Fine Arts as much as that of the Office of the Municipal Architect. While the Office of the Municipal Architect sought to design an efficient, cost-conscious, modern, model firehouse that could be replicated in various suburban areas, the Commission of Fine Arts promoted consistent, classically derived styles for public buildings and preferred the Colonial Revival style for neighborhood-serving edifices such as schools, libraries and firehouses. Although World War I and its economic aftershocks slowed residential development and made capital less available for public projects, the 1920s saw a major residential building boom that required the government to meet a demand for additional fire service.

Engine Company 31 was among the new generation of modern stations built with motorized apparatus in mind. Arranged principally on one floor except for its hose tower, the station was similar in design to the T-shaped plan of Albert Harris's 1925 Engine Company 29 in the Palisades. The spread-out, one-story design was suited to the new suburbs where buildings were lower and less densely packed and land was more affordable. Putting sleeping quarters on the same level as the truck bays obviated the need for jumping down fire poles and better protected the firefighters from rising truck fumes. Engine 31 incorporated two innovations: electric "automatic" vehicle doors and a warning light to replace the siren which warned motorists of the departing apparatus trucks.

The warning light was undoubtedly a response to increasing opposition to firehouses from immediate neighbors. The construction of a firehouse was seen as an inducement to development in an area, but as trucks could reach greater distances faster than horse-drawn engines, and their sirens created a great deal of noise, most residents preferred to live within a reasonable distance of—and a reasonable distance from—a firehouse. Engine Company 31 was the first built in Washington subsequent to a successful suit challenging the right of the government to site such facilities in any residential location. Newly sensitive to this issue, the government polled neighborhood residents and found no strong opposition to using this site.

For many years, the fire station also housed Rescue Squad 4, which performed building, automobile and swift-water rescues throughout an extensive area, including most of upper Northwest and the Rock Creek Park.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Engine Company 31 is significant in the Area of **Architecture** as an excellent example of an Inter-War firehouse in Washington, D.C. as designed by Municipal Architect Albert Harris and as reflecting the one-story design preference for firehouses of the period and their Colonial Revival-style aesthetic. Following the model established by Harris during that period, Engine Company 31 is arranged so that the various functions were clearly articulated on the exterior. The dormitory and living room, each a separate mass, are located to the side and rear of the front apparatus room. The hose tower, now a prominent element in the composition, is located at the intersection of the apparatus room and the living room. Although the reason for the one-story firehouse has not been confirmed, several veterans of the fire department believe they were intended to obviate fire poles and the injuries incurred in their use.ⁱ Only ten were built. In the 1960s, both one- and two-story firehouses were constructed. By the 1970s, the one-story firehouse was no longer constructed in Washington.

ⁱ Theodore Holmes, Chief of Public Relations. Interview, October 10, 1991.

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Engine Company 31 is significant in the Area of **Community Planning and Development** as an example of a suburban firehouse located at the periphery of the residential neighborhood and in a style compatible with the area. Engine Company 31 was built at the southern edge of Chevy Chase, in response to community need and desire to locate it there, and in a style considered consistent with that of the surrounding building stock and consistent with the desires of the Commission of Fine Arts.

Developmental history/additional historic context information (if appropriate)

The context for firehouses, fully described in the National Register Multiple Property Listing: *Firehouses in Washington, D.C.: 1806-1945*, divides the construction of the city's firehouses into four chronological periods: Pre-Civil War (Volunteerism) Firehouse; Victorian Period Firehouses (1865-1897); City Beautiful Movement/Eclectic Period Firehouses (1897-1916); and Inter-War/Colonial Revival Period Firehouses (1925-1945). Engine Company 31 was constructed in 1930 for the District of Columbia's professional firefighting force during the final phase of development of the city's pre-World War II firehouses.

