

FINAL

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 How to Complete the National Register of Historic Places Registration Form (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Indianapolis Fire Headquarters & Municipal Garage
other names/site number 098-296-01553 / 01554

2. Location

street & number 301 East New York Street & 235 North Alabama Street N/A not for publication
city or town Indianapolis N/A vicinity
state Indiana code IN county Marion code 097 zip code 46201

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended, I hereby certify that this 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 36CFR Part 60. In my opinion, the property meets does not meet the National Register criteria. I recommend that this property be considered significant nationally statewide locally. (See continuation sheet for additional comments.)

[Signature]
Signature of certifying official/Title
Indiana Department of Natural Resources
State or Federal agency and bureau

4.24.02
Date

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____
State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:
entered in the National Register. _____ Signature of the Keeper _____ Date of Action _____
 See continuation sheet.
determined eligible for the National Register _____
 See continuation sheet.
determined not eligible for the National Register _____
removed from the National Register _____
other, (explain:) _____

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private
- public-local
- public-State
- public-Federal

Category of Property

(Check only one box)

- building
- district
- site
- structure
- object

Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
2	0	buildings
0	0	sites
0	0	structures
0	0	objects
2	0	Total

Name of related multiple property listing

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT: Fire Station
 GOVERNMENT: Government Office

Current Functions

(Enter categories from instructions)

COMMERCE/TRADE: Warehouse

7. Description

Architectural Classification

(Enter categories from instructions)

19th & 20th c. REVIVALS: Classical Revival
 19th & 20th c. REVIVALS: Tudor Revival

Materials

(Enter categories from instructions)

foundation CONCRETE
 walls BRICK
 METAL: Steel
 roof OTHER
 other STONE: Limestone
 WOOD

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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.

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 of age or achieved significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

ARCHITECTURE
POLITICS/GOVERNMENT

Period of Significance

1913-1952

Significant Dates

1913
1925

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Bohlen & Son
Hunter, Frank B.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographic References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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 # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

10. Geographical Data

Acreeage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

1

16	572620	4402430
Zone	Easting	Northing

3

Zone	Easting	Northing

2

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4

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See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Margaret Warminski, Architectural Historian
organization Cincinnati Preservation Association date 01-18-2002
street & number 342 West Fourth Street telephone 513/721-4506
city or town Cincinnati state OH zip code 45202

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white** photographs of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

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

name Mansur Real Estate Services, Inc.
street & number 700 Market Tower, 10 West Market Street telephone 317/464-8200
city or town Indianapolis state IN zip code 46204

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. 470 *et seq.*).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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Section 7 Page 1

Indianapolis Fire Headquarters and Municipal Garage
Indianapolis, Marion County, Indiana

7. Description

The Indianapolis Fire Headquarters (site number 01554) and Municipal Garage (site number 01553) are a pair of functionally and stylistically related buildings constructed in the early 20th century. The Fire Headquarters is a Neoclassical Revival Style edifice built in 1913, with a noncontributing addition dating from the late 20th century. The adjacent Municipal Garage is an L-shaped structure built in two distinct stages: its historic core, of nominal Neoclassical Revival Style, core dates from 1913, and a large addition in the Jacobethan Style was appended in 1925. (Photos 1, 14, 16.)

The Fire Headquarters and garage are located at the corner of New York and Alabama Streets. The buildings are located about five blocks northeast of the official center of downtown Indianapolis, which is at Meridian and Washington Streets. (See city map.) The area to the east and southeast, now known as Lockerbie Square, was developed beginning in the mid-19th century and is characterized by mixed commercial, institutional and apartment buildings dating from about 1860 to the present. A small apartment house and a former mixed-use commercial building, built in the early 20th century, front on the north side of New York Street. To the east and south of the complex are blocks of new infill townhouses. The southwest corner of New York and Alabama Streets is occupied by a large parking lot. (See location map.)

The original garage building fronts the south side of New York Street; it is set back slightly from the street, with a small grassy area shaded by locust trees. The 1926 addition and the Fire Headquarters are built flush with the sidewalk, with no setback. There are curb cuts in front of the garage openings of both structures. An L-shaped alley/driveway physically separates the two buildings. Only the Fire Headquarters and garage, both of which are contributing, are included in the nomination; no outbuildings are present. The nominated property comprises less than one acre. (Photos 1, 14, 16.)

The Fire Headquarters is a three-story Neoclassical Revival brick edifice of approximately U-shaped footprint. The face brick is glazed and is orange-brown in color; extensive use of smooth-faced limestone ornament provides contrast of color and texture. The main (north) façade, facing New York Street, is symmetrical in arrangement and contains seven bays. The end bays project forward slightly and are highlighted by limestone quoins. (Photo 1.) The west face, fronting on Alabama Street, contains six bays in the first story and five in the upper levels. (Photo 5.) The north half of the east elevation is treated as an extension of the main façade, with identical cornice treatment

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and ornamentation. The rear (south) half, however, is functional in design, with openings more random in placement, size and appearance. It contains four irregularly spaced bays in cleanly cut openings, some of which have been cut down in size. (Photo 8.) The building's rear (south) elevation, facing the alley, was built as a semi-enclosed courtyard. It is symmetrical in design, with minimal ornamentation. Centered on the courtyard is a square brick hose-drying tower. A one-story, concrete block addition of functional design, added in the late 20th century, effectively closes in the rear of the "U." It is pierced by small, rectangular windows and supports air conditioning compressors on its roof. (Photos 6, 7.)

The building's concrete foundation is faced with stone at the front and side elevations; only at the rear is the actual foundation visible. A deep stone belt course visually divides the first and second stories; it gives way to interior cornices at the end pavilions. Extending across the main façade are raised stone letters proclaiming, "Fire Headquarters." (Photo 1.) A heavy, projecting cornice of galvanized metal caps the main and west facades; it features a denticulated architrave and is supported by square mutules. (Photo 3.) Above the roofline is a square brick parapet with stone coping; stone corner blocks, with carved square panels, rise above the end pavilions. Centered on the main façade is an elaborately carved crest of Neoclassical design, rising to twice the height of the parapet. The crest features a central cartouche with "IFD" in the scroll's center. It is enhanced by dentil bands and culminates in a low parapet. (Photo 2.) A low, triangular pediment of simple design crowns the west elevation. (Photo 5.)

The windows of the main facades feature molded stone surrounds with quoins and splayed keystones. Most of the window sashes in the building were replaced c. 1970 by double-hung, 1/1 metal units with fixed metal panels above. The first-story openings have been infilled with plywood and stucco at an unknown date. Large openings at the northeast and northwest bays indicate where pedestrian doors, flanked by windows, were originally located. These openings have been infilled with plywood and stucco, and replacement metal pedestrian doors have been installed. (Photo 1.) Some of the second-story windows at the east elevation contain industrial-style, multi-light metal sashes, which are some of the last remaining original windows in the building. (Photo 8.) The rear (south) elevation is characterized by regularly grouped flat and segmentally arched bays with brick lintels. New hanging metal gutters and downspouts have been installed. (Photo 7.)

