

**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.

## 1. Name of Property

Historic name: Engine House No. 23

Other names/site number: Engine House No. 9

Name of related multiple property listing:  
N/A

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

## 2. Location

Street & number: 1002 Udell Street

City or town: Indianapolis State: IN County: Marion

Code: 097 Zip Code: 46208

Not For Publication:  Vicinity:

## 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

Applicable National Register Criteria:

X A \_\_\_ B X C \_\_\_ D

<p>_____  <b>Signature of certifying official/Title:</b>  <u>Indiana DNR-Division of Historic Preservation and Archaeology</u>  <b>State or Federal agency/bureau or Tribal Government</b></p>	<p>_____  <b>Date</b></p>
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In my opinion, the property ___ meets ___ does not meet the National Register criteria.	
_____	_____
<b>Signature of commenting official:</b>	<b>Date</b>
_____	_____
<b>Title :</b>	<b>State or Federal agency/bureau or Tribal Government</b>

**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

**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(s)
- District
- Site
- Structure

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Object

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

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**6. Function or Use**

**Historic Functions**

(Enter categories from instructions.)

GOVERNMENT: Fire Station

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**Current Functions**

(Enter categories from instructions.)

VACANT/Not In Use

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## 7. Description

### Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN: Romanesque Revival

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**Materials:** (enter categories from instructions.)

foundation: STONE: Limestone

walls: BRICK

roof: ASHPALT SHINGLE

other:

### Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

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### Summary Paragraph

Engine House No. 23 is a two-and-one-half-story red brick Romanesque Revival fire station located at the northwest corner of Udell and Rader streets in the North Indianapolis neighborhood of Indianapolis, Marion County, Indiana. The building was constructed in 1897 as a fire house in the newly annexed portion of Indianapolis. The building has a simple, rectangular form with a three-story tower at its southeast corner. The exterior is red brick with limestone and blond brick detailing on the south/front gabled façade. In the time since it was last used in the 1970s, the interior has mostly been removed, however the exterior of the building remains relatively unaltered and the building's relationship to the neighborhood retain a good level of integrity since it was last used as a fire station in the early 1960s.

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## **Narrative Description**

### Setting and Site:

Engine House No. 23 is located at the northwest corner of Udell and Rader streets within the North Indianapolis neighborhood of Indianapolis, Marion County, Indiana. The building sits in a residential area and is surrounded by bungalows and small vernacular homes constructed during the late 19<sup>th</sup> and early 20<sup>th</sup> centuries. (Photos 0001, 0003) While Udell Street contains a high number of vacant lots, its former density is still evident by the location of a one-story bungalow immediately west of the Engine House and across of Rader Street. Immediately across the Udell Street is Frank Young Park.

The Engine House fills the majority of what was originally established as a residential lot when platted in the 19<sup>th</sup> century. It is the only non-single family residential building on the block. The building respects the building setback established by the houses immediately to the west along Udell Street. This south side of the building provides access to the fire engine bay and has a concrete drive from Udell Street to the building. Historic images show that this was always paved. On the east side of the building, a concrete sidewalk fills the area between Rader Street and the building. The Engine House is built up to the lot line to the west with only a few feet between the Engine House and the residential building immediately to the west. The north side of the lot is fenced in with a modern six-foot wood fence enclosing the rear of the lot between the building and the alley running between Rader and Clifton Street.

### Exterior Overview:

Engine House No. 23 is a two-and-a-half story red brick building with a full attic under a wood framed roof. It has a rectangular footprint, measuring 88-feet by 28-feet. A 10-foot by 10-foot, three-story brick tower is located at the southeast of the building creating an asymmetrical façade on both street sides. The roof is hipped but resolves into a gable at the south facade next to the tower. The exterior is composed of red brick mass masonry walls with limestone sills and lintels and blond brick detailing around selected window and door openings on the main/south façade. Decorative iron gutter support brackets are evenly spaced at the eaves of the east (side), north (rear), and west (side) sides of the building. Around the base of the building is a smooth-faced limestone foundation which follows the slight incline on the east side along Rader Street. Throughout the building the windows have been replaced, but they maintain the historic openings.

### South/Front Façade:

The south façade is the primary façade of the building and consists of two parts: an 18-foot wide, two-and-a-half story front gabled section on the western end and the south side of the three-story tower situated on the southeast corner of the building. (Photo 0001)

The western portion of this façade contains a single large entry opening to the fire engine bay at the first-floor level. Recessed 8' behind in this opening is a sectional paneled overhead door. Historic photographs show this engine bay door has been replaced several times. The oldest photograph dating from the early 20<sup>th</sup> century shows the engine bay contained a pair of side-hinged carriage doors with two windows in each door. A fixed multi-lite transom window was previously positioned above these doors but has been covered. A steel beam lintel spans the opening supporting the brick above. The beam has three flower details at each end and in the middle. A modern steel security gate fills the opening to the engine doors.

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The second story features a centered grouping of three rectangular double hung windows with transoms. There is a continuous limestone sill and lintel across all three windows. The limestone sills are three courses of brick tall, and lintels are four courses tall. Above the limestone lintel are three connected semicircular arches of tapered blond header bricks. Within each arch are decorative bricks of contrasting dark red color. Based on historic photographs, the windows were originally wood, one-over-one, double hung windows. While the openings have been retained, the historic windows have been replaced with aluminum clad one-over-one, double-hung windows each with a transom.

Above the second floor is a brick gable with limestone coping stones. Centered in the gable directly above the group of three second-story windows is a group of three windows in the configuration of a Palladian window with a continuous limestone lintel. The central window is a one-over-one, arched top, double-hung window. Single sash, non-operable rectangular windows flank each side of the central window. Limestone lintels are over each of the flanking rectangular windows. The central window has a semicircular arch of tapered blond header bricks. While the openings of these windows have been retained, the historic windows have been replaced with aluminum clad windows with the same configuration of the original windows.

The tower at the southeast corner of the building projects six inches from the south façade. At the ground level is the main entry centered on the tower's south side. This opening has a circular transom window and a replacement solid metal door covered by a metal gate. Above the door is a semicircular arch of tapered blond header bricks. An inset stone panel reading "Engine House No." is above the arch. Historic photos show that the numeral "9" followed the "No." even after the Engine House had been renumbered to No. 23. The "9" has since been removed. Centered above the door are rectangular window openings at the second floor and attic level each with limestone sills and lintels. Historic photographs show that each of these windows originally were one-over-one double-hung windows. While the openings have been retained, the historic windows have been replaced. The second-floor window has an aluminum clad one-over-one, double-hung window with a transom. The attic level window has an aluminum clad single-sash fixed window.

Above the attic level of the tower is a limestone course that currently serves as coping at the top of the brick walls of the tower. Historic photographs show the tower included another story above this limestone course with semi-circular arches open to the exterior, forming the belfry. The tower featured a stepped brick cornice below the pyramidal roofline. The upper portion of the tower was removed above the stone course above the attic level between 1950 and 1962.

#### East/Side Façade:

The east façade along Rader Street is much less ornate than the front/south façade. At the south end of the façade is the brick tower that projects six inches from the east façade. (Photo 0004)

There is a single window centered on the tower at each of the first, second, and attic levels. Each of these windows has a limestone sill and lintel. Historic photographs show that each of these windows originally had double-hung windows with the first and second floor windows being six-over-six and the attic level window being one-over-one. While the openings have been retained, the historic windows have been replaced. The first and second floor windows have aluminum clad one-over-one, double-hung windows each with a transom. The attic level window

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has an aluminum clad single-sash fixed window. The top of the brick tower has a limestone course currently serving as coping.