Scarcity of building materials during and immediately after World War I resulted in a hiatus in firehouse construction between 1917 and the onset of the building boom of the 1920s. In 1925, the year that the D.C. Fire Department retired the last horse, the first post-war firehouse was constructed, introducing a new one-story type known as the "bungalow firehouse."ⁱⁱ They were constructed in suburban areas of the city where land was still relatively easy to purchase and where it was feasible to build the more land-intensive one-story building.

Stylistically, these firehouses blended with the Colonial Revival houses that proliferated in residential neighborhoods at the time. During this inter-War period (1925-1945), most of the city's public buildings, including Engine Company 31, followed a mid-20th century Colonial Revival style that was ushered in by the Office of the Municipal Architect with encouragement of the U.S. Commission of Fine Arts. Charles Moore, who became chairman of the Commission in 1915, was influential in establishing classical principles in the city's architecture. At first advocating a proper style of architecture for each type of public building, the commission eventually chose Colonial Revivalism as the appropriate one for schools, libraries, and firehouses.ⁱⁱⁱ

In addition to influencing the style, the Commission of Fine Arts also influenced the choice of site and location for the city's public buildings. By the end of World War I, notions of the firehouse as a neighborhood amenity had changed. As the number of alarms increased, multiplying noise and traffic, firehouses came to be regarded as undesirable neighbors. In the 1920s, citizens' groups were mobilizing to oppose construction of firehouses in their neighborhoods. In 1927, three years prior to the construction of Engine Company 31, the Commission of Fine Arts succeeded in preventing a firehouse from being constructed on Sixteenth Street, NW. According to their minutes, "...the Commission approved the design presented by Mr. Harris for a Georgian Revival firehouse at 16th and Webster streets, NW. They preferred, however, that a new site should be found since 16th Street should be devoted to embassies, churches, and institutions."^{iv} In 1929, a committee composed of citizens from the Chamber of Commerce, the Board of Trade, National Capital Park and Planning Commission (NCPPC), the Real Estate Board, and the Federation of Citizens' Associations met with representatives of the Fire Department, the Police Department, the Department of Recreation, and the Water Department to advise the Zoning Commission on a proposed zoning amendment that would allow these activities in residential zones.^v Together, these groups preferred that the firehouses be located on the fringes of residential neighborhoods. That same year, the Chevy Chase Citizens' Association agreed to a firehouse at the intersection of Connecticut and Nebraska avenues at the edge of a residential zone,^{vi} this to replace the one that had been denied for 16th and Warder streets, NW.

Construction of the Engine Company 31 provides an excellent example of a post-World War I firehouse that was built to cover growing and newly developing areas.

ⁱⁱ "Design for Washington's First Bungalow Engine House," *The Sunday Star*, December 7, 1924.

ⁱⁱⁱ Commission of Fine Arts Minutes, February 15, 1911. Record Group 66, National Archives.

^{iv} Commission of Fine Arts Minutes, December 8, 1927, Record Group 66, the National Archives.

^v "Firehouse Zoning Policy Not Decided," July 8, 1929. *Washington Star Archives*, Washingtoniana Collection, Martin Luther King, Jr. Library.

^{vi} "Site for Fire House Near Homes Chosen," July 3, 1929. *Washington Star Archives*, Washingtoniana Collection, Martin Luther King, Jr. Library.

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Albert Harris (1869-1933)

Engine Company 31 was designed by Municipal Architect Albert Harris who served as the city's Municipal Architect from 1921-1933. Albert L. Harris was born in Wales in 1869 and emigrated to America with his father Job Harris in 1873. He was in the Washington area by 1890 when he began attending the Arlington Academy for three years. In 1900 he left without graduating to work for Henry Ives Cobb in Chicago for five years on residential buildings. In 1898 Harris moved to Baltimore where he worked for Wyatt & Nolting until 1900 when he relocated to Washington. He was employed by Hornblower & Marshall from 1900 until 1917, noting that he worked on the firm's two most important public commissions, the Baltimore Custom House (1908) and the Smithsonian's Natural History Museum (1901-1911) while in that office. While employed by Hornblower & Marshall Harris began receiving his formal education at George Washington University, earning a B.S. in architecture in 1912. The same year Harris was appointed assistant professor of architecture at the university; by 1915 he was a full professor, a part-time position he held until 1930. In 1924 he prepared a quadrangular plan for the university's campus and with Arthur B. Heaton also designed Stockton and Corcoran Halls.

