

Fire Engine Company No. 258, Hook and Ladder Company No. 115, 10-40 47th Avenue (aka 10-38 to 10-40 47th Avenue) Queens, New York.
Built 1902-4; Bradford Lee Gilbert, architect.

Landmark site: Borough of Queens Tax Map Block 46, Lot 34.

On May 16, 2006 the Landmarks Preservation Commission held a public hearing on the proposed designation of Fire Engine Company No. 258, Hook and Ladder Company No. 115, and the proposed designation of the related Landmark Site (Item No. 3). The hearing was duly advertised according to provisions of law. Three witnesses spoke in favor of designation, including representatives of the Historic Districts Council, the Municipal Art Society, and the Society for the Architecture of the City. The Commission previously held a public hearing on Fire Engine Company No. 258, Hook and Ladder Company No. 115 (LP-2095) on April 24, 2001 (Item No. 4).



Summary

Built in 1902-4, Fire Engine Company No. 258, Hook and Ladder Company No. 115, is located on 47th Avenue in the Hunter's Point section of Long Island City. Designed by Bradford Lee Gilbert, the Dutch Renaissance Revival-style structure was erected as part of an ambitious campaign to expand fire protection in Queens and improve working conditions for Queens firefighters. Long Island City was the first area in the borough to have a professional fire department and both companies trace their origins to an act by the New York State Legislature in 1890. The firehouse was among the most ambitious structures planned by the expanded department after 1898. Gilbert was an extremely prolific architect; he designed branches of the YMCA in New York City, pavilions at the Atlanta International & Cotton State and South Carolina Interstate & West Indian expositions, as well as structures throughout North America for 18 railroad companies. A pioneer in the use of steel framing, he was responsible for the city's first skyscraper, the Tower Building, in 1887-89. Engine Company No. 258 was built near the end of Gilbert's career and was his only commission for the New York City Fire Department. During this period, Long Island City was a major political and industrial center and the four-and-a-half story building is distinguished by a prominent step gable, a feature often associated with early 17th century architecture in Holland, especially work by the Dutch sculptor and architect Hendrick de Keyser. More than fifty-feet wide, the imposing façade has Flemish bond brick with burnt headers, projecting metal cant window bays, and oversized masonry details. Built to house two companies with a long tradition of public service, Engine Company No. 258, Hook and Ladder Company No. 115 is an outstanding example of early 20th century civic architecture and one of the finest firehouses in New York City.

DESCRIPTION AND ANALYSIS

Hunter's Point, Queens¹

Long Island City is comprised of five separate neighborhoods: Ravenswood, Astoria, Steinway, Sunnyside, and Hunter's Point. Engine Company No. 258 is located on 47th Street in Hunter's Point, about halfway between Newtown Creek and the Queensboro Bridge. Though some early nineteenth-century legal documents refer to the area as Long Island Farms or Long Island City, it was not until the 1850s that the current name was widely used. Popularized by a local newspaper, the *Long Island Star*, when the five villages were incorporated as an independent municipality in 1870, the neighborhood was officially named. Hunter's Point became the commercial and political center of the new city, served by the Long Island Railroad at 2nd Street, near the East River, and multiple ferries to Manhattan. The seat of Queens County moved here from Jamaica, and two years later, in 1872, the New York Supreme Court Building for Queens County (reconstructed 1904-8, a designated New York City Landmark) was built on Jackson Avenue, now called Court Square. Long Island City grew quickly and the population tripled between 1875 and 1900. Among the various houses built in the area, a fine group survives on 45th Avenue, between 21st and 23rd Streets, in the Hunter's Point Historic District. Faced in brick, brownstone, and Tuckahoe marble, these Italianate, Second Empire, and Neo-Grec structures, were collectively known as "White Collar Row." Hunter's Point had nearly 18,000 residents in 1905, a number that has never been exceeded.