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The main façade contains two large garage door openings with molded stone surrounds. A narrow window between the garage bays has been altered to accommodate a pedestrian door. (Photo 1.) The west façade contains an arched garage bay, with keystone; an overhead door has recently been installed. The openings contain metal overhead doors at the building face, installed c. 1970. In the center of the façade is a pedestrian entrance, which now features a standard modern aluminum and glass door. (Photo 5.)

Most of the first floor of the Fire Headquarters originally was devoted to garage space and support facilities. The two north bays open to a central garage with concrete floors, enameled brick walls and plaster ceiling. To the west, at the southwest corner of the building, is the former fire chief's garage, a single bay featuring similar materials. An iron staircase, placed against the west wall, leads to the second floor. (Photo 9.) At the southeast corner of the building is the former telegraph room, which has been remodeled with modern finishes. Along the east side of the first floor are a series of small rooms that have been greatly altered with synthetic wood paneling and modern wallpaper. Stair towers, with cast-iron staircases of simple design, are centered on the east and west elevations of the building; the stairs lead to the second and third floors, respectively. (Photo 10.)

The second floor is centered on the former firemen's dormitory. Virtually unaltered since its construction, it is a large, open space with wood floors, plaster walls and ceilings, paneled wood doors with transoms, and high, operable windows. Some sections of the south wall exhibit extensive plaster damage; apart from this, the original finishes are in good condition. (Photos 11, 12.) At the southeast corner of the second floor is a former washroom; the fixtures have been removed, leaving only the plaster surfaces and terrazzo floors. The west side of the building contains the former fire chief's apartment, with paneled wood doors and simple mouldings, and a private washroom (fixtures removed). (Photo 13.) Several other rooms of unknown use have been adapted as office space, with papered walls and wall-to-wall carpeting; some original doors and woodwork, similar to those found in the chief's apartment and firemen's dormitory, remain in place. The third floor, originally a large open space, was subdivided into a series of small rooms, with modern finishes, in the late 20th century.

The building's structural frame consists of brick masonry and reinforced concrete. The partitions on the upper floors consist of brick bearing walls and clay tile. The building rests on a concrete foundation and has a wood-framed roof structure that slopes from north to south. The 1914 Sanborn Fire Insurance Map of Indianapolis, updated to 1950,

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describes the building as “fireproof construction except for exposed roof girders,” and notes the “supporting columns.” (See map copy.)

The original appearance of the Fire Headquarters is documented by archival photographs. As built, the garage bays contained hinged, swing-out wooden doors that were recessed into the building. Windows featured 1/1, double-hung wood sash, some of which were surmounted by transoms. Pedestrian entrances exhibited paneled, half-glazed wood doors and single-pane transoms. (See archival photograph.) As noted earlier, most of the windows were replaced with metal units c. 1970, and some of the first-floor openings have been closed in. Apart from these cosmetic alterations, the building’s exterior has seen little alteration over time. With the exception of some minor cracking and bulging at the east wall, the building is in very good condition.

The Indianapolis Municipal Garage is a one-story brick masonry structure located along the south line of New York Street, to the east of the Indianapolis Fire Headquarters. The historic core of the building dates from 1913, with two additions from 1925. The walls are laid in glazed reddish-brown brick in common bond, with simple Neoclassical Revival trim in smooth-faced limestone. (Photo 14.)

The original (1913) façade is symmetrical, centered on a garage bay with an arched wood divided-light transom above. Metal infill and a metal pedestrian door now fill this opening. On either side of this opening is an arched window. Replacement metal sashes with 1/1 lights have been installed. Door and window openings are highlighted by segmental brick arches with stone keystones. A stone foundation base and water table conceal the foundation, and stone bumpers protect the corners. Extending across the façade is a projecting metal cornice with a simple ogee profile and dentil band. Above the roof line is a square brick parapet with stone coping, rising to a triangular parapet. Stone corner blocks align with quoins below. (Photo 14.)

At the west end of the north façade is a one-bay addition, added in 1925. The addition is part of an approximately L-shaped structure in the Jacobethan Revival style that abuts the 1913 garage at its south and west elevations, and wraps around the Fire Headquarters to front on Alabama Street. The New York Street addition matches height with the 1913 garage, utilizes similar brickwork and duplicates some of the original limestone detailing, but is set back slightly from its older neighbor. It contains a large, Tudor-arched garage opening with heavy, ornately carved stone surround. It contains an overhead door of

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paneled wood, and is surmounted by an arched wood transom of four divided-light windows. (Photo 15.)

The west portion of the garage, facing Alabama Street, is two stories in height. The walls are laid in orange-brown face brick, with smooth limestone trim. Symmetrical in design, the west elevation contains nine bays. It is articulated by three slightly projecting bays: one at either end and one in the center. The bays are marked by limestone quoins and by embellished parapets. A crenellated brick parapet, with molded stone coping, hides the roofline. (Photos 4, 16.) Centered over each bay are embellished pediments of individualized design: triangular, rectangular and semi-circular. The end and central pediments feature carved stone medallion inserts. The latter, most elaborate of all, bears the inscription "City of Indianapolis, Indiana, Incorporated 1823," encircled by a carved wreath and branches of oak leaves. (Photo 17.) A thin limestone cornice runs across the façade and wraps around the north and south building corners.

The end bays of the west façade contain quadruple windows. The recessed bays feature broad garage bays flanked by narrow, single windows. The individual windows are tall and narrow, with those of the first story taller than those of the second. They are set in stone surrounds with quoins and splayed headers with carved running trim. They feature vertical stone mullions and integrated, steeply sloped sills. The window units are replacement bronze anodized-aluminum units with thermal glazing, and are fixed in place.

The west façade contains two large garage bays, similar to that used at the New York Street elevation, with stone Tudor arches and multi-pane arched wood transoms. Carved stone cartouches surmount the openings. Paneled wood overhead doors were added in the mid-20th century. (Photo 18.) In the center of the façade is a Tudor-arched pedestrian doorway with carved wood panel. The doorway contains a wood door with Tudor-arched vertical lights. (Photo 19.) Above the doorway are small, stepped windows lighting the stair tower within, deviating from the building's symmetry.

A cornerstone, at the south corner of the Alabama Street façade, bears the inscription:

Erected A.D. 1925
Samuel Lewis Shanks, mayor
Board of Public Works
Charles E. Coffin, president

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William H. Freeman
Dr. Mavity J. Spencer
Frank Hunter, architect
Leslie Colvin, contractor

Vertical metal siding covers most of the side and rear elevations of the 1913 and 1925 garage buildings. (Photo 20.) As built, there were various windows along the east and west elevations, now covered by the siding; some of these openings are still visible from the interior of the building. Several doorways were cut into the side and rear walls in the late 20th century, with metal doors installed.