From 1917 to 1920 Harris worked for the Navy's Bureau of Yards and Docks where he was principally employed writing specifications. He began working for the Municipal Architect's office in 1920 and was named Snowdon Ashford's successor the following year; as members of the Washington chapter of the American Institute of Architects, the two had served on a 1911 committee with Waddy B. Wood condemning bay windows as not being "in accord with the dignity of architecture which the Capital should maintain." In 1914 he served with the same men, as well as Glenn Brown, on the local AIA chapter's committee that first proposed licensing architects. Harris submitted the first application for architectural registration in the District and was the first to be registered on April 6, 1925.

Soon after his appointment as municipal architect in 1921, Harris testified before the House District Committee that "the municipal architect's office already is clogged with work and that it was necessary to employ outside architects and that different ones were employed so as to expedite the work." The congressional committee concluded that the "salaries paid to the municipal architect and his force of employees are measly and beggarly."^{vii} As was true with his predecessors, Washington's schools occupied a major part of the municipal architect's design output during Harris's tenure which ended with his sudden death in February 1933. Within a few months of his appointment, Harris signaled that Washington was to have "model buildings" for all of its schools with the design for the Rush School on the grounds of the Tubercular Hospital. ("Rush School for Ill," *WP*, 8/4/1921, p. 1) In 1921 Harris brought back plans from several schools in New York "which may be incorporated into future school structures in the District." ("Back From School Study," *WP*, 8/25/1921, p. 9) In 1925, at the beginning of a five-year building period for District schools, a joint congressional committee, critical of the architectural appearance of the District's schools—they "are not as 'architecturally beautiful' as they ought to be—led Harris to appoint nine consulting architects and three consulting engineers specifically to design new schools. ("Joint Committee of Congress Asks Platoon Plan Data," *WP*, 1/20/1925, p. 1.) The local architects he chose, both traditionalists and modernists, were all well-regarded as designers: Nathan Wyeth, Maurice F. Moore, Frederick H. Brooke, Louis Justement, Ward Brown, Waddy B. Wood, Robert F. Beresford, and the firm of Porter & Lockie. All were immediately assigned to make alterations to existing or design specific new schools, all in Northwest for which substantial appropriations had already been made.

Shortly after these appointments, Harris accompanied superintendent of schools Frank W. Ballou and Ernest Greenwood, a member of the board of education, to study schools in many other cities to reevaluate their shapes; the location of gymnasiums and auditoria within them; and the viability of classrooms in basement levels. The recently completed Macfarland Junior High School represented the District model they were using as a benchmark for Washington's up-to-date schools. Features of the proposed revised plans for junior high schools included placing the principal's office next to entrances along with libraries; widening corridors; and, if glazed bricks were used for interior walls, to paint them light colors.

Another measure of Harris's inquiring mind, concern for good municipal design, and importance within the city government was his autumn trip in 1925 to Paris as the District's representative to the International Congress of Cities. His two-month tour of France and Italy was to study architecture, particularly municipal buildings. Thus Harris, and the District's governing institutions, responded quickly to national and international movements in progressive reforms in school organization and

^{vii} "Finds Architect's Force Underpaid," *Washington Post*, 7/15/1921, p. 8.

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design. Of the approximately thirty schools (including additions) that Harris either designed or supervised the designs of, his 1924 addition to Janney Elementary was praised as “decidedly the best as the frank expression of a modern school in a style suited for the Capital city.”^{viii}

Harris responded to suggestions made by the Commission of Fine Arts about the appropriateness of the Colonial Revival style not only for public schools, but for Washington’s neighborhood municipal buildings. Harris’ response can be seen particularly in his design of many fine Colonial Revival-style firehouses.