Queens became a borough of Greater New York in 1898 and Long Island City became the seat of the borough president, with offices in the Hackett Building (c. 1885) on Jackson Avenue until 1916. Various transit projects that proved critical to real estate development in Queens were completed during this period, including the opening of the Queensboro Bridge (1909, a designated New York City Landmark), tunnels linking Manhattan with the vast Sunnyside Yards (1910), and the beginning of regular IRT subway service (1915) to Corona, and later, Flushing. Access to the general area was greatly improved, attracting large factories and warehouses that benefited from spur lines that allowed freight cars to travel directly to the loading docks. Various examples can be found in the Degnon Terminal area, along Thomson Avenue, where the Adams Chewing Gum and Loose Wiles Sunshine Biscuit companies located in the 1910s. These improvements, however, had a downside, creating barriers that isolated Hunter's Point from the rest of the borough, while making it easier for commuters to reach new residential districts to the east, in Sunnyside, Jackson Heights, and other neighborhoods.

Firefighting in Queens

From the colonial era to the end of the Civil War, fire protection in New York was a decentralized activity, provided by independent volunteer companies in well-populated areas where property values were typically high. In 1865, the New York State Legislature established the Metropolitan Fire District, covering the independent cities of New York and Brooklyn. This act replaced the volunteer system with a paid, professional force, like those found in Boston, Chicago and other American cities. Local politicians, however, objected to a state-run system and in 1869 an independent municipal department was established in Brooklyn, and a year later, the Charter of 1870 (also known as the Tweed Charter) returned local control of fire services to New York, as well.

Fire protection in Queens County, which consisted of Long Island City, Newtown, Flushing, Jamaica, and three towns in what is now Nassau County, however, remained the responsibility of volunteers.² The earliest documented company in Queens was the Wandownock Fire, Hook & Ladder No. 1, founded in Newtown (now Corona and Elmhurst) in 1843. Equipped with a single, hand-drawn firefighting apparatus, the company was housed in a modest building on public land. Over the next half century, most villages in Queens established their own volunteer forces, totaling 66 by 1902. These units, however, were gradually disbanded, the last being Douglaston in 1929.

The first community in Queens to have a professional fire department was Long Island City. Twelve volunteer companies had protected the area in the nineteenth century, variously named for their location, town or street name, as well as general character. They included: Astoria Engine Company, Hunter Engine Company, Mohawk Hose Company, and Tiger Hose Company. In 1890 an act of the state legislature created a paid force and all of the local volunteer companies were disbanded. The new department, however, was not adequately funded and was substantially reorganized in 1894. This plan financed the purchase of modern equipment, the repair of existing fire

houses, and the construction of five new buildings on leased property, totaling nine companies in 1895. The Brooklyn and Long Island City Departments merged with the Fire Department of the City of New York in 1898. With consolidation, public officials vowed to expand service in all five boroughs. Progress, however, was slow in Long Island City. Accusations that mayor Patrick Gleason, a corrupt and controversial figure, had raised salaries and titles unnecessarily led to considerable litigation, which remained unsettled until a decision by the Supreme Court of New York in 1903.³

Engine Company No. 258, Hook and Ladder Company No. 115

Long Island City's first professional company was Engine Company No. 1 and Hook & Ladder Company No. 1, established in February 1891. These units shared a two-story brick structure at 105 Jackson Avenue, between 6th and 7th Streets (now 47th Road and 47th Avenue). When Brooklyn and Queens became part of the New York City Fire Department in 1898 a new numbering system was introduced. Engine Company No. 1 became 58, and Hook & Ladder Company No. 1 became 15. This change lasted briefly and in 1899, to avoid confusion with companies in other boroughs, they were made No. 158 and 65, respectively. Finally, on January 1, 1913, the numbering was changed again. In Brooklyn and Queens one hundred was added to all engine companies and fifty was added to all ladder companies – establishing the current numerical identities.