The building's structural system consists of brick masonry bearing walls with a face brick veneer, resting on concrete foundations. The roof is wood-framed with a cast-iron truss system, and slopes from east to west. The 1914 Sanborn Map notes that the 1913 building had a concrete floor, with steel beams supporting the roof. The 1925 building used "fireproof construction," with a reinforced concrete frame, floors and roof, and 12-inch brick curtain walls. The first and second floors contained four rows of concrete columns. According to the map, the 1925 garage's capacity was 250 cars; the 1913 block was used for "repairing." (See map copy.)

The plan of the Indianapolis Municipal Garage remains essentially as originally designed. The 1913 building is a single open volume of utilitarian character, with concrete floors, painted brick walls, steel beams, and suspended fluorescent light fixtures. The first floor of the 1925 addition is divided into several large open spaces. The primary garage fronts Alabama Street, and is also accessible from an overhead door at the alley. The garage is divided into five bays by four lines of concrete columns. As in the 1913 building, the spaces are functional in nature, with concrete floors, walls and ceilings. At the east side of the first floor are several small offices enclosed with cinderblock and glass at an unknown date.

Pedestrian access to the second floor is through the original steel staircase at the west elevation, and vehicular access by a steep concrete incline that runs adjacent to the west elevation of the 1913 structure. The second-floor garage mirrors the first in plan and materials. Several small rooms at the rear have been altered with modern finishes.

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8. Significance

Summary. The Indianapolis Fire Headquarters and Municipal Garage are significant under Criterion C in the area of architecture as a pair of architecturally distinguished Indianapolis public buildings of the early 20th century. Located side by side, they are unified by scale, materials and architectural vocabulary.

The buildings also meet Criterion A, for their ongoing role in city government. For the first time in its history, Indianapolis consolidated most city services in one block, starting with City Hall in 1910, and culminating in the completion of the Municipal Garage addition in 1925.

The Fire Headquarters is a distinguished example of the Neoclassical Revival style in the capital city. Its monumental presence, symmetrical plan and meticulous detail are highly characteristic of the style. The building's richly ornamented exterior contains a wealth of detailing in classical detailing in brick and stone, including arches, pediments and cartouches. The building is a significant work of D.A. Bohlen & Sons, one of Indianapolis' leading architectural firms of the 19th through mid-20th centuries.

The Fire Headquarters was one of the last pre-World War I fire houses built in the Mile Square, the original plat of Indianapolis. Its two-story, rectangular massing "illustrates the transition between the two story-with-tower plan of the Victorian era and the one-story, flat-roofed Art Deco fire stations of the Inter-War period" (correspondence from James Glass to Reid Williamson, Historic Landmarks Foundation of Indiana, February 16, 1979. Indianapolis Historic Preservation Commission files.). One of the few surviving late 19th and early 20th century firehouses in the downtown core, it is clearly distinguished from other stations of the late 19th or early 20th centuries by its classical styling. Unlike some other stations that remained in use for a long period, it has received no ungainly alterations or other changes to its form.

The former Municipal Garage is a good example of architectural aesthetics applied to a utilitarian structure; its classical garb lends a stately appearance to an otherwise functional building type. The garage represents a new building type ushered in by the dawning automobile age. It is noteworthy as the city's first municipal garage, signifying the city's shift from horse-drawn services to motorization.

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The historic core of the garage, built 1913, is a simple Neoclassical Revival structure of modest scale that complements in design and materials the larger and more ornate Fire Headquarters next door. Like the firehouse, it is the work of the Bohlen firm. The 1925 addition, an imposing structure more comparable in scale to the Fire Headquarters, is a significant and locally uncommon example of the Jacobethan Revival style in Indianapolis. Its façade is distinguished by ornate stonework and varied window treatments. The garage addition is the work of Frank B. Hunter, a talented, innovative and prolific local designer who served as municipal architect during the 1920s.

The period of significance for the Fire Headquarters and Garage begins in 1913, the construction date of the firehouse and of the original block of the garage, and ends in 1952. The significant, ongoing role of the structures in Indianapolis government continued until 1969.

Architectural Context

Neoclassical Revival style.

America's interest in classical architecture was reborn in the 1890s. Hoosier civic leaders thought that classical architecture would symbolize authority and culture for their growing cities and towns at the turn of the century.... Governments, civic institutions, and wealthy homeowners selected the style for public buildings, institutional structures, and larger residences.... The Neo-Classical Revival style was most popular from 1895 to 1940 in Indiana. (Indiana Division of Historic Preservation and Archaeology, *Historic Indiana 1999-2000*, p. 68).

The rebirth of classicism was inspired by the World's Columbian Exposition of 1893 and by the City Beautiful Movement, which promoted orderly planning and monumental civic architecture. "In the early years of the twentieth century civic leaders focused on the beautification of Indianapolis... The City Beautiful Movement, promoted by the Columbian Exposition of 1893 and the grand architectural designs of McKim, Mead & White, further encouraged the idea of monumental designs" (*Interim Report*, p. xiii). In the downtown core, the Indiana World War Memorial Plaza, begun in 1921, "reflects the movement's concepts of classical formality and grand, monumental scale" and "best [expresses] the City Beautiful Movement in Indianapolis" (*ibid.*).

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Governmental and private institutional buildings clearly set the precedent for Neoclassical Revival in Indianapolis. Most authors cite the 1902-05 United States Courthouse and Post Office as the first example of City Beautiful architecture in Indianapolis. But the trend actually began shortly after the Columbian Exposition. Bohlen & Sons had designed a Neoclassical Revival bank branch for Indiana National Bank at the point of Virginia Avenue and Washington Street in the late 1890s (demolished). The School Board, controllers of library construction, commissioned a new classical main library in the late 1890s (now gone) and a series of mostly Neoclassical Revival Carnegie-funded branches, completed in about 1909. One of these classical branches, Hawthorne, was from the pen of Bohlen & Son. Butler University's new library in Irvington, Bona Thompson Memorial Library, was also in this first generation of City Beautiful-inspired structures, completed in 1903. Old City Hall, completed in 1910, put the official local stamp of approval on classicism.

Indianapolis boasts a rich inventory of classical buildings, many of which were designed by leading local architectural firms or by architects of national repute. Many Neoclassical buildings have been honored with National Register listing or are contributing elements of historic districts. These include the United States Courthouse and Post Office on East Ohio Street (1563; Rankin & Kellogg, architects, 1902-05), which has been recorded by the Historic American Buildings Survey; the Indianapolis Public Library on St. Clair Street (1395; Paul Philippe Cret, architect, 1914-17); and the Pennsylvania Apartments on North Pennsylvania Street (1379; NR; 1906). Several other classical edifices earned a rating of "Outstanding" from the Indiana Historic Sites and Structures Inventory, signifying that they appear eligible for National Register listing. These include the Saints Peter and Paul Cathedral (01345; Oscar Bohlen, architect) on Meridian Street, a temple-front classical edifice built in 1936, and the Riverside Pumping Station on Waterway Boulevard (1451; Lewis K. Davis, architect, 1920), a Beaux Arts landmark. The NR-listed Indiana State Library and Historical Building on North Senate Street (1501; Pierre & Wright, architects, 1932) exemplifies the stripped classicism of the 1930s.