The culmination of Harris’s career was his master plan for the Municipal Center at Judiciary Square that consolidated the city’s municipal functions in a large but well-ordered campus adjacent to the east end of the Federal Triangle. Harris planned two mega-structures flanking a central plaza perpendicular to Pennsylvania Avenue, this vista focused on George Hadfield’s 1818 courthouse. Their massiveness of their exteriors was controlled by central and corner pavilions while internal courtyards within the blocks provided ample light and air circulation. These blocks, as well as Harris’s truncated pyramidal block on the west end of the campus, responded to local street patterns, the whole complex designed in imitation of the Federal Triangle.

While his predecessor, Snowdon Ashford predicted greater sophistication of the District’s buildings to keep pace with developments in the city’s federal architecture, Harris balanced fine-quality Colonial Revival buildings scaled and styled for Washington’s neighborhoods with appropriately urban-scaled ones for the city’s governing center adjacent to the heart of Washington’s monumental core.

^{viii} “Exhibit Reviews Capital’s Architectural Progress,” *Washington Post*, 3/17/1924, p. 17.

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Berk, Sally L., "The History of Washington, D.C.'s Pre-World War II Firehouses," D.C. Historic Preservation Division, June 1992.

"Chevy Chase, Md., Suspends Its Volunteer Firefighters, *The Washington Post*, May 11, 1932, p. 1.

"Fire Fighter's Association. *One Hundred Years of Glory: A History of the District of Columbia Fire Department, 1871-1971*. Washington, D.C.,: Mt. Vernon Publishing Company, 1971.

"Fire House Tower Hit by Bolt of Lightning During Morning Storm," n.d., Gerhart Jackson, fire fighter, personal files.

"Firehouse Tract Purchase Ordered: Chevy Chase Site is to Cost \$40,000." *The Washington Post*, July 3, 1929, p. 8.

National Register Multiple Property Document: Firehouses in Washington, D.C., 1806-1945.

Report of the Commission of Fine Arts, July 1, 1929 to December 31, 1934, Washington, D.C.: United States Government Printing Office, 1936, p. 79-81.

Zurier, Rebecca. *The American Firehouse: an Architectural and Social History*. New York: Abbeville Press, Inc., 1982.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other
- Name of repository: _____

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreage of Property 16,221 square feet
(Do not include previously listed resource acreage.)

UTM References

(Place additional UTM references on a continuation sheet.)

1 18 320632 4313717
Zone Easting Northing

3 _____
Zone Easting Northing

2 _____
Zone Easting Northing

4 _____
Zone Easting Northing

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Verbal Boundary Description (Describe the boundaries of the property.)

Engine Company 31 at 4930 Connecticut Avenue occupies Lot 807 on Square 1983 in Washington, D.C.

Boundary Justification (Explain why the boundaries were selected.)

Engine Company 31 has occupied this lot and square since its construction on the site in 1930.

11. Form Prepared By

name/title Sally Berk and Kim Williams, Architectural Historians
organization D.C. Historic Preservation Office date March 2011
street & number 1000 4th Street, SW telephone 202 442-8840
city or town Washington, D.C. state _____ zip code 20024
e-mail Kim.williams@dc.gov

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: _____ State: _____

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation

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Name of Property: Engine Company 31

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City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation of Central Gable

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation, Detail of arched panel over Apparatus Door

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: East Elevation of South Wing

4 of 13.

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Entry Gate on East Elevation leading into Tower Courtyard

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: North Elevation

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation looking NW at intersection of wings

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South Elevation of South Wing

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Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: South and West Elevations, view NE

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County and State

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Oil house

10 of 13.

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Door on South Elevation

11 of 13.

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Detail of Weathervane

12 of 13.

Name of Property: Engine Company 31

City or Vicinity: Washington, D.C.