Plans to construct new firehouses in Brooklyn and Queens were announced in late 1899. Many companies were located in leased space, structures that were described as “unsanitary and a constant menace to the men.”⁴ Deputy Fire Commissioner for the Boroughs of Brooklyn and Queens, James H. Tully, called for immediate change. He claimed this arrangement was expensive and that the building leases would shortly expire. Among the eleven examples cited, nearly half were in Long Island City, including Engine Company No. 158. An earlier article in the *Brooklyn Eagle*, which mistakenly described the Jackson Avenue property as city owned, reported that the company's firehouse was “overcrowded” and “dangerous to the life and limb.”⁵

In March 1900, the fire department requested funds to buy land and build thirteen new firehouses. Three were intended for Long Island City, including a \$20,000 parcel to accommodate Engine Company No. 158. A bond issue was passed in late 1902 and by the end of the year the department had acquired the current lot on the south side of East 8th Street (now 47th Avenue), between East Avenue (now 11th Street) and Vernon Avenue (now Boulevard). Not only was the site close to the current firehouse, but two blocks away were major businesses, such as the refinery owned by the Standard Oil Company and the Pratt & Lambert Varnish factory, as well as schools and the Borough Hall. At the time, the character of East 8th Street was primarily residential, lined, for the most part, with two and three-story frame structures. Construction of the firehouse, to accommodate the two companies and the chief of the battalion, began in late 1902 and was completed in 1904. The cost was approximately \$60,000.⁶ Herman F. Lippe & Brothers served as contractor.

Bradford Lee Gilbert (1853-1911)⁷

During the last two decades of the nineteenth century, a large group of firehouses were built in New York City. Whereas the New York City Fire Department hired a single architect, Napoleon LeBrun (after 1888, Napoleon LeBrun & Sons), who designed more than forty firehouses in Manhattan and the Bronx between 1879 and 1894, the Brooklyn department frequently worked with the architects Peter J. Lauritzen and the Parfitt Brothers.⁸ Among the many firehouses built toward the end of this period, two examples stand out for their size and aesthetic quality: the Brooklyn Fire Headquarters (Frank Freeman, 1892, a designated New York City Landmark) at 365-367 Jay Street, and Fire Engine Company No. 31 (Napoleon LeBrun & Sons, 1895, a designated New York City Landmark) at 87 Lafayette Street, corner of White Street, in Manhattan. Following consolidation, however, the expanded department recruited new designers, including two architects of considerable reputation: Ernest Flagg and Bradford Lee Gilbert. Though their relationship with the department was brief and only three structures resulted, including two by Flagg in Manhattan, they were among the finest firehouses built in New York City.⁹

Gilbert received the commission for Engine Company No. 258 in late 1902. Born in Waterside, New York, he attended Yale University and trained with the noted architect J. C. Cady. In 1876 he was appointed architect to the New York, Lake Erie and Western Railroad. During his career he produced buildings for 18 railroad companies and this work can be found throughout the eastern half of North America, in Chicago, Detroit, Ottawa, and Halifax. These activities yielded many

contacts and he served as the supervising architect of the Atlanta International & Cotton State Exposition in 1895 and the South Carolina Interstate & West Indian Exposition at Charleston in 1901.

Gilbert based his practice in Manhattan; his earliest commission was the Riding Club (1885-86, demolished) on East 58th Street, where he enjoyed membership, followed by two branches of the Young Men's Christian Association (YMCA) in 1885 and 1887.¹⁰ On the Upper West Side, Gilbert built the Mason Stable (1891-94, later the Dakota Garage), a five-story brick stable at the corner of Amsterdam Avenue and 77th Street.¹¹ In the late 1890s, he oversaw the expansion of Grand Central Terminal, adding several floors and a Renaissance style façade. The renovated structure lasted only briefly and was replaced by the current terminal. His best known project was the Tower Building, completed in 1889 -- one of the earliest structures in Manhattan constructed with a steel frame. Located at 50 Broadway, near New Street, this 21-foot-wide Romanesque Revival style tower was considered the first skyscraper in New York. Gilbert was certainly proud of this achievement and maintained an office in the top floors of the 11-story building until near the end of his career.¹² Following his death, in September 1911, the *New York Times* praised his contribution: "There died the other day a man whom the big American cities should long remember and do honor to – Bradford Lee Gilbert, the "father of the skyscraper."¹³