The hallmarks of Neoclassical architecture were symmetry, monumentality and finely executed classical details. "In the Neoclassical style there was concern for historical correctness of detail but not of overall execution or scale. Neoclassical buildings tend to be meticulously detailed and of massive scale which sets them apart from Greek Revival buildings with casually interpreted classical ornamentation and modest scale" (Indiana Division of Historic Preservation and Archaeology, *Center Township, Marion County*,

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Interim Report [1991], p. xxvii). The Firehouse shares these elements of classicism and is among the city's early (pre-World War I) examples of Neoclassical Revival architecture.

Jacobethan Revival style. The Jacobethan Revival Style is a distinctive early 20th century Period Revival style that is closely related to the Tudor Revival Style, which saw tremendous popularity nationwide during the 1900s through the 1930s. The Jacobethan style is characterized by steep gables rising above the roofline; tall chimneys, often with multiple, grouped shafts; rectangular, multi-paned windows divided by stone mullions, and central projecting entrances. (See *Interim Report*, p. xxviii.) Rich stone and terra cotta detailing, including smooth stone copings and pinnacles, is found on many examples. The Jacobethan style was widely used for institutional buildings such as schools and private clubs, as well as apartment houses. The Municipal Garage addition reflects the influence of the style in its use of Tudor motifs, tall gables, vertically divided windows and lavish stone trim.

Several excellent examples of the Jacobethan style in Indianapolis have been recorded by the Indiana Historic Sites and Structures Inventory. These include an apartment building at 37-39 West 38th Street (0279), ranked "Outstanding" by the Inventory; the Riverside School (1448) on Sugar Grove (Harry C. Brubaker, architect, 1908, 1921, 1936), rated "Notable"; and the Pearson Terrace (1373; 1902) on North Alabama Street (NR, 1984). The Howland Apartments (c. 1915) in the North Meridian Street Apartment Historic District boasts a terra cotta mural and notable limestone detailing.

Though uncommon in urban Indianapolis, a few clients chose Tudor or Jacobethan Revival for downtown sites. Rubush & Hunter, for example, designed two downtown IOOF Halls, one at 231 East Ohio (1905), the other at 127 East Ohio (1908). Both structures are clearly Tudor Revival in style. Another public client, the Indianapolis School Board, often favored Tudor Revival facades for schools during the early 1900s.

D.A. Bohlen & Sons. The Indianapolis Fire Headquarters and the original Municipal Garage were designed by D. A. Bohlen & Son, one of Indianapolis' most prominent architectural firms for over a century. Dietrich August Bohlen (1827-1890) was born near Hanover, Germany, and studied architecture at the University of Holzminden. After graduation, "young Bohlen took off on foot across northern Germany and Poland, making sketches and studying construction methods" (Lloyd B. Walton, "Past Masters of Mortar," *Indianapolis Star Magazine*, June 11, 1978, p. 43). He emigrated to America in 1850, landing first at Cincinnati, then moving on to Indianapolis (ibid.).

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During Bohlen's first three years in Indianapolis, he worked with a succession of local architects, including Francis Costigan, one of Indiana's leading architects of the 19th century. In 1853 Bohlen opened his own architectural office: one of the first professional architectural practices in the nation. The firm, which remained in operation for almost 120 years, would eventually be run by four successive generations of the family (*ibid.*, 44-45).

Bohlen was active in the German-American community. Some of his earliest commissions came from prominent Germans and from Germanic institutions such as the German Protestant Orphan Home. He was a member of the *Gewerbeschulverein*, or trade school society, which introduced manual training programs to Indianapolis and was later responsible for the creation of Emmerich Manual Training High School (*ibid.*, p. 45). Bohlen also is credited with introducing the German Neo-Gothic Style to Indiana.

In 1884 Bohlen's only son, Oscar (1863-1936), joined the firm after graduating from the Massachusetts Institute of Technology. The name of the firm was then changed to D.A. Bohlen & Sons. Oscar's only son, August C. (born 1887), joined the practice in 1910. The fourth Bohlen in the practice was Robert L., August's son, who joined the company in 1946. He died suddenly in 1960 (*ibid.*, pp. 45-47). Each successive generation achieved a distinctive and recognizable style, while maintaining high standards of design and construction.

The Bohlen firm specialized in churches and institutional buildings, and designed many Indianapolis landmarks. Among the firm's best-known commissions are St. John Church (1871; NR, 1980) the Morris-Butler House (1864; NR, 1973), Crown Hill Cemetery Chapel (1877; NR, 1973), the German Protestant Orphan's Home (later known as the Pleasant Run Children's Home; 1872), the Roberts Park United Methodist Church (1876; NR, 1982), Tomlinson Hall (demolished) and the Murat Temple. Oscar Bohlen helped his father design the City Market (1886; NR, 1974). He designed the ten-story Majestic Building, built in 1896, which claimed notoriety as the city's first skyscraper and "the first skyscraper type to be built west of the Alleghenies except in Chicago" (*Indianapolis Star*, February 14, 1936, p. 14). Other high-profile commissions included the Meridian Street M.E. Church and the French Lick Springs Hotel in French Lick, Indiana. He was credited with drawing architectural plans for at least one building in every downtown block, in addition to schools, churches, hospitals and the Fire Department Headquarters and 1913 Municipal Garage (*ibid.*). August Bohlen designed the façade of Saints Peter

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and Paul Cathedral (1936) and the new building for his alma mater, Manual High School. He also headed the group that wrote the original Indiana building code. More than 20 Bohlen works are listed in the National Register of Historic Places (William Selm, "Dietrich August Bolen," in David J. Bodenhamer and Robert G. Brown, eds., *The Encyclopedia of Indianapolis* [Indiana University Press, 1994], pp. 333-334).

In 1961, following the death of Robert L. Bohlen, the Bohlen firm merged with partner David V. Burns to form Bohlen & Burns Architects. In 1971 the firm changed its name to Bohlen, Mayer, Gibson, & Associates, and remained one of the nation's oldest continually operated architectural firms until it was bought by an engineering firm in the late 1990s (*ibid.*).

Frank B. Hunter. Frank Baldwin Hunter (1883-1958), designer of the addition to the Indianapolis Municipal Garage, was an architect and structural and sanitary engineer. He was the youngest brother of Edgar O. Hunter, one of the partners in Rubush & Hunter, a high-profile Indianapolis architectural firm of the first half of the mid-20th century. Frank Hunter was born in Covington, Kentucky, and came to Indianapolis with his family around 1888. He attended local schools, including the Classical Art School, and graduated from Emmerich Manual Training High School, specializing in art. Although he received no formal training in architecture, his skills were honed by a pair of prominent local architects, Bernard Vonnegut and Arthur Bonn. He worked in several architectural offices, including that of J.W. Gaddis in Vincennes, Indiana, where he helped design the current Huntington County and Putnam County courthouses (*Indianapolis Star*, January 5, 1958, p. 4; Paul C. Diebold, "Frank Baldwin Hunter," in *The Encyclopedia of Indianapolis*, p. 723).