The remaining east façade is a 78-foot long brick wall without any projections or recesses. At the south end is a single window at the first floor with a single window immediately above it at the second floor. Centered on the façade are three evenly spaced windows on the first and second floors. Towards the north end of this façade is a sectional overhead door at the first floor with an inaccessible standard entry door above it. A photograph from c.1911 shows a standard entry door in the location of the overhead door and the second floor door. A photograph from the 1960s, shortly after the Engine House was decommissioned, shows the overhead door in place. Above the overhead door, the segmental brick rowlock arch of the original door is still visible. Each of the windows and doors have limestone sills and a three-course, segmental rowlock arch above. Historic photographs indicate the original windows were six-over-six, double-hung windows. While the openings have been retained, the historic windows have been replaced with one-over-one aluminum clad windows with a transom. The opening at the north end of this façade retains the transom and contains a modern door.

There is an extant historic chimney which projects slightly from the façade and pierces the eave between the center and south windows in the center of the east façade. A second chimney was located between the center and north windows in the center of the façade, but it was removed by the time of a 1960s photograph taken shortly after the Engine House was decommissioned.

The asphalt shingle-covered roof on the east façade shows the hip form of the roof. There are three modern skylights in the roof on the east side. A c.1911 photograph shows a single dormer window on the east façade which no longer exists.

#### North/Rear Façade:

The North or rear façade of the building is a simple flat brick wall with two openings. Centered on the first floor is a door with a three-course, segmental rowlock arch above. To the right/west of this door is a small window with a two-course segmental rowlock arch above and a limestone sill. This window is boarded up on the interior and exterior. Centered on the second floor is a single window with a three-course, segmental rowlock arch above and limestone sill. While the opening has been retained, the historic window has been replaced with a one-over-one aluminum clad window with a transom. There is an extant historic interior chimney on the north facade. This chimney is immediately to the right/east of the centrally located door and window. The asphalt shingle-covered roof on the north façade shows the hip form of the roof. (Photo 0005)

#### West/Side Façade:

The west side façade of the building is a simple flat brick wall with only window openings. On the first floor, there is a series of four large rectangular windows evenly spaced along the wall and one smaller window at the north end. At the second floor, there is a large window at each end with four smaller windows in the center of the façade. Each of the larger windows has a limestone sill and a three-course, segmental rowlock arch above. While the openings have been retained, the historic windows have been replaced with one-over-one aluminum clad windows with a transom. The tops of the smaller windows align with the tops of the larger windows on both the first and second floors. Each of the smaller windows has a limestone sill and a three-

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course, segmental rowlock arch above. While the openings have been retained, the historic windows have been replaced with one-over-one aluminum clad windows. (Photo 0002)

The asphalt shingle-covered roof on the west façade shows the hip form of the roof. There are two modern skylights in the roof on the east side. A historic photograph from 1897 image shows three brick chimneys projecting from the roof at the west side of the building, all of which have been removed.

#### First Floor Interior

The first floor is primarily divided into two spaces: the front space which was the engine garage engine garage consists of about two-thirds of the first floor and the rear room consists of the remaining third. (Photos 006, 007, 008) and a rear room (Photos 0011, 0012, 0013). Much of the interior partitions, except that dividing these two spaces, have been removed and the original layout is unknown.

The engine garage has a concrete floor, a beaded board wood ceiling, and modern wood paneled walls. There is an octagonal hole in the ceiling leading to the second floor near the overhead door at the south end of the space. This was the location of the fire pole when it was an active fire station. Along the east side of the engine garage is the original stair to the second floor with the historic treads, apron and railing in place. This is a straight run stair with an intermediate landing. (Photos 0009, 0010)

At the southeast corner of the engine garage is an entry vestibule at the first-floor level of the tower. This is a simple room with a closet at one side. The doors and window have simple flat board trim.

#### Second Floor Interior

The second floor is a single large open space. (Photos 0014, 0015) The interior walls, architectural detail, and wall and ceiling plaster have been removed and the original layout is unknown. There is strip wood flooring throughout the second floor. At the southeast corner of the second floor is a steel column holding up the interior corner of the tower's brick walls. (Photo 0019) The ceiling/attic floor joists are exposed except for the rear third of the space which has a beaded board wood ceiling.

There are two staircases on the second floor. The first is the straight-run wooden stair with an intermediate landing that leads to the first floor engine garage near the front of the east wall. (Photos 0017, 0018) The second is a rough framed, dog-legged stair in the rear third of the building going up to the attic. (Photo 0016) Under this stair is an opening in the floor leading to a staircase to the back room of the first floor.

#### Attic Level Interior

The attic level is a single open space under the roof framing which is exposed. (Photo 0021) It is unknown how or if this space was originally used. There are periodic collar ties every fourth rafter. The rafters extend from the edge of the attic floor/roof eave to the hip beams and ridge beams. There are five modern skylights in the roof. At the south end of the attic is the exposed brick of the gable end wall. (Photo 0022) There are no trim or architectural details in the attic.



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At the southeast corner of the attic is a room defined by the four walls of the tower. (Photo 0023)  
The inside face of the brick walls is exposed and there is no trim at the window or door openings. The ceiling is the exposed wood roof joists of the tower's nearly flat roof.

Access to the attic is a rough framed, dog-legged stair in the rear third of the building. This stair goes to the second floor and continues to the first floor.

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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.

### Criteria Considerations

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

- 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

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**Areas of Significance**

(Enter categories from instructions.)

Community Planning and Development

Architecture

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**Period of Significance**

1897 – 1961

\_\_\_\_\_  
\_\_\_\_\_

**Significant Dates**

1897

\_\_\_\_\_  
\_\_\_\_\_

**Significant Person (last name, first name)**

(Complete only if Criterion B is marked above.)

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Cultural Affiliation**

N/A

\_\_\_\_\_  
\_\_\_\_\_

**Architect/Builder (last name, first name)**

Contractor: McGaffey, H.H.

Architect: Dark, S.C

\_\_\_\_\_

**Period of Significance (justification)**

The building was constructed in 1897 to serve the North Indianapolis community and continued in that capacity until 1961.

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**Criteria Considerations (explanation, if necessary)**

N/A

**Statement of Significance Summary Paragraph** (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Engine House No. 23 (originally named Engine House No.9) was constructed in 1897 to serve the North Indianapolis community within Indianapolis, Marion County, Indiana. Located at 1002 Udell Street on the northwest corner of Udell and Rader streets, it served the North Indianapolis neighborhood until its closing in 1961.<sup>1</sup> Engine House No.23 holds local significance meeting National Register Criteria A and C.

It is eligible for the National Register under **Criterion A**, in the area of Community Planning and Development, for the important role it has played in community safety and serving as a community anchor for the neighborhood. The fire station played an important role in the early development of the Indianapolis Fire Department's service to the expanding city of Indianapolis in the late 19<sup>th</sup> century. It also has an important connection to the surrounding community by serving as a neighborhood hub, a polling location, and housing community outreach efforts.