The Dutch Renaissance Revival

During his thirty-year career, most of the buildings Gilbert designed were executed in the Romanesque Revival style. Engine Company No. 258 is unusual in that it breaks this pattern and was designed in the Dutch Renaissance Revival style. Four-and-a-half stories tall, the main façade is crowned by a monumental step gable, a feature closely associated with early seventeenth-century architecture in Holland, as well as urban structures constructed in the colony known as New Netherlands.

Step gables, also known as corbie or crow gables were popular in northern Europe from the 14th to the 17th century. Inspired by Gothic and Italian Mannerist sources, the style gained great popularity in Holland during the early seventeenth century. Of the three types of Dutch gables identified by the architectural historian W. Kuyper in *Dutch Classicist Architecture*, Engine Company No. 258 falls into the category of "proto Baroque." Though the prominent churches designed by sculptor and architect Hendrick de Keyser (1565-1621) did not incorporate step gables, his flamboyant use of contrasting materials and oversized classical details did have a significant influence on the design of private residences in Amsterdam, particularly canal houses. Crowned by elaborate step gables and sandstone details, these slender multi-story brick residences were imitated by current builders in New Netherlands and were known by subsequent generations through printed images and descriptions.¹⁴

Fire Engine Company No. 258 is a rare and somewhat late example of the Dutch Renaissance Revival style. In choosing this mode of decoration, Gilbert showed an awareness of New York and Long Island City's beginnings as a Dutch colony. McKim, Mead & White, one of the leading architectural firms of the period, is frequently credited as introducing the Dutch Renaissance Revival style in the metropolitan area, in the Goelet Brothers Offices (1885, demolished) on West 17th Street near Fifth Avenue, and in a row of five residences on West End Avenue and 83rd Street (1885, demolished). For a brief period in the late 1880s and 1890s, a significant number of buildings in New York City were constructed using motifs borrowed from Dutch and colonial sources. In lower Manhattan, several blocks from the site of New Amsterdam's Stadt Huys or City Hall (1642, demolished), Napoleon LeBrun designed a much-praised Dutch Renaissance Revival firehouse with step gables, Engine Company 15 (1887, demolished). The Parfitt Brothers, the architect of four firehouses in Brooklyn during 1895-96, designed Engine Company 253 (a designated New York City Landmark) in a similar style. Located in Bensonhurst, one of the first six towns established in Kings County, the upper stories display multiple step gables. Institutions also favored this style; examples included the St. Nicholas Club (1890, demolished), the West End Collegiate Church and School (1892-93, a designated New York City Landmark), and a number of public schools designed by the architect C. B. J. Snyder.¹⁵

Gilbert designed a small but significant group of Dutch Renaissance Revival buildings. The earliest, the Harlem branch of the Young Men's Christian Association, was built on 125th Street in 1887-88. Like the firehouse in Long Island City, the street façade was three bays wide, had prominent projecting bay windows, and a monumental step gable. The *Architectural Era* magazine commented:

“The exterior has a strong ‘Flemish’ feeling, and quaint characteristic stepped gables.”¹⁶ In subsequent years, Gilbert continued to employ this style, designing a Dutch Renaissance Revival structure for a hospital complex on Staten Island, a chapel in Michigan, an un-built group of row houses in Manhattan, and several train stations, including one in Toluca, Mexico, in 1890. Step gables also crown both arched entrances to the Mason Stables, built in 1891-94. No pattern indicating why Gilbert chose to use this distinctive form can be discerned from these examples, suggesting that he favored the style for its picturesque rather than historical and referential qualities.

