

**NOMINATION OF HISTORIC BUILDING, STRUCTURE, SITE, OR OBJECT  
PHILADELPHIA REGISTER OF HISTORIC PLACES  
PHILADELPHIA HISTORICAL COMMISSION**

**SUBMIT ALL ATTACHED MATERIALS ON PAPER AND IN ELECTRONIC FORM ON CD (MS WORD FORMAT)**

**1. ADDRESS OF HISTORIC RESOURCE** (must comply with a Board of Revision of Taxes address)

Street address: **1401 S. Water Street**

Postal code: **19147**

Councilmanic District: **1st**

**2. NAME OF HISTORIC RESOURCE**

Historic Name: **Engine 46 Firehouse**

Common Name: **Engine 46 Firehouse**

**3. TYPE OF HISTORIC RESOURCE**

Building

Structure

Site

Object

**4. PROPERTY INFORMATION**

Condition:  excellent  good  fair  poor  ruins

Occupancy:  occupied  vacant  under construction  unknown

Current use: **Vacant (formerly occupied as a restaurant)**

**5. BOUNDARY DESCRIPTION**

**SEE ATTACHED**

**6. DESCRIPTION**

**SEE ATTACHED**

**7. SIGNIFICANCE**

Period of Significance (from year to year): **1894-c.1959**

Date(s) of construction and/or alteration: **1894; c.1999**

Architect, engineer, and/or designer: **John T. Windrim**

Builder, contractor, and/or artisan: **Charles O'Neill**

Original owner: **City of Philadelphia**

Other significant persons:

**CRITERIA FOR DESIGNATION:**

The historic resource satisfies the following criteria for designation (check all that apply):

- (a) Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past; or,
- (b) Is associated with an event of importance to the history of the City, Commonwealth or Nation; or,
- (c) Reflects the environment in an era characterized by a distinctive architectural style; or,
- (d) Embodies distinguishing characteristics of an architectural style or engineering specimen; or,
- (e) Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation; or,
- (f) Contains elements of design, detail, materials or craftsmanship which represent a significant innovation; or,
- (g) Is part of or related to a square, park or other distinctive area which should be preserved according to an historic, cultural or architectural motif; or,
- (h) Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City; or,
- (i) Has yielded, or may be likely to yield, information important in pre-history or history; or
- (j) Exemplifies the cultural, political, economic, social or historical heritage of the community.

**8. MAJOR BIBLIOGRAPHICAL REFERENCES**

**SEE ATTACHED**

**9. NOMINATOR**

Name with Title: **Benjamin Leech, consultant** Email: **bentleech@gmail.com**

Organization: **Preservation Alliance for Greater Philadelphia** Date: **2/13/2017**

Street Address: **1608 Walnut Street, Suite 804** Telephone: **215-546-1146**

City, State, and Postal Code: **Philadelphia, PA 19103**

Nominator  is  is not the property owner.