It is eligible for the National Register under **Criterion C** for its architectural merit. This two-and-one-half-story red brick structure with a single garage opening and a tower is an outstanding example of Romanesque Revival civic architecture of the 1890s. It is one of four fire stations identified in the 1991 *Indiana Historic Sites and Structures Survey of Center Township* receiving an "outstanding" rating.<sup>2</sup>

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

**Criterion A:**

Fire Station No. 23 served the public safety and community needs of the North Indianapolis neighborhood from 1897 until it was closed in 1961. The Indianapolis Fire Department was established in 1821 as a volunteer fire service under a new state law allowing citizens to create and organize fire services. A paid fire department was created in 1859 establishing a professional fire department and expansion of equipment, cisterns for fighting fires, and a formal organization within the department. After the civil war, the department grew from 28 men to 79 men by 1877.<sup>3</sup> The Indianapolis City Charter of 1891 resulted in a new era of organization and expansion for the City and subsequently the fire department. It was under this new charter that

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<sup>1</sup> Mike Legeros, "Historic and Former Indianapolis Firehouses," last modified January 6, 2014, <https://legeros.com/history/indianapolis/>

<sup>2</sup> "Site No 0459," in *Center Township, Marion County Interim Report / Indiana Historic Sites and Structures Survey*, (Indianapolis, IN: Historic Landmarks Foundation of Indiana, 1991), pp. 12.

<sup>3</sup> William Doherty and Elizabeth Van Allen, Encyclopedia of Indianapolis "Indianapolis Fire Department," last modified February 2021, <https://indyencyclopedia.org/indianapolis-fire-department-ifd/>

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the fire department was placed under the newly formed Department of Public Safety.<sup>4</sup> By 1893, the Indianapolis Water Company supplied 107 miles of mains with 931 fire hydrants over 21 square miles.<sup>5</sup>

Within two years of North Indianapolis being annexed in 1895, the City of Indianapolis invested in this newest part of the city with the construction of Engine House No. 23. It served in that capacity for 64 years and is currently the 4<sup>th</sup> oldest fire station building still extant in Indianapolis.<sup>6</sup> The other three stations in Indianapolis from pre-1900 are: Station No. 2/No. 8, 748 Massachusetts Avenue opened 1872, closed 1931; Station No. 9/No. 16/No. 2, Carrollton Avenue, opened 1881, closed 1932; Station No. 15/No. 11, 1030 E. Washington St, opened 1896, closed 1971. Engine House No. 23 represents one of the few remaining structures from the early era of the modern Indianapolis Fire Department.

While firefighting and emergency response was always the primary activity of Engine House No. 23, it served the North Indianapolis community in more ways than fire safety. This building is the only city-owned civic building in the neighborhood. As such it was used for a number of city functions. In 1918, the city established a program to provide “a more adequate policing system” for citizens in outlying districts of the City. Engine House No. 23 was one of five stations to have bicycle police patrolmen assigned to it.<sup>7</sup> It is unknown how long this program lasted. As an anchor in the North Indianapolis neighborhood, Engine House No. 23 was used as a precinct polling location for Indianapolis’ Fourth Ward as early as 1899.<sup>8</sup> The Engine House continued as a polling place even after it was renumbered and the ward’s boundaries were redrawn.<sup>9</sup> Engine House No. 23 served as a polling place for the Sixth Ward until its closure.<sup>10</sup> In addition to casting votes, the Engine House was also used as a location for voter registration.<sup>11,12</sup> Following the closure of the Engine House, the Indianapolis Parks and Recreation Department used the building as a neighborhood Community Center until 1968.

### Criterion C:

The architectural style of Engine House No. 23 is generally referred to as Romanesque Revival which was popular in the United States in the latter half of the 19<sup>th</sup> century. While each of the four extant pre-1900 Indianapolis fire stations have different architectural styles, there are several common traits. Each of the four stations are long, rectangular two-story brick buildings with limestone or colored brick accents. Three of the four buildings have a multi-story tower at the front corner containing the building’s main entrance. Of the four buildings, only one has two large doors for fire engines while the others have one large engine door.

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<sup>4</sup> *ibid.*

<sup>5</sup> *ibid.*

<sup>6</sup> Mike Legeros, “Historic and Former Indianapolis Firehouses,” Historic and Former Indianapolis Firehouses, last modified January 6, 2014, <https://legeros.com/history/indianapolis/>

<sup>7</sup> “Substation Change Is Now In Progress,” *The Indianapolis New*, March 14, 1918, pg. 1.

<sup>8</sup> “The Primary’s To-Night (sic),” *The Indianapolis Journal*, August, 18, 1899, pg. 8

<sup>9</sup> “Board Petitions For 3 Churches, School,” *Indianapolis Star*, March 7, 1948, pg. 17.

<sup>10</sup> “Primary Polling Places Listed,” *The Indianapolis News*, May, 02, 1960, pg. 44.

<sup>11</sup> “You Still Have Chance to Register,” *The Indianapolis News*, September 17, 1958, pg. 68.

<sup>12</sup> “5<sup>th</sup>, 6<sup>th</sup> Ward Vote Registration Sites,” *The Indianapolis News*, September 7, 1946, pg. 9.

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This building is rated as an “outstanding” example of a Romanesque Revival fire station in the *Indiana Historic Sites and Structures Survey for Center Township* in Marion County, IN.<sup>13</sup> A rating of “outstanding” indicates that the property has enough historic or architectural significance to be considered for individual listing in the National Register of Historic Places.

While Romanesque Revival is first seen in the United States in the mid-19<sup>th</sup> century, the public buildings designed by Henry Hobson Richardson in the 1870s and 1880s brought this architectural style to prominence in civic buildings. Buildings of Romanesque Revival style are most easily identified by pronounced round arches, heavy stone or brick construction, and prominent masonry towers. Romanesque Revival-style structures were designed to convey a strong sense of importance and permanence for public buildings such as fire stations.

Fire Station No.23 continues to exemplify many of the features unique to the Romanesque Revival style, especially on the primary façade facing Udell Street. These include the heavy brick exterior with punched openings for the doors and windows, the multi-story tower at the southeast corner of the building, and heavy accented stone arches above windows and doors.

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### Developmental History/Additional historic context information

The North Indianapolis neighborhood is a primarily late 19<sup>th</sup> and early 20<sup>th</sup> century residential area bounded by Fall Creek to the south, the Indiana Central Canal to the west, 30<sup>th</sup> Street to the north, and Interstate 65 to the East. The eastern boundary was South Noble Street before I-65 was constructed between 1968 and 1971. Since 1967, North Indianapolis is considered part of the United Northwest Area (UNWA) in Indianapolis which includes: Riverside to the south, United Northwest in the center, and Crown Hill Cemetery to the north. The history of the area now known as the UNWA began with the opening of the Central Canal in 1839 and later with a railway running parallel to the Canal. The earliest railway was the Indianapolis Cincinnati and Lafayette (IC&L) Railroad track spur on the east side of the canal.<sup>14, 15</sup> Through several iterations, this railroad became the Cleveland, Cincinnati, Chicago and St. Louis Railway (ICC&St.L) with the consolidation of several railways in 1889.<sup>16, 17</sup>

In 1873 the Udell Ladder Works, the North Indianapolis Wagon Works, and the Henry Ocow Manufacturing Company all established a presence in the western edge of North Indianapolis adjacent to railroad tracks. The establishment of these industries attracted additional people and

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<sup>13</sup> Indiana Department of Natural Resources, *Center Township, Marion County Interim Report: Indiana Historic Sites and Structures Inventory*, Indiana Division of Historic Preservation and Archeology, 1991.