Shortly after Engine Company No. 258 was completed, Gilbert published a portfolio of *Railroad Stations and Kindred Structures* in 1905. Though most of the images reproduced were devoted to transit buildings, nearly all of his New York commissions were illustrated, including an unidentified rendering of a twin apparatus engine company. In the portfolio notes, he hinted at his design philosophy. Written as if specifically directed to the Long Island City firehouse, he observed: “A good design, graceful contour, correct constructional outline, symmetrical proportion, necessarily combine to form the elements of all successful architectural work.”¹⁷ Gilbert’s design for Engine Company No. 258 reflects these ideas and has a strong graphic quality. Light-colored masonry details, quoins and keyed surrounds, animate the imposing street façade. Five stories tall, the step gable is symmetrical and begins a full story above the neighboring structures. It forms a dramatic silhouette, one that gives the building, despite its mid-block site, great visual prominence.

Subsequent History

For more than a century, Engine Company No. 258, Hook and Ladder Company No. 115 has served Long Island City. *The AIA Guide to New York City* has recognized the architectural quality of this building in all editions since 1967. It has also been cited in *Historic Preservation in Queens* (1990), authored by Jeffrey Kroessler and Nina S. Rappaport, who called it a “gem,” and in an unpublished report by the Landmarks Preservation Commission Survey Department in 1991.¹⁸ In November 1997, it was one of several buildings in Hunter’s Point identified by the Queens Historical Society as a “Queensmark” for having “outstanding architectural, cultural or historical significance.” In recognition, a circular medallion was installed between the apparatus bays. Beginning in 1999, the firehouse has been used as a location in the popular television drama *Third Watch*. Recent renovations have modified the window frames, but overall, the building’s original character remains intact.

Description

Engine Company No. 258, Hook & Ladder No. 115 occupies a 53-foot-wide lot on the south side of 47th Avenue, mid-block between 11th Street and Vernon Boulevard, in the Hunter’s Point section of Long Island City. The double firehouse is 4 ½ stories tall and has two apparatus bays. At the rear of the property is a four-story extension that projects into the yard. The base is faced with granite and rusticated limestone, and the floors above with brick and masonry, possibly cast stone. Laid in Flemish-style bond, darkened brick headers alternate with rows of stretchers. The doors to each vehicular entrance are non-historic and painted red. Each entrance incorporates a small door for firefighters and two horizontal windows. Metal letters above each bay identify the company. The east bay reads “115 HOOK & LADDER 115” and the west bay “258 ENGINE 258.” Between the doors are four recessed vertical windows. To either side of the apparatus bays are similar vertical windows and down lights. Centered above the windows is a horizontal brass plaque attached to a single rusticated block. Below this plaque is a circular medallion, called a Queensmark. The firehouse is separated from the adjoining structures by narrow gaps. To the east, the gap blocked by part of neighboring building, and to the west, by wood planks.

The second and third stories are divided into three bays. Below each bay, the cornice that divides the first and second story, projects outward. A pair of stone brackets appears to support this projection. Elaborate bronze cant-bay windows project from the **second story**. Each of the three bays has one-over-one windows. Above each group of windows are decorative metal panels that serve as a balcony that can be reached from the third story. The center panel is embellished with a pointed arch. A pair of small, arched, non-historic metal windows with keyed surrounds are located in the center bay. The **third story** has three pairs of one-over-one non-historic windows with fixed transoms. A limestone sill runs beneath the center windows. A flagpole projects from a metal panel between the center windows. At the east and west ends of the third story are large scroll-like reliefs. These embellishments are set against a rectangular panel that may not be original and is painted white.

At the **fourth story**, the step gable rises. Each step is marked by a projecting masonry cornice. At the center of the fourth story is a pair of windows framed by elaborate keyed surrounds. The one-over-one metal windows with fixed transoms are non-historic. Above the fourth story is the **apex** of the street facade, consisting of a rounded masonry pediment set atop an inset panel flanked by small inset brick crosses and corbels. The color of this material is identical to the steps that descend on either side.