In Indianapolis, Hunter worked briefly (1901-1902) at P.C. Rubush & Company, then from 1905-1907 for R.P. Daggett & Company. In 1907 he formed his own practice, specializing in residential design. In this capacity he designed over six hundred houses, mostly in the popular Meridian-Kessler and Butler-Tarkington neighborhoods. He specialized in stucco design and utilized technologically advanced features such as insulation, patented wallboard and modern kitchens in his housing designs. Hunter's oeuvre "cannot be classified as any one style; instead, he was equally talented at all the architectural styles of the early 1900s" (Diebold, *op. cit.*).

Although Frank B. Hunter "never [achieved] the reputation of his brother's firm, he did make several important contributions to the built environment of Indianapolis" (Diebold,

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op. cit.). Among his notable achievements were the Ambassador Apartments (1924; NR, 1983), Saint James Court Apartments, and the Fountain Square Theater (1928; NR, 1983). In 1922 Hunter was appointed the "official architect" of the city of Indianapolis; however, there is not much documentation about this position; it was discontinued in the late 1920s (*Indianapolis Star*, op. cit.).

One of Hunter's most singular designs was the Hunter Seashore Pool, a "large, deep, round swimming pool" with sand beach that could be used for swimming in the summer and frozen for skating in the winter. Along with his brother Edgar, he built a number of pools of this design in Indiana cities and in ten other states (*ibid.*). Hunter retired in 1942 and moved to Brown County, Indiana, where he designed several buildings in the Nashville area (Diebold, op. cit.).

Firehouse architecture. During the heyday of volunteer fire companies in the second quarter of the 19th century, firehouses were conceived as symbols of the companies, who often sought to outdo one another with flamboyant, individualistic designs. Soaring towers (in which hoses were hung to dry, serving a practical function), statues, mascots and weathervanes were common embellishments. (See Rebecca Zurier, *The American Firehouse: An Architectural and Social History* [Abbeville Press, 1982], p. 81). By the mid-19th century, as paid, professional fire departments replaced the earlier volunteer companies, firehouse designs became simpler and more standardized.

This type of firehouse design can be termed 'storefront style'...and became the standard for downtown fire stations for the next 100 years. Buildings in this style were usually narrow, two or three stories high, and squeezed between other buildings on a city block. Small personnel entrances or windows flanked the large front apparatus doors in an arrangement not unlike the symmetrical arrangement of a store's central entrance and shop windows. Exterior ornament usually was confined to the ground floor, especially around the door, and a cornice that sometimes extended beyond the actual roofline to form a false front. The upper stories of the façade often consisted of rows of plain windows that let in as much light as possible for the meeting rooms and living quarters.

The interiors of the "storefront" stations followed the pattern established in earlier volunteer houses; apparatus on ground floor, meeting rooms and living quarters (later offices and dormitories) above.... With little modification, variants of the basic "storefront" type remained in use right up through the 1930s and '40s and

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finally went out of style when departments stopped building stations to house only one or two trucks.... (Zurier, p. 87)

In the decades after the Civil War, firehouse design continued to evolve to meet the increasingly specialized needs of fire companies: horses (housed right in the stations rather than stabled at the rear), a variety of steam engines, and hook-and-ladder trucks. Prominent towers, which now held bells or sirens, once again became an integral part of the design, linking the stations "both visually and symbolically to the town's government" (ibid., p. 113). In their larger scale, the "firebarns" of the 1870s through 1890s were reminiscent of industrial buildings.

The early 20th century, as the nation rebounded from the depression of 1893, was an era of "extravagant building in both the public and private sectors... Budgets in all areas of city spending increased in the 1890s in line with an overall expansion of municipal services" (ibid., p. 127). Many American cities built costly and well-appointed new firehouses, which were now conceived as public buildings and treated accordingly. "Opulent fire stations, like other showy civic buildings, constituted political as well as architectural statements" (ibid., p. 146). Period revival styles, from French chateau to Swiss chalet, were often favored for local stations, while central stations, such as the Indianapolis Fire Headquarters, put on classical garb.

Architectural innovation also influenced firehouse design. Steel frames shifted weight from exterior walls. Lighter colors, and new materials such as terra cotta and glazed brick permitted architects to achieve new looks at reasonable prices. Inside the new stations, improved ventilation and "sanitary" materials such as tile and concrete reflected the early 20th century concern for hygiene. Some stations even did away with the "dangerous" sliding poles. (Indianapolis' did not.) Technological improvements continued to influence station layout. Motorized engines eliminated the need for haylofts, feed rooms and other equine accommodations, while opening up space for new uses. New engines were smaller and lighter than older steamers, so doors and areas that housed equipment could be smaller. Improved amenities were provided for the firemen. Stations, like that in Indianapolis, began to be built to three stories to provide sitting and reading rooms or even gymnasias on the third floor. Spacious tile bathrooms with showers, such as the one on the second floor of the Indianapolis station, were included. The use of alternating, 12-hour shifts, during which men were not allowed to leave the station, necessitated kitchens onsite.

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One of Indianapolis' first firehouses was a two-story frame structure on the north side of Monument Circle, built c. 1840 for one of the city's volunteer fire companies. Ironically it was destroyed by fire in 1851 along with many city records (Sulgrove, p. 148). In 1855 it was replaced by a "handsome two-story brick" at Massachusetts Avenue and New York Street (ibid.). After the Civil War, the "storefront" model predominated: a two-story block of narrow, vertical form, pierced by one or two bays. Some were dominated by multi-story, square towers, while others omitted these features. Italianate, Venetian Gothic and Romanesque Revival were favored styles, while some followed no academic style. Fire Station No. 9 at 537 Belleview Place, built in 1898, represents the "storefront" form stripped to its basic elements; an otherwise plain building, it is distinguished by a semicircular pediment and brick lintels. The Romanesque Revival station at 1030 East Washington Street (1641; 1890) exhibits a striking, striated façade crossed by bands of brick and stone. The firehouse on Massachusetts Avenue (009-748) in the Massachusetts Avenue Historic District (NR, 1982) is an Italianate/Gothic Revival edifice built in 1871 and altered in 1899 and c. 1945.

Indianapolis fire stations built during the first two decades of the 20th century, such as the Fire Headquarters, assumed a more horizontal, rectangular form. Multiple bays offered more space for motorized fire trucks, which grew in size over the years. Within this framework, however, height, massing and architectural vocabulary varied. Many stations in residential areas interpreted domestic styles. Station No. 28 at 512 East Maple Road, constructed in 1912, is a single-story Craftsman/Tudor Revival structure of low, cottagelike form sheltered by a porch, with half-timbered gables and Japanesque roof brackets. Station No. 12 at 339 North Sherman Drive, built in 1915, is a two-story Prairie Style edifice with low hipped roof, extended eaves, and tapestry brickwork accented by ornamental plaques. Station No. 16, dating from 1932, is a one-story station in the Normandy Manor style, with high hipped roof and asymmetrical massing. By the mid-1930s stations had achieved a signature form: the one-story, flat-roofed structures with simplified Moderne detailing that would prevail during the Inter-War period. Typical is District No. 3, built in 1936. (See *History of the Indianapolis Fire Department*, 1974.)