<sup>14</sup> IUUIU Polis Center. “United Northwest Area Narrative History and Timeline.” accessed February 24, 2021. <https://polis.iupui.edu/about/community-culture/project-on-religion-culture/study-neighborhoods/unwa/>

<sup>15</sup> William E. Baist, *Indianapolis Baist Atlas Plan #33*. Map. Philadelphia: G. Wm. Baist Surveyor and Map Publisher, 1908. From IUUIU University Library, Indianapolis Sanborn Map and Baist Atlas Collection. accessed February 24, 2021, <http://www.ulib.iupui.edu/collections/sanbornjp2>

<sup>16</sup> A. T. Andreas, *Map of Marion County*. Map. Chicago: Baskin, Forster, & Company. 1876. From the David Rumsey Map Collection, accessed February 24, 2021, <https://bit.ly/3pPamm7>

<sup>17</sup> Roger P. Hensley, “History of the Cleveland Cincinnati Chicago and St Louis Railway Company,” accessed February 24, 2021. <http://madisonrails.railfan.net/bigfour.html>

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businesses to the northern edge of Indianapolis and led to the platting of the industrial suburb of North Indianapolis that same year.<sup>18</sup> This area was platted as a residential neighborhood but sparsely populated until the turn of the 20<sup>th</sup> century after interurban railway lines were laid in 1900.<sup>19</sup> By 1930 the area now known as UNWA had a population of approximately 36,195: 80.4 percent white; 19.6 percent black.<sup>20</sup>

After failed attempts to annex North Indianapolis in 1891<sup>21</sup> and again in 1894<sup>22</sup>, it was annexed into the City of Indianapolis in 1895<sup>23</sup> just two years before Engine House No.23 was constructed. During a meeting on January 31, 1896, the Indianapolis Board of Safety discussed the location of three proposed engine houses, including one in North Indianapolis. The Board requested that architect S.C. Dark prepare plans and estimates for these buildings.<sup>24</sup> The following week, the Board adopted plans for engine houses located at Morris and West streets, West Washington Street, and a third at a yet to be determined location in North Indianapolis.<sup>25</sup> By September of that same year, the Board of Public Safety purchased the lot where Engine House No. 23 would be constructed on the corner of Udell and Rader streets for \$600.<sup>26</sup> In October 1896, H.H. McGaffey was awarded the contract to construct the engine house for \$5,445.<sup>27</sup>

Lots 1 through 6 on Block 13 of the Braden Addition immediately south of the Engine House and across Udell Street were acquired by the City in 1922 for the creation of the 1.7-acre Frank Young Park. Frank Young was a local minister serving the North Indianapolis neighborhood since 1892. He began his ministry at the First Baptist Church North Indianapolis in 1907 where he stayed for the next 60 years. The park was named for him because of his many leadership capacities and contributions to the North Indianapolis neighborhood.<sup>28</sup>

The history of the Indianapolis Fire Department starts in 1821 when the state of Indiana passed a law that allowed citizens to form fire companies with up to forty volunteers.<sup>29</sup> It was not until

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<sup>18</sup> IUPIU Polis Center. "United Northwest Area Narrative History and Timeline." accessed February 24, 2021. <https://polis.iupui.edu/about/community-culture/project-on-religion-culture/study-neighborhoods/unwa/>

<sup>19</sup> William D. Dalton, "United Northwest Area," in David J. Bodenhamer & Robert G. Barrows, eds., *Encyclopedia of Indianapolis* (Bloomington: Indiana University Press, 1994), 1368.

<sup>20</sup> IUPIU Polis Center. "United Northwest Area Narrative History and Timeline." accessed February 24, 2021. <https://polis.iupui.edu/about/community-culture/project-on-religion-culture/study-neighborhoods/unwa/>

<sup>21</sup> "North Indianapolis," *Indianapolis Sun*, November 4, 1891, pg. 1.

<sup>22</sup> "North Indianapolis Annexation Ordinance Killed After a Lively Tilt," *Indianapolis Journal*, May 8, 1894, pg. 4.

<sup>23</sup> "Annexation of North Indianapolis Brings Brighton Beach Into the City – Extent of the Newly Acquired Territory," *Indianapolis Sun*, March 26, 1895, pg. 4.

<sup>24</sup> "Three New Engine Houses," *The Indianapolis Journal*, February 1, 1896, pg. 8.

<sup>25</sup> "Morning and Evening Strokes: Safety Board Orders Them Discontinued – Patrolmen Tried," *The Indianapolis Journal*, February 6, 1896, pg. 8.

<sup>26</sup> "Engine House at Last," *The Indianapolis Journal*, October 8, 1896, pg. 6.

<sup>27</sup> "City Contracts Awarded," *The Indianapolis News*, October 21, 1896, pg. 9.

<sup>28</sup> Indianapolis Parks and Recreation. "Frank Young Park." accessed February 24, 2021. <http://funfinder.indy.gov/#/details/104>

<sup>29</sup> William Doherty & Elizabeth J. Van Allen, "Indianapolis Fire Department", Indiana University – Purdue University Indianapolis, accessed February 24, 2021, <https://polis.iupui.edu/indianapolis-fire-department/>

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June 20<sup>th</sup>, 1826, however, that a volunteer fire company was officially founded in response to a fire at Thomas Carter's Tavern.<sup>30</sup> This bucket-and-ladder company was founded and led by Captain Caleb Scudder.<sup>31</sup> This bucket-and-ladder company lasted until 1835 when the city of Indianapolis purchased a used fire engine, named "the Marion", and the company became the Marion Fire, Hose, and Protection Company.<sup>32</sup> The city moved from volunteer firefighters to paid firefighters in 1859, officially creating the Indianapolis Fire Department (IFD).<sup>33</sup> Hose Company No.9, founded in 1876, became the first all African-American fire company in the state.<sup>34</sup> Despite the naming similarity, Hose Company No. 9 was located on 31 West Saint Joseph Street and has no relation to Engine House No. 23 on Udell Street.

By the turn of the century, the IFD was well trained, funded, and recognized as a necessity to modern living. The city purchased new Gamewell callbox systems, which would immediately notify fire companies of fires in the city, and installed over 2,000 new fire hydrants.<sup>35</sup> The department was also fully motorized by 1921, and by 1928, horses were no longer used.<sup>36</sup> The year 1929 brought about new training and schooling for the firefighters to better understand the science behind fires and how to fight them more efficiently.<sup>37</sup> By the 1960s, the department was fully integrated across racial lines and in 1978 the department hired its first female firefighter, Bryona Slaughter.<sup>38</sup>

Indianapolis Fire Department Engine House No. 9 opened on February 8, 1897. In 1901 the station was renumbered to Engine House No.23 at a time when the fire department was rapidly expanding. The fire station received \$5,500 of funding in 1911 from that year's fire chief, Chief Coonts and merged with the Chemical Company No.5.<sup>39</sup>

Engine House No. 23 was closed on January 9, 1961. Indianapolis Mayor Charles Boswell formally opened the new Fire Station No. 23 at 975 Burdsal Parkway on January 10, 1961. At the time, the new station operated with two, five-man shifts under the direction of Captain Robert Woods and Lieutenant Mike Stanish. This was part of a campaign to upgrade the City's fire stations that resulted in seven new fire stations in a three year period.<sup>40</sup>

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<sup>30</sup> Indianapolis Public Library, "Indianapolis Firefighters Museum Collection", accessed February 24, 2021, <https://www.digitalindy.org/digital/custom/ifd>

<sup>31</sup> Ibid.