County: State:

Photographer: Kim Williams

Date Photographed: March 2011

Description of Photograph(s) and number: Interior of Apparatus Room

13 of 13.

Engine Company 31
Name of Property

Washington, D.C.
County and State

Property Owner:

(Complete this item at the request of the SHPO or FPO.)

name District of Columbia Fire Department
street & number 1923 Vermont Avenue, NW telephone _____
city or town Washington, D.C. state _____ zip code 20001

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

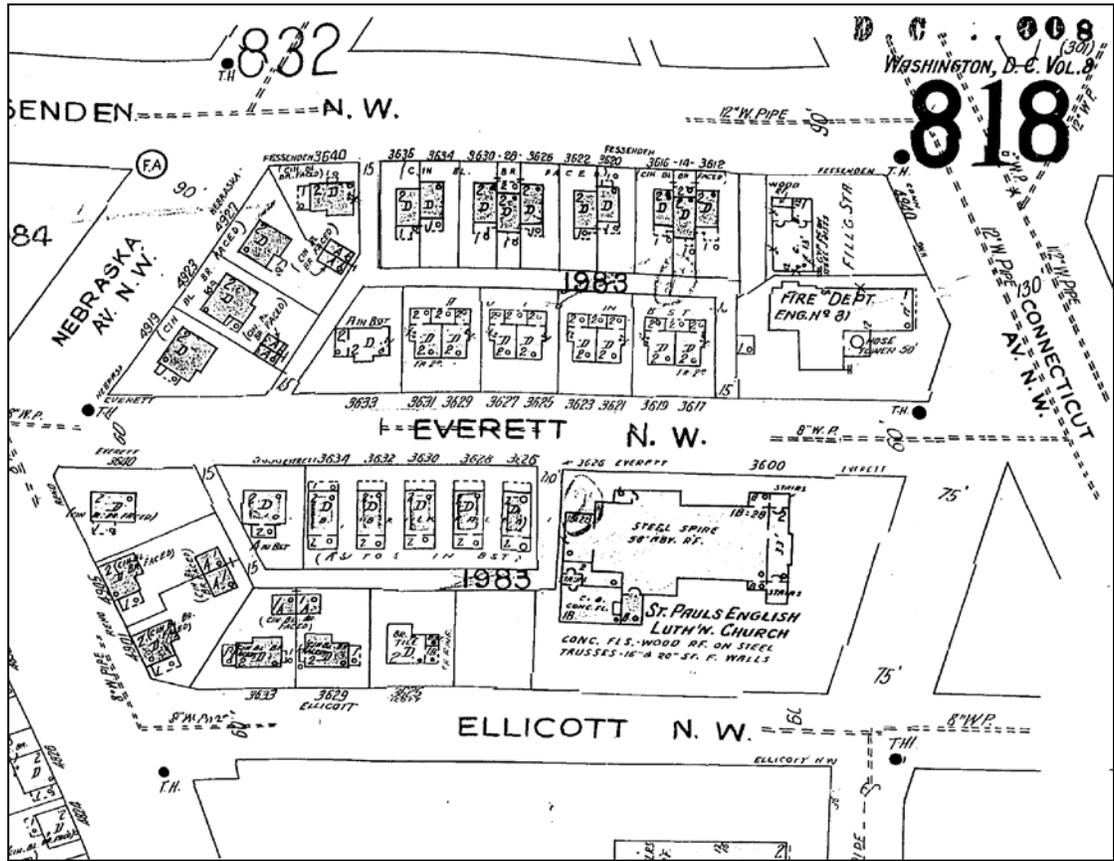
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Engine Company 31
Name of Property
Washington, D.C.
County and State
Fire Houses in Washington, D.C.
Name of multiple listing (if applicable)

Section number MAPS/IMAGES Page 1



Engine Company 31
4930 Connecticut Avenue, NW
(From Sanborn Fire Insurance Maps, Updated 1960)