The **east and west facades** are brick, painted white. Near the center of the second story is a single, non-historic, one-over-one window. The fourth story sets back on either side to form a terrace. An iron railing runs atop the parapet. From east or west, the sloping silver metal roof behind the step gable is visible. Toward the rear of the fourth story is a brick chimney, various metal pipes, and air conditioning units.

The brick **rear façade and extension** is visible from 47th Road. Painted white, it incorporates three, one-over-one, non-historic windows with fixed transoms on the second and third stories. In the extension, a single one-over-one window faces east and west. On the west side, a grey metal pipe extends from the lower floors to the roof. The first story windows are barely visible, hidden behind a brick wall.

Researched and written by
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Research department

NOTES

¹ This section is based on Vincent F. Seyfried, *Three Hundred Years of Long Island City, 1630-1930* (1984); "Hunter's Point" and "Long Island City" in *Encyclopedia of New York City* (New Haven: Yale University Press, 1995), 576 and 690-1. Also see Landmarks Preservation Commission, *Hunters Point Historic District Designation Report* (LP-0450), (New York, 1968), "History Topics: Names of Long Island City," last viewed at www.astorialic.org/topics/names; "History: Hunters Point" at www.queenswest.org/historyhunterspoint.

² See Landmarks Preservation Commission, *Fire Engine Company No. 289, Ladder Company 138 Designation Report*, by Matthew A. Postal (New York, 1999).

³ "Mr. Fairbrother's Bill Reorganizing Its Fire Department a Law," *Brooklyn Eagle*, March 10, 1894, 10; "Fire Fighters in Queens," *Brooklyn Eagle*, January 9, 1898; "Fire Houses for Queens," *Brooklyn Eagle*, May 7, 1899, 32; Clarence E. Meek, "L.I.C.D.," *WNYF* (January 1960), 4-5.

⁴ "Tully Wants to Build Many New Fire Houses," *Brooklyn Eagle*, November 26, 1899, 7.

⁵ "Fire Houses for Queens," *Brooklyn Eagle*, May 7, 1899, 32.

⁶ *Report of the Fire Department of the City of New York, Year Ending December 31, 1902* (New York, 1903), 23; *Year Ending 1904* (New York 1905), 151, 243. By the end of 1904, a total of 30 officers and men were assigned to the two companies.

⁷ An excellent source on Gilbert's work is *Sketch Portfolio: Railroad Stations and Kindred Structures*, (New York: Railroad Gazette, 1905). For a very informative website on the architect, last viewed at <http://www.bradfordleegilbert.com>.

⁸ Lauritzen designed eight firehouses and the Parfitt Brothers designed four firehouses during the mid-1890s.

⁹ Flagg & Chambers designed Fire Engine Company No. 33 (1899) on Great Jones Street and No. 67 (1897-98) on West 170th Street. Both are designated landmarks.

¹⁰ *The Young Men's Institute Building of the Young Men's Christian Association (YMCA)*, at 222 Bowery, is a designated landmark. See Landmarks Preservation Commission designation report and endnotes, prepared by Joseph C. Brooks, 1998. The Harlem branch was later demolished, see Robert A. M. Stern, Thomas Mellins and David Fishman, *New York 1880* (New York: Monacelli Press, 1999), 820.

¹¹ Christopher Gray, "A "Soft-Site" Garage on the Booming West Side," *New York Times* May 24, 1987, section 8, 10.

¹² The Tower Building was demolished in 1914. See "The Birth of the New York Skyscraper," *New York Times*, May 21, 1905, x6; "How Bradford Lee Gilbert Built the First Skyscraper," *New York Times*, October 8, 1911, SM15; "No Benefit in Excessive Height," *New York Times*, November 2, 1913, xx1; "Plaque for First Skyscraper, Gone Now, but Not With the Wind," *New York Times*, October 28, 1962, 301.

¹³ "How Bradford Lee Gilbert Built the First Skyscraper," *New York Times*, October 8, 1911, SM15.