<sup>32</sup> Doherty & Van Allen, "Indianapolis Fire Department", 2021, <https://polis.iupui.edu/indianapolis-fire-department/>.

<sup>33</sup> Ibid.

<sup>34</sup> Ibid.

<sup>35</sup> Indianapolis Public Library, "Indianapolis Firefighters Museum Collection", accessed February 24, 2021, <https://www.digitalindy.org/digital/custom/ifd>.

<sup>36</sup> Doherty & Van Allen, "Indianapolis Fire Department", accessed February 24, 2021, <https://polis.iupui.edu/indianapolis-fire-department/>.

<sup>37</sup> Ibid.

<sup>38</sup> Indianapolis Public Library, "Indianapolis Firefighters Museum Collection", accessed February 24, 2021, <https://www.digitalindy.org/digital/custom/ifd>.

<sup>39</sup> "Winterrowd Reports," *Indianapolis Star*, November 30, 2011, pg. 12.

<sup>40</sup> "Moving Day – After 64 Years," *The Indianapolis News*, January 9, 1961, pg. 10.



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After its closing as a fire station, the building became the Rader and Udell Park Community Center operated by the Indianapolis Parks and Recreation Department.<sup>41,42</sup> By 1969 the building was considered uninhabitable by the Metropolitan Board of Park Commissioners.<sup>43</sup> The only other group to occupy the building was the Pleasant Green Missionary Baptist Church in the 1970's.

The building was uncared for following the church's occupancy leaving the building and passed through a few different owners. It was included in several notices for delinquent taxes in the early 2000s and even had the process for a demolition order started in 2004.<sup>44</sup> In 2012 Half Moon Bay Properties, LLC, the current owner in 2021, purchased the property from Marion County. It currently serves as the future home to Aspire House, a community creative space serving the North Indianapolis neighborhood.

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<sup>41</sup> "Young GOP to Help in Projects," *The Indianapolis News*, August 16, 1968, pg. 10.

<sup>42</sup> "Fire House to Get Recreation Use," *The Indianapolis Recorder*, January 14, 1961, pg. 11.

<sup>43</sup> "Condemnation Scheduled," *The Indianapolis Star*, June 11, 1969, pg. 17.

<sup>44</sup> "Notice of Orders Issued-Service by Publication, Division of Community Development and Financial Services," *The Indianapolis Star*, May 22, 2004, pg. G4.

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"Morning and Evening Strokes: Safety Board Orders Them Discontinued – Patrolmen Tried," *The Indianapolis Journal*, February 6, 1896, pg. 8.

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**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):** 098-296-00459

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## 10. Geographical Data

### Acreeage of Property Less than one acre

Use the UTM system

#### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

- |             |                 |                   |
|-------------|-----------------|-------------------|
| 1. Zone: 16 | Easting: 570342 | Northing: 4406722 |
| 2. Zone:    | Easting:        | Northing:         |
| 3. Zone:    | Easting:        | Northing:         |
| 4. Zone:    | Easting :       | Northing:         |

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

Lot 40, block 12 of the William Braden Et. Al. Addition Indianapolis commonly known at 1002 Udell Street, Indianapolis, IN

#### Boundary Justification (Explain why the boundaries were selected.)

The boundary includes the lot currently associated with Engine House No.23 and historically associated with the Engine House No.23 during its period of significance.

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## 11. Form Prepared By

name/title: Haley Swindle and Jonathan Spodek  
organization: Ball State University, Department of Architecture  
street & number: 2000 W. University Avenue  
city or town: Muncie state: IN zip code: 47306  
e-mail: jspodek@bsu.edu  
telephone: 765-285-1919  
date: April 1, 2021

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### Additional Documentation

Submit the following items with the completed form:

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

### Photographs

Submit clear and descriptive photographs. The size of each image must be 3000x2000 at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

### Photo Log

Name of Property: Engine House No.23

City or Vicinity: Indianapolis

County: Marion

State: IN

Photographer: Exterior: Jonathan Spodek; Interior: Anne Schneider

Date Photographed: Exterior: March 5, 2021; Interior: March 16, 2021

Description of Photograph(s) and number, include description of view indicating direction of camera:

#### EXTERIOR

01 of 23, View of Front (South) facade, camera facing north.

02 of 23, View of Front (south) and West (side) facades, camera facing northeast.

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03 of 23, View of Front (south) and East (side) facades, camera facing northwest.

04 of 23, View of East (side) facade, camera facing west.

05 of 23, View of North (rear) façade, camera facing south

#### GROUND FLOOR INTERIOR

06 of 23, Ground Floor, View of Front Room/Garage, camera facing south

07 of 23, Ground Floor, View of Front Room/Garage, camera facing north

08 of 23, Ground Floor, View of Front Room/Garage camera facing northwest

09 of 23, Ground Floor, View of Stairs to Second Floor from Front Room/Garage, camera facing southeast

10 of 23, Ground Floor, View of Stairs to Second Floor from Front Room/Garage, camera facing north

11 of 23, Ground Floor, View Rear Rear Room, camera facing north

12 of 23, Ground Floor, View of Rear Room, camera facing northwest

13 of 23, Ground Floor, View of Rear Room, camera facing southwest

#### SECOND FLOOR INTERIOR

14 of 23 View of Second Floor, camera facing south

15 of 23 View of Second Floor, camera facing north

16 of 23 View of Stairs from Second Floor to Attic, camera facing northwest

17 of 23 View of Stairs from Second Floor to Ground Floor, camera facing south

18 of 23 View of Framing around Stairs to Ground Floor from Second Floor, camera facing east

19 of 23 View of Tower, Second Floor Level, camera facing southeast

#### ATTIC

20 of 23 View of Attic, camera facing north



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21 of 23 View of Attic, camera facing south