The Indianapolis Fire Headquarters represents progressive ideas in firehouse design that prevailed in the early 20th century, as fire departments made the transition from horse-powered to motorized vehicles. The building's classical styling, three-story height, light-colored brick and stone, glazed brick interiors and spacious accommodations for firefighters all represent the "modern" fire stations of the 1900s and 1910s.

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Historical Development

Indianapolis municipal buildings. During the early 20th century, many Midwestern cities built new civic centers. This was partly due to increased space requirements, a desire for efficiency, and the influence of the City Beautiful Movement, which led cities to build orderly, architecturally consistent groupings of monumental structures. One of the best-known examples is the Group Plan of Cleveland, which includes a City Hall, courthouse and public auditorium around a central plaza beside Lake Erie. This ensemble of classical edifices, built over three decades, has been designated an American Planning Landmark by the American Planning Association.

City directories of the late 1890s indicate that city offices, including the offices of the mayor, council and most municipal departments, were housed in the basement of the Marion County Courthouse (demolished) on Washington between Delaware and Alabama Streets. The two divisions of the police department—merchant and metropolitan—were in separate buildings, located on Court and Alabama Streets respectively. The headquarters of the fire department was at 250 Massachusetts Avenue, a two-story, two-bay structure that opened in 1872.

Both the Indianapolis Fire Headquarters and Municipal Garage were built in the early 20th century as part of a concentration of municipal offices and services in the northeast corner of downtown. In addition to the firehouse and garage, a new City Hall (1910) and police station (1898) were built near New York, Ohio and Alabama Streets. Mayor Charles Bookwalter led the campaign to build a city hall, which was completed by his successor, Samuel Lewis Shank. The new Neoclassical Revival building (NR, 1974), located at Alabama and Ohio Streets, was completed in 1910. It served its original role until 1969, when city offices were relocated into a newly built, high-rise City-County Building. The old City Hall was then converted to the Indiana State Museum (Mary Jane Meeker and Eric Gilbertson, "Indianapolis City Hall," National Register nomination, 1974).

The building campaign and consolidation of services were prompted by the dramatic growth in the city's population during the last half of the 19th century. The city was founded as the capital of Indiana in 1821. For the first two decades, growth was slow. In the 1840s, however, Indianapolis became a major railroad hub, and rapid residential, commercial and industrial development followed. In 1850 the town had 8,091 residents. By 1870, as the nation recovered from the Civil War, this total had swelled to 48,244: an

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increase of 159 percent. By 1890 it had more than doubled again, to 105,436 (40 percent increase). This growth continued in the early 20th century, reaching 233,650 in 1910 and 364,161 in 1930, after which the Great Depression brought this expansion to a halt (United States Bureau of the Census, Fifteenth Census of the United States, 1930).

Indianapolis Fire Department and Fire Headquarters. Indianapolis' first fire company was organized in 1826 and remained in operation until 1835, when it merged with the Marion Engine Company (Sulgrove, p. 147). In the 1840s acquisition of a second fire engine led to formation of a second company, called the Relief Company. In 1849 the Western Liberties Company was formed in the west side of the city, followed by a series of "later companies with short lives and little history" (ibid.). Despite the efforts of "leading citizens" in these volunteer groups, fire protection remained primitive for many years, "depending on church and hotel bells and personal and general yells to make their alarms, and on private wells and the creek and canal for their supply of water" (Sulgrove, p. 148). In 1853, following national trends, all the various groups were made subject to city authority, supervised by a chief engineer. A professional department was organized, with a steam fire engine, was organized in 1860. "The invention of the horse-drawn steam fire engine and the ensuing system of municipally paid and administered fire service began a new era of professionalism in the history of firefighting and indirectly brought about new standards in the design of firehouses" (Zurier, p. 71).

Growth in the years following the Civil War was "rapid and substantial." In 1868 an electric alarm system was installed, and in 1870 "fifteen miles of pipes and water lines were laid in the Mile Square" (William Doherty, "Indianapolis Fire Department," *The Encyclopedia of Indianapolis*, p. 775). Continued expansion, upgraded training and improved equipment followed, including the gradual replacement of cisterns with hydrants. By 1893 the department supplied 107 miles of mains and 931 public hydrants over a 21-square-mile area (ibid, p. 776).

During the era of horse-drawn engines, downtown fire stations were grouped closely together to allow a rapid response to emergencies. The 1889 Indianapolis directory, for example, lists six engine companies, with several stations spaced only a few blocks apart: 144 Indiana Avenue, Massachusetts Avenue near Noble, and 273 West Washington. This tradition continued into in the early 20th century, as early mechanical engines were prone to breakdowns. Upon construction of the new building, the Massachusetts Avenue building became Fire Station 7, serving the east downtown area; it was razed in 1960.

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The 1900s were a time of transition for the fire department, as the use of horses was phased out and motorized vehicles came into use. "The department's shift from horses to motor vehicles began in 1908 with the purchase of a Marion roadster for the chief. But not until 1921 was IFD fully motorized; by 1928 the last horse had been auctioned" (Doherty, p. 776).

The Indianapolis Fire Headquarters continued to serve its original role until 1969, when Indianapolis city and county governments merged. The building was sold to a private owner, who converted it to office and storage space. In 2000 the Fire Headquarters and Municipal Garage were purchased by the present owners, who plan to rehabilitate them using the historic preservation tax incentives.

Indianapolis Municipal Garage. Like the Fire Headquarters, the Indianapolis Municipal Garage was designed to accommodate motor vehicles that were coming into widespread use. Relatively little is known of its first decade. In the summer of 1925 the addition was completed. As soon as it was finished, however, it was embroiled in controversy. In August Harry Newby, superintendent of the City Garage, wrote a letter to the Board of Public Works pointing out several "flaws" in the structure. He complained of pools of water accumulating on the roof and the second floor, and of water pouring down to the first floor "like a sieve." He also stated that the steam pipes used to heat the old garage building had not been replaced and the building could not be heated unless this was done, and that the second-floor drains "spurred" water into the alley. He then asked the Board to make a thorough inspection of the building before it was accepted, and before final payment of \$12,983.55 was made to contractor Leslie Colvin (*Indianapolis Star*, August 25, 1925).

Frank B. Hunter was called before the board to make an explanation and was asked to make a written report. He explained that the second floor of the building was to be used for storage only and was not supposed to be waterproof (*Indianapolis Star*, August 25, 1925). The board then met with Leslie Colvin and the city attorney to discuss the building. By August 27, following the completion of the report, the board formally accepted the building and made the final payment. One of the board members stated that the building met or exceeded all requirements in every respect (*Indianapolis Star*, August 27, 1925).

Through the 1950s the garage addition continued to be used as a parking facility, while the 1913 building was used for the repair of city vehicles, including fire trucks.