**PHC USE ONLY**

Date of Receipt: 15 February 2017

Correct-Complete  Incorrect-Incomplete

Date: 1 March 2017

Date of Notice Issuance: 9 March 2017

Property Owner at Time of Notice

Name: Cedar-Riverview LP

Address: 44 S. Bayles Avenue, Suite 304

City: Port Washington State: NY Postal Code: 11050

Date(s) Reviewed by the Committee on Historic Designation: 13 September 2017

Date(s) Reviewed by the Historical Commission: 12 January 2018

Date of Final Action: 12 January 2018

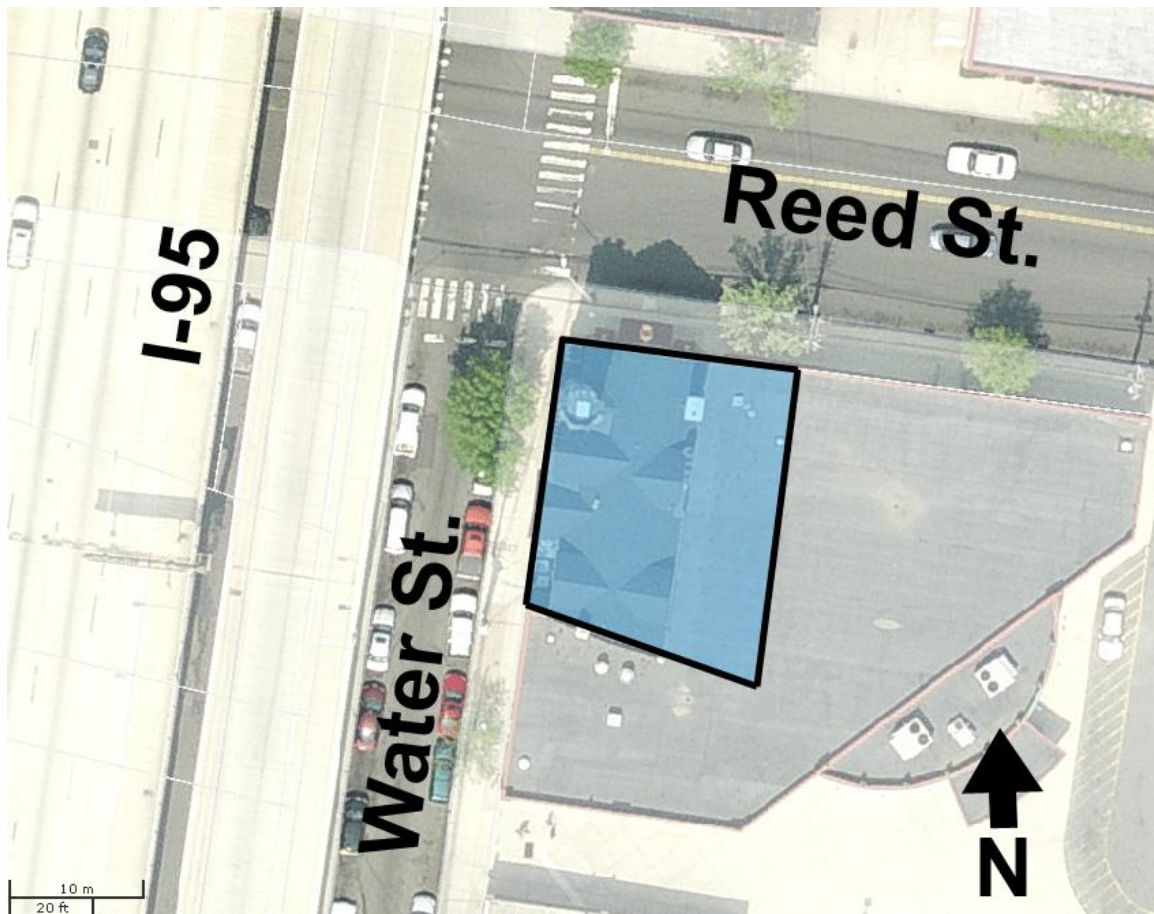
Designated  Rejected

3/16/07

*The author and nominator would like to acknowledge the contributions of Noelle Beaumont, Terry Neccaia, and Michael Schreiber to the research and compilation of this nomination.*

## **5. Boundary Description**

Beginning at the intersection of the southerly side of Reed Street and the easterly side of Water Street. Containing in front or breadth on the said Reed Street eastward 60 feet extending of that width in length or depth southward between parallel lines along the westerly line thereof, the distance of 68.417 feet said line being the easterly side of said Water Street and along the easterly line thereof the distance of 80.761 feet. Containing in length on the rear line thereof the distance of 61.274 feet.



## 6. Description

The former Engine 46 firehouse is a two-and-one-half-story, gable-roofed brick structure located on the southeast corner of Reed and South Water Streets in the Pennsport neighborhood of South Philadelphia. It was constructed in 1894 as a freestanding municipal fire station designed in an eclectic Flemish Revival and Queen Anne style. In its current configuration, the historic building is attached on two sides to a contemporary one-story addition that encloses and conceals portions of its originally freestanding south and east elevations. The majority of this c.1999 addition stands on a separate legal parcel and is not included in this nomination; a small portion of the addition which does stand on the building's historic and current legal parcel should be considered a non-contributing feature for the purposes of this nomination.

The station's primary elevation faces north onto Reed Street and a prominent side elevation faces west along South Water Street [Fig. 2]. Near the building's northwest corner, an octagonal tower rises to an approximate height of forty feet, lending the building a high degree of visibility from the adjacent elevated Interstate 95 corridor. Portions of the rear south elevation and east side elevation remain visible above the attached one-story addition [Figs. 3-4].