22 of 23 View of South Gable Windows in Attic, camera facing south

23 of 23 View of Tower Interior, Attic Level, camera facing east

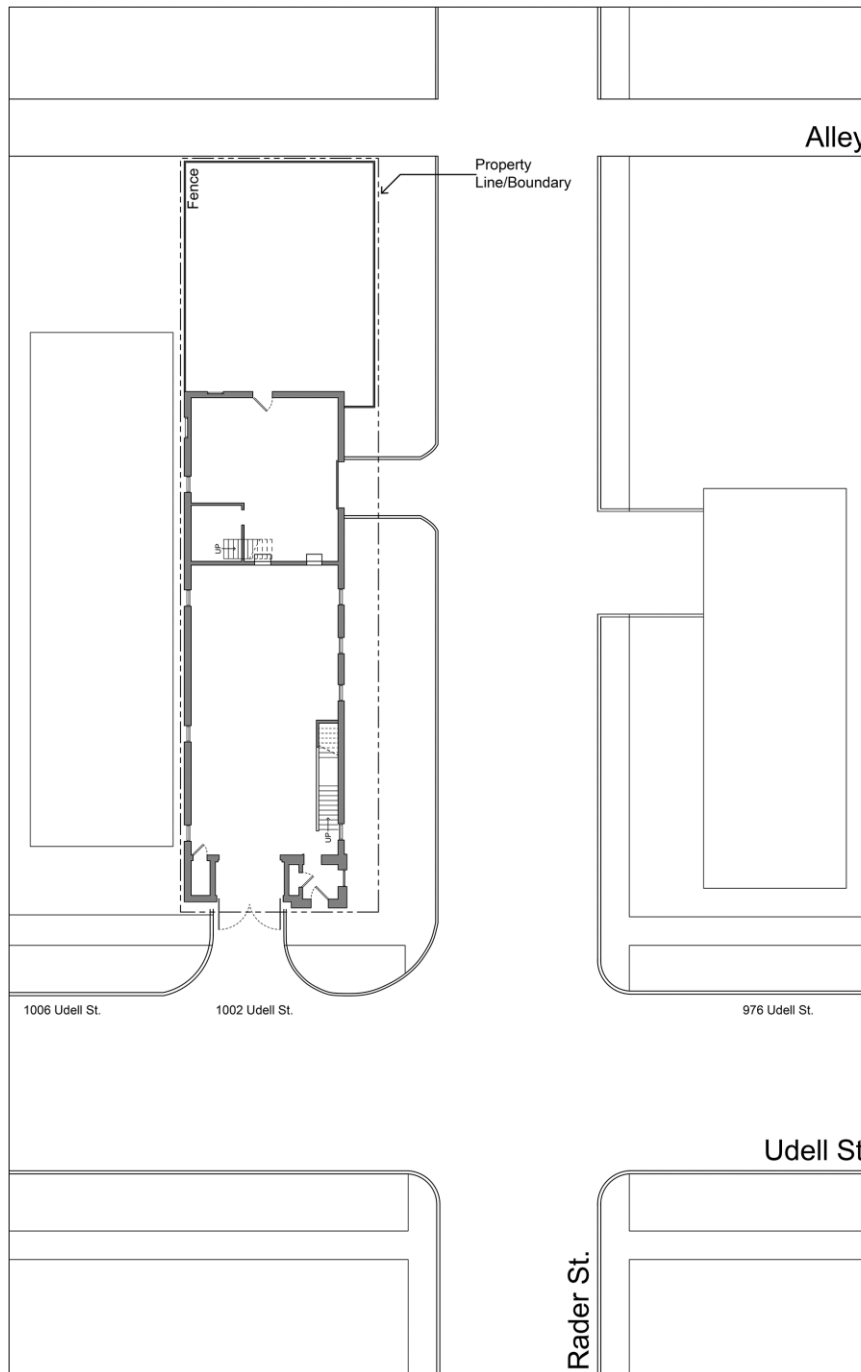
**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to 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 100 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.

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**Additional Documentation: Sketch floor plans 2021**



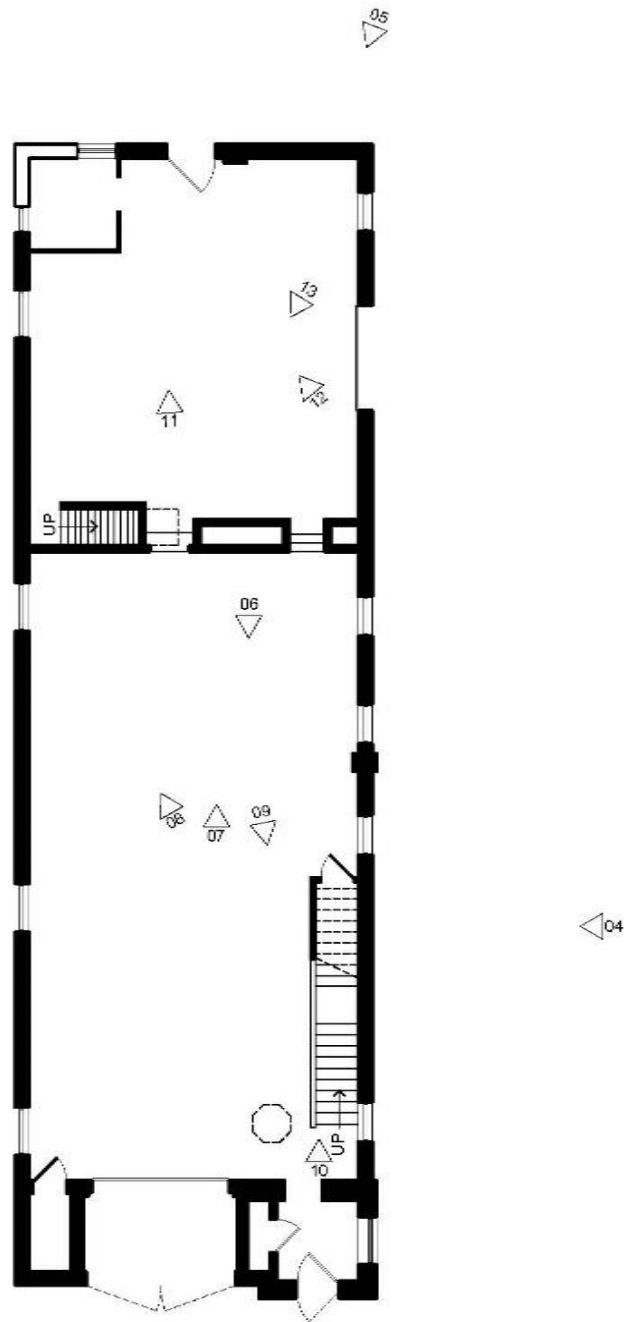
Site Plan

Engine House #9 (#23)  
1002 Udell Street  
Indianapolis, IN



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Ground Floor plan

Engine House #9 (#23)  
1002 Udell Street  
Indianapolis, IN

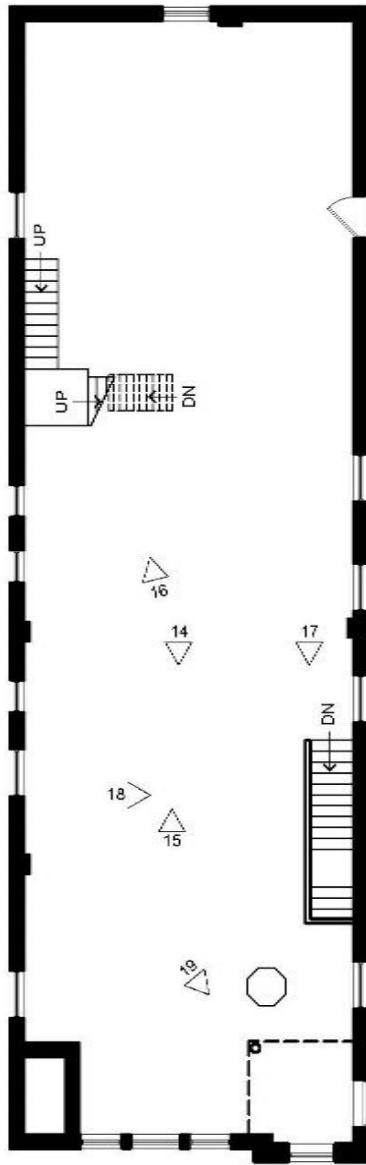
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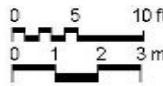
Engine House No. 23  
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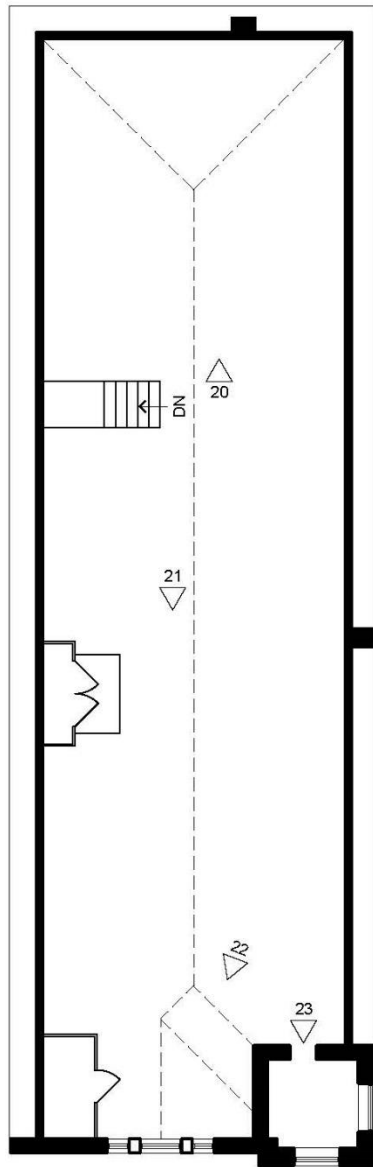
Second Floor plan