¹⁴ "Origins of the Holborn Gable," in W. Kuyper, *Dutch Classicist Architecture* (Delft University Press, 1980), 4-5; "Amsterdam Renaissance in the manner of Hendrick de Keyser," last viewed at www.bma.amsterdam.nl/adam/uk/renaiss3.html.

¹⁵ This section is based on Landmarks Preservation Commission, *Fire Engine Company No. 253 Designation Report*, by Matthew A. Postal (1998), 4.

¹⁶ Cited below the sketch of the Harlem Branch Building in *Sketch Portfolio*, not paginated. The Harlem Building was more ornate, with a raised base and double-height bay windows. Though it adjoined the neighboring buildings, it appears to have had side step gables, as well.

¹⁷ Quote from "Portfolio Notes" in *Sketch Portfolio*, not paginated.

¹⁸ Jeffrey A. Kroessler and Nina S. Rappaport, "Historic Preservation in Queens," (Queen Preservation League, 1990), 52.

FINDINGS AND DESIGNATION

On the basis of a careful consideration of the history, the architecture and other features of this building, the Landmarks Preservation Commission finds that Fire Engine Company No. 258, Hook and Ladder Company No. 115 has a special character, special historical and aesthetic interest and value as part of the development, heritage, and cultural characteristics of New York City.

The Commission further finds that Engine Company No. 258, Hook and Ladder No. 115, built in 1902-4, is located on 47th Avenue in the Hunter's Point section of Long Island City; that it was designed in the Dutch Renaissance Revival-style by Bradford Lee Gilbert as part of an ambitious campaign to expand fire protection in Queens and to improve working conditions for Queens firefighters; that Long Island City was the first area in the borough to have a professional fire department; that Gilbert was an extremely prolific architect who built branches of the YMCA in New York City, pavilions at major expositions, as well as structures for 18 railroad companies throughout North America; that he pioneered the use of steel framing and was responsible for New York City's first skyscraper, the Tower Building, in lower Manhattan; that the four-and-half-story firehouse is distinguished by a prominent step gable, a feature associated with early 17th century architecture in Holland; that the imposing main façade is more than fifty feet wide and is faced with Flemish bond brick with burnt headers, projecting metal cant window bays, and oversized masonry details; and that Engine Company No. 258, Hook and Ladder No. 115 is an outstanding example of early 20th century civic architecture and one of the finest firehouses in New York City.

Accordingly, pursuant to the provisions of Chapter 74, Section 3020 (formerly Section 534 of Chapter 21) of the Charter of the City of New York and Chapter 3 of Title 25 of the Administrative Code of the City of New York, the Landmarks Preservation Commission designates as a Landmark Engine Company 258, Hook and Ladder Company No. 115 at 10-40 47th Avenue, aka 10-38 to 10-40 47th Avenue, Queens, and Borough of Queens Tax Block 46, Lot 34, as its Landmark Site.

Commissioners:

Robert B. Tierney, Chair. Pablo Vengoechea, Vice-Chair
Steven Byrns, Joan Gerner, Roberta Brandes Gratz, Christopher Moore
Margery Perlmutter, Elizabeth Ryan



Fire Engine Company No. 258, Hook and Ladder Company No. 115
10-40 47th Avenue (aka 10-38 to 10-40 47th Avenue) Queens