The Reed Street (north) elevation is a three-story gable wall crowned by a Flemish stepped parapet [Fig. 5]. A central register of tripartite windows rises two stories above a contemporary ground-floor entrance and storefront assembly. This storefront alteration replaced and widened the original primary carriage entrance visible in historic photographs of the site [Figs. 8-11]. The building's ground floor on this and all other elevations rests on a low brownstone water table and is articulated with alternating horizontal bands of common bond brick and checkerboard-patterned pressed ornamental brick [Fig. 6]. This base is terminated with a thin ogee-profiled brownstone belt course, above which rise upper-floor masonry walls laid in common bond. Projecting octagonal piers bracket the corners of the facade, terminating in bell-shaped caps. The upper-story windows are enframed by a quoined brownstone surround in plane with the surrounding

brick wall. The second-floor windows are arranged in a three-by-two grid of square openings separated by thin brownstone mullions and crossbars. All sashes are contemporary replacement sashes; the lower row features one-over-one double-hung units while the upper row appears to be single-pane fixed or casement units. The third floor windows are a single row of three double-hung one-over-one sashes. A herringbone patterned brick spandrel panel with a diamond accent separates the two floors; this is a later replacement of the original checkerboard patterned pressed brick spandrel panel visible in the historic photographs [Fig. 8-10]. Other alterations include the reconstruction and widening of the stepped gable parapet, which originally featured a stone or terra cotta bas relief seal of the City of Philadelphia in its crowning pediment. This was removed at an unknown date and reconstructed in plain common bond brick. However, the original “1894” datestone remains intact at the pinnacle of the gable.

The Water Street (west) elevation continues the same basic masonry composition of the Reed Street elevation, but features a more complex massing of gables and projecting bays [Fig. 4]. The dominant feature of the elevation is its four-story octagonal tower, which rises from a one-story base that projects beyond the wall plane of the adjacent northwest corner of the building. The tower is crowned in stone-capped crenellations and studded with eight projecting stone scuppers. The north, south, east, and west tower faces are each pierced with thin round-arched lancet windows, and the northwest chamfer face includes ornamental stone and wrought iron brackets for a flag pole (no longer extant) [Figs. 5,8].

To the left of the tower, the horizontal checkered brick banding of the north elevation continues around an interior corner return and across the base of the tower. The second floor of this narrow return is lit by a one-over-one double-hung window with a flat jack-arched brick lintel and stone sill. A tall cross-gable to the right of the tower forms a three-story gable wall in plane with the tower base. Like the north elevation gable, it is crowned by a Flemish stepped parapet wall. Paired window openings on the second and third floors are separated by a diamond-patterned checkerboard brick spandrel panel and enframed within a brownstone surround [Fig. 7]. The second-floor window, which is set a half-floor lower than other windows on the elevation, was originally a wide one-over-one

double-hung sash, but is currently filled with two narrower fixed-pane windows with square transom lights separated by a broad metal-clad mullion and crossbar. The third-floor windows retain their historic configurations, with paired one-over-one double-hung sashed topped by fixed transom windows, separated by a stone mullion and crossbar. A contemporary metal door in a historic doorway opening is located on the ground floor, capped by a deep brownstone lintel. A tall, narrow ground-floor window flanks the door to its left. Currently filled by a single fixed pane, the original window in this location was a double-hung one-over-one sash with a higher sill. The original jack-arched brick lintel survives intact.

To the right of the three-story gable wall, the base of the building steps back to its original corner depth while a second-story gable-fronted wood frame oriel projects outward, slightly beyond the plane of the adjacent gable wall. This oriel appears to be a partial or complete reconstruction of an original bay in the same approximate location, but which featured more ornate and refined detailing [Fig. 11]. The current bay is clad in gray stucco and is lit by three one-over-one double-hung windows facing west, with additional one-over-one double-hung windows on each side wall. A gable-fronted attic dormer, also apparently reconstructed, sits to the right of and behind the cross-gabled oriel bay, centered above two bays of double-hung second-floor windows at the rear of the building. The ground floor rear also features two window openings originally configured as double-hung sashes but are