Engine House #9 (#23)  
1002 Udell Street  
Indianapolis, IN



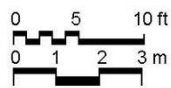
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Attic Floor plan

Engine House #9 (#23)  
1002 Udell Street  
Indianapolis, IN



Engine House No. 23  
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**Additional Documentation: Historic Photographs**



*Fire Station No. 9. 1897, black and white photograph, Harold Brown Adkinson Fire Photo Collection, The Indianapolis Public Library.*

Engine House No. 23  
Name of Property

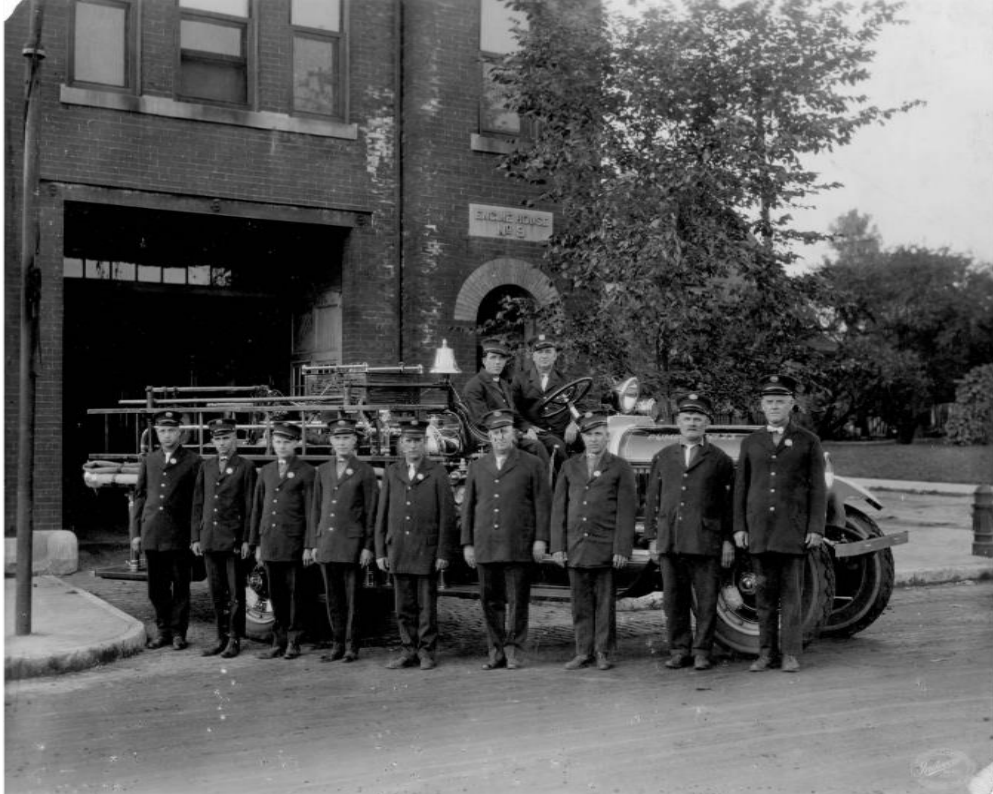
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*Station N. 23.* 1911, black and white photograph, Harold Brown Adkinson Fire Photo Collection, The Indianapolis Public Library

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*Station 23 personnel. Engine 23 - 1921 Stutz 750 gpm, black and white photograph, Indianapolis Firefighters Museum Collection, The Indianapolis Public Library*



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*Group Photo Indianapolis Fire Department Fire Station No. 23. 1926,*  
black and white photograph, Harold Brown Adkinson Fire Photo  
Collection, The Indianapolis Public Library.

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*Rader and Udell Park Community Center. 1962, black and white photograph, Indianapolis Parks and Recreation Collection, The Indianapolis Public Library.*

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*Rader and Udell Park Program. 1962, black and white photograph, Indianapolis Parks and Recreation Collection, The Indianapolis Public Library.*

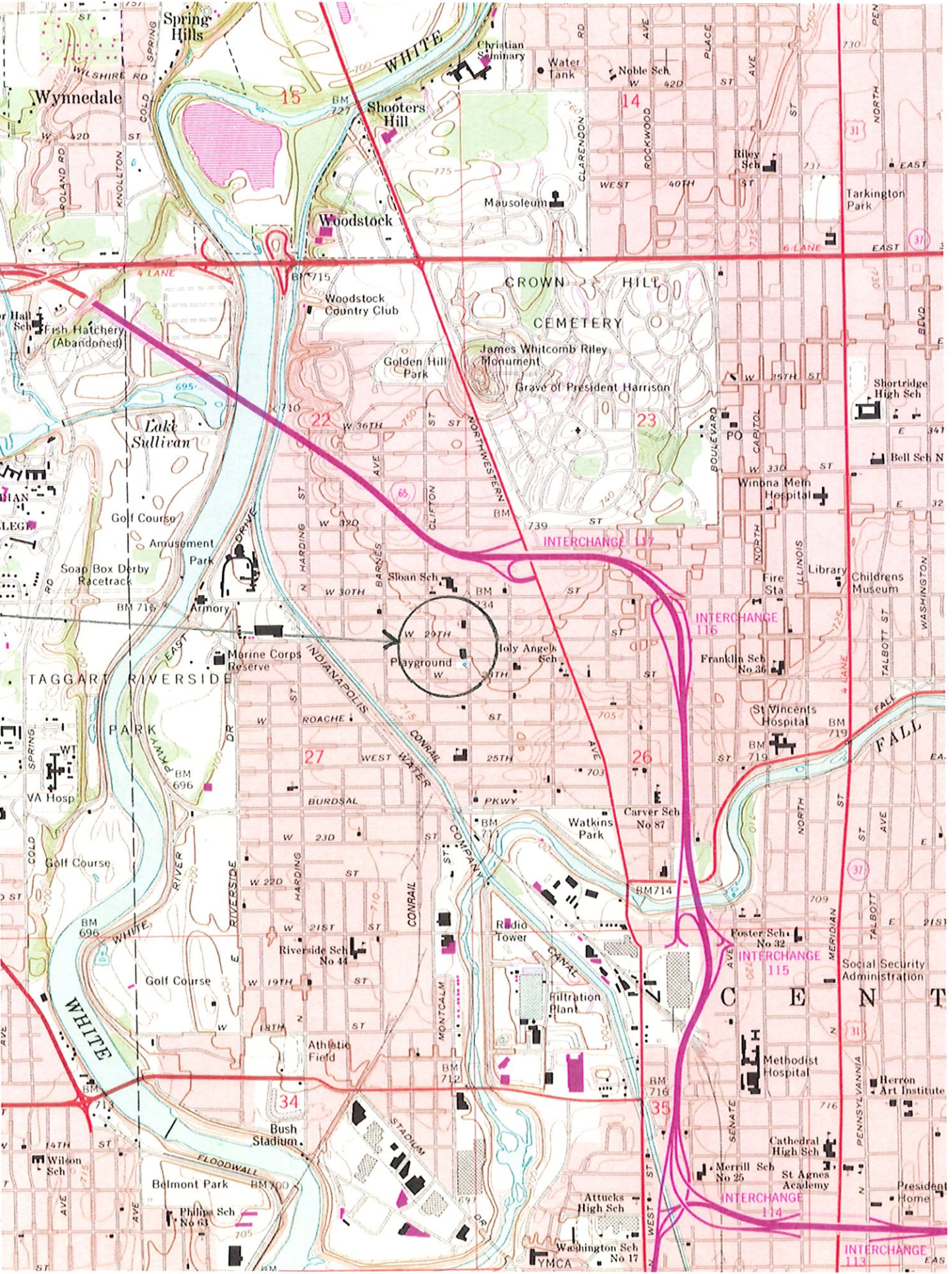
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*Rader-Udell Park Groundbreaking.* 1970, black and white photograph, Indianapolis Parks and Recreation Collection, The Indianapolis Public Library.