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Following the merger of city and county governments, the building was sold to a private owner and used for parking, storage and auto detailing.

Square 39. The Indianapolis Fire Headquarters and Municipal Garage occupy part of Square 39 of the Donation Lands, located at the eastern edge of the Mile Square plat. Originally a mixed residential and commercial area, by the late 19th century commercial and institutional uses began to predominate in the northeast corner of downtown. In 1860 streetcar lines were laid out along nearby Massachusetts Avenue, one of the four diagonals converging on Monument Circle in the center of the city. (See city map.) Soon the avenue was "the most heavily traveled street in the city, with seven important streetcar lines and five interurban lines.... Commercial enterprises sprang up, frequently in older residences...." (Diana Elrod and Mary M. King, "Massachusetts Avenue Historic District," National Register nomination, 1981). The Indianapolis City Hall, built in 1910, replaced a block of mid-19th-century residences. In the same era the Vienna Flats, a small apartment block, and the Modern Woodmen Building, a combination lodge hall and commercial building, were built along the north side of New York Street, opposite the Fire Headquarters and Garage. (Still standing, the buildings are part of the Massachusetts Avenue Historic District [NR, 1982].)

By 1950, the surrounding neighborhood was a mixture of low-density land uses characteristic of the downtown fringe, interrupted by vacant lots. At the corner of New York and New Jersey Streets was a vacant lot occupied only by a filling station, now replaced by an infill structure. To the east of the Garage, across Ogden Alley, stood two garages, a small church and two small dwellings (all demolished). To the south, fronting on East Ohio Street, stood Cadle's Tabernacle, a revival assembly hall and general-purpose meeting space, constructed about 1910. Beside it stood an equally large garage that incorporated a filling station and rows of storefronts (all demolished). (See Sanborn map copy.) Recent mixed-use infill development in the area is filling in the gaps in the streetscape.

Integrity. The Indianapolis Fire Headquarters has seen little significant alteration. It retains nearly all of the features that made up its character and appearance during its period of significance, most notably rich ornamentation and fine brickwork. Its ground plan remains unchanged apart from a small, unobtrusive addition at the rear, which is not visible from the street. The most significant alterations have been installation of replacement windows and garage doors, and infill of some first-story openings. These

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changes do not seriously impact the structure's integrity since the richness of the overall design helps to compensate for these losses of visual character.

Although the secondary elevations of the Indianapolis Municipal Garage have been altered, its main facades remain largely unchanged. The installation of replacement windows at the west façade does not seriously impair the building's integrity since the new units fill the original openings. As with the Fire Headquarters, the building's lively design distracts the eye and renders these changes less noticeable.

The interior plans of both buildings have seen little alteration over time. Alterations, such as the addition of non-historic partitions and synthetic paneling, are cosmetic in nature and largely reversible. The Fire Headquarters' primary interior spaces, including the garage bays, firemen's dormitory and fire chief's office, are intact, retaining original millwork, doors, finishes and space volumes. The utilitarian interior of the Municipal Garage remains largely as designed, having seen only minor changes such as repainting and replacement of light fixtures.

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10. Geographical data

Verbal boundary description

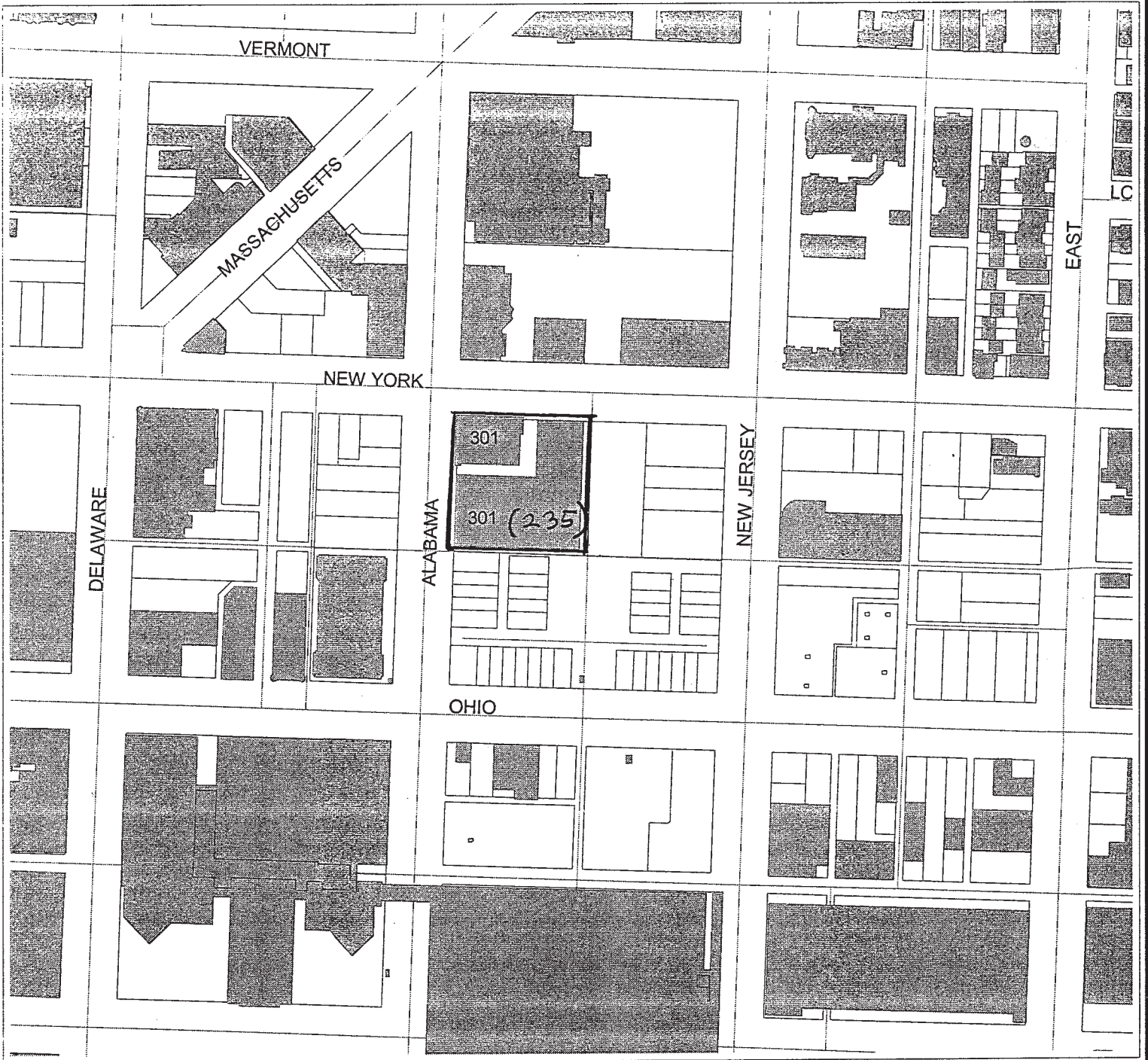
Lots Numbered 10, 11 and 12 in Square 39 of the Donation Lands of the City of Indianapolis, Marion County, Indiana together with part of Miami Street and Ogden Street heretofore vacated by proceedings under Declaratory Resolution No. 75-VAC-33 as set out in a transcript recorded November 24, 1975 as instrument No. 75-65977 in the Office of the Recorder of Marion County, Indiana, all being more particularly described as follows:

Beginning at the northwest corner of Square 39 located at the intersection of the southern right-of-way line of New York Street and the eastern right-of-way line of Alabama Street; thence North 89 degrees 57 minutes 30 seconds East (an assumed bearing) 209.87 feet along the southern right-of-way line of New York Street to the centerline of vacated Ogden Street as described in Instrument No. 75-65977 of the Office of the Recorder of Marion County, Indiana; thence South 00 degrees 02 minutes 13 seconds East 209.57 feet along the centerline of vacated Ogden Street to the centerline of vacated Miami Street as described in said Instrument No. 75-65977; thence South 89 degrees 57 minutes 26 seconds West 209.73 feet along the centerline of vacated Miami Street to the eastern right-of-way of Alabama Street; thence North 00 degrees 04 minutes 26 seconds West 209.58 feet along the eastern right-of-way line of Alabama Street to the point of beginning.

Verbal boundary justification

This boundary includes all the property visually and historically associated with the property. It includes sufficient acreage to include both the Fire Headquarters and Municipal Garage while excluding areas of lesser integrity or different use.

301 E New York & 235 N Alabama Indianapolis, IN



**Indianapolis
Historic Preservation
Commission**



100 0 100 200 300 Feet

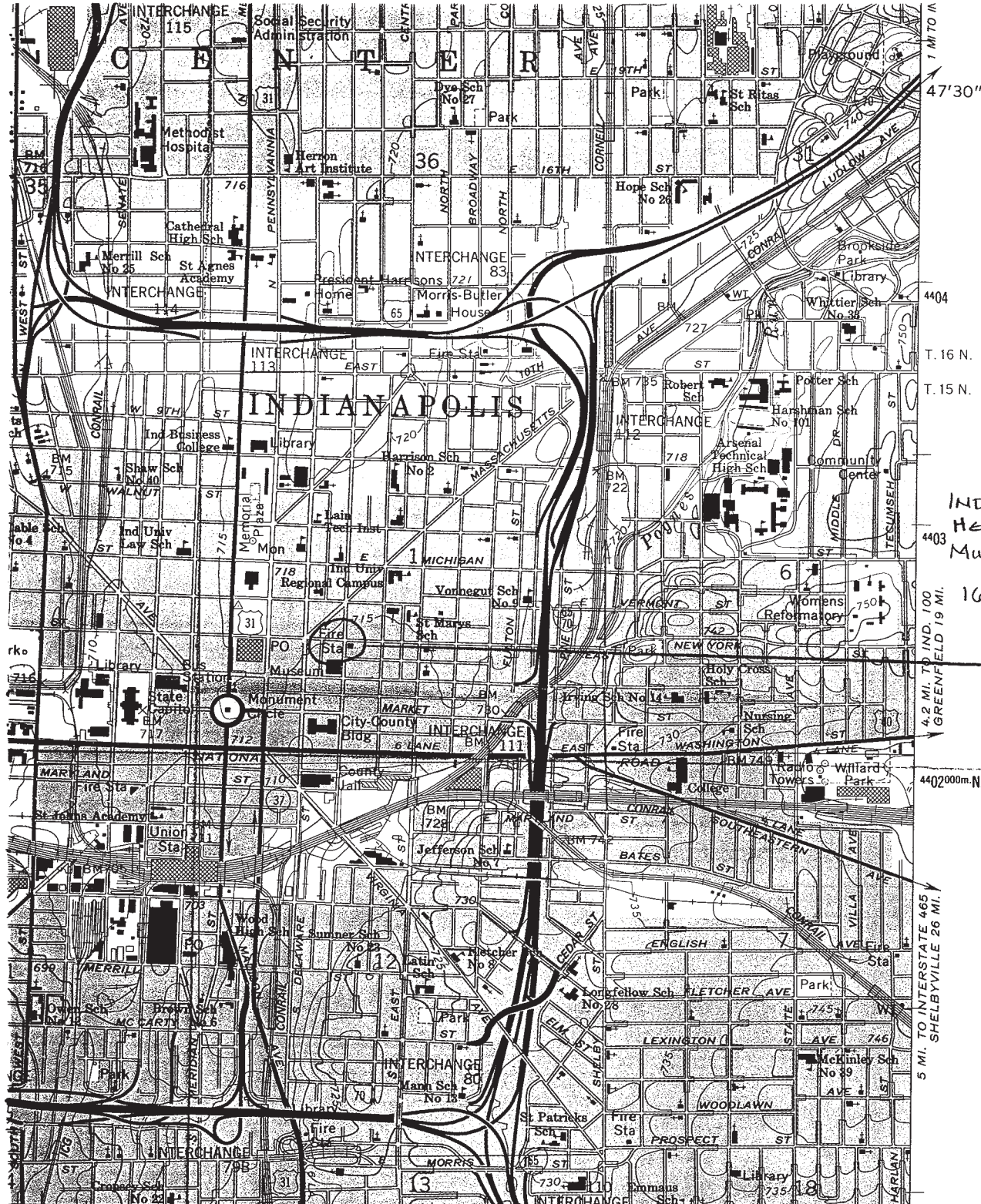
January 7, 2002

Produced By: The GIS Section

Data Source: The City of Indianapolis
Geographic Information Systems



This map does not represent a legal document, it is intended to serve as an aid in graphic representation only. Information shown on this map is not warranted for accuracy or merchantability.



INDIANAPOLIS FIRE
HEADQUARTERS &
MUNICIPAL GARAGE
16572620
4402430

1 MI TO IN
47'30"
4404
T. 16 N.
T. 15 N.
4403
4.2 MI. TO IND. 100
GREENFIELD 19 MI.
4402000m.N.
5 MI. TO INTERSTATE 465
SHELBYVILLE 26 MI.

10' MARTINSVILLE 29 MI 572 573 3.8 MI. TO INTERSTATE 465 FRANKLIN 20 MI. INTERIOR- GEOLOGICAL SURVEY, RESTON, VIRGINIA-1991 R. 3 E. R. 4 E. 574000m.E. 39° 45' 86° 07' 30"

ROAD CLASSIFICATION
 Primary highway, all weather, hard surface _____
 Light-duty road, all weather, improved surface _____
 Unimproved road, fair or dry weather _____

○ Interstate Route ◡ U. S. Route ○ State Route



INDIANAPOLIS WEST, IND.

39086-G2-TF-024
 PHOTOINSPECTED 1984
 1967
 PHOTOREVISED 1980
 DMA 3763 I SW-SERIES V851

(BEECH GROVE)
3763 I NE

Revisions shown in purple compiled in cooperation with State of Indiana agencies from aerial photographs taken 1977 and other source data. This information not field checked. Map edited 1980