Photos by Carl Forster



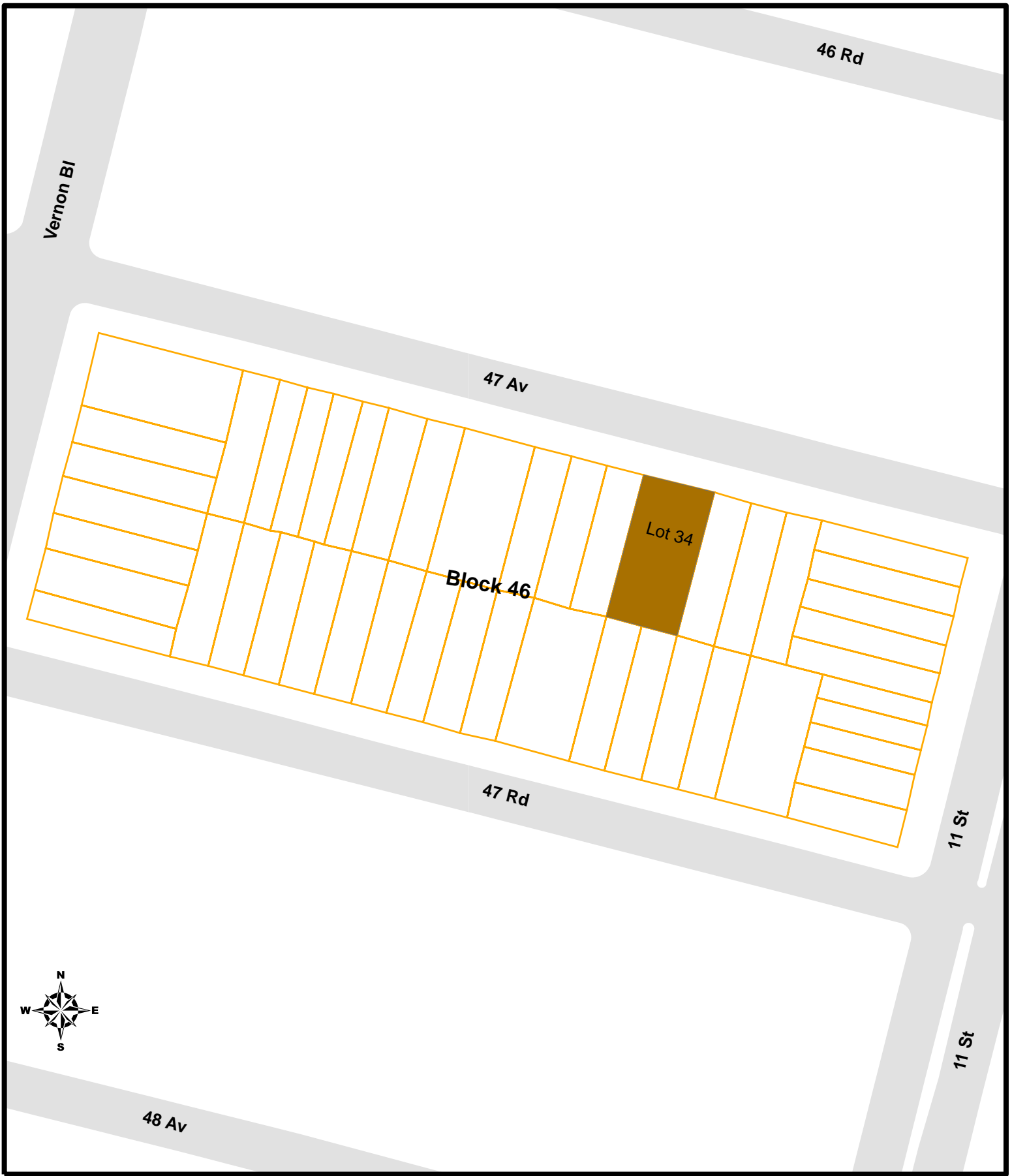
Fire Engine Company No. 258, Hook and Ladder Company No. 115
Step gable and window details



Fire Engine Company No. 258, Hook and Ladder Company No. 115
View of step gable and bay window



Fire Engine Company No. 258, Hook and Ladder Company No. 115
View from east and west



Engine Company No. 258, Ladder Company No. 115, 10-10 47th Avenue (LP-2200)
(AKA: 10-38 to 10-48 47th Avenue), Queens.

Landmark Site: Borough of Queens, Tax Map Block 46, Lot 34.

Graphic Source: New York City Department of City Planning, MapPLUTO, Edition 03C, December 2003