MARION COUNTY, IN  
ENGINE HOUSE # 23 1002 UDELL ST INDIANAPOLIS  
NAD 83 UTM 16 570342 4406722





IN\_MarionCounty\_EnginehouseNo23\_0001



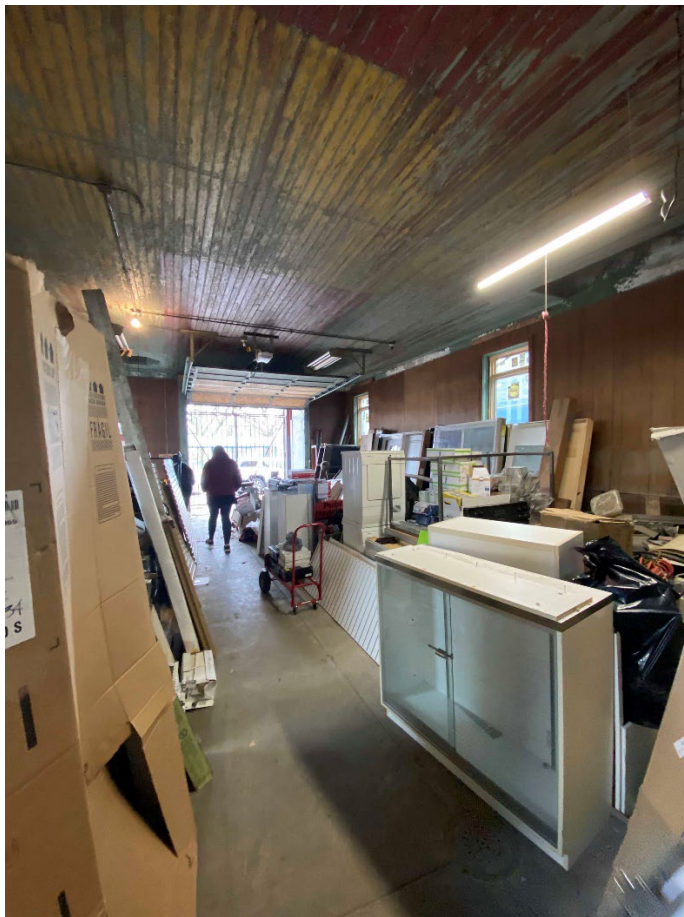
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IN\_MarionCounty\_EnginehouseNo23\_0004



IN\_MarionCounty\_EnginehouseNo23\_0005



IN\_MarionCounty\_EnginehouseNo23\_0006

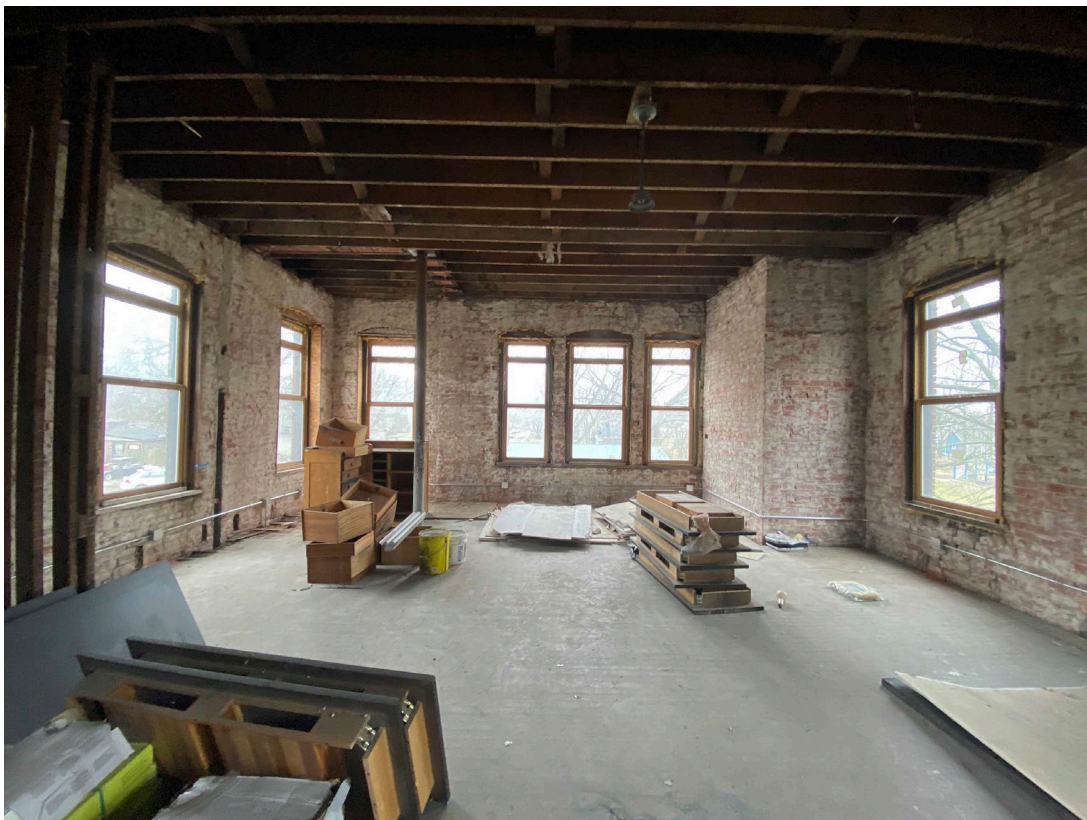


IN\_MarionCounty\_EnginehouseNo23\_0010





IN\_MarionCounty\_EnginehouseNo23\_0011



IN\_MarionCounty\_EnginehouseNo23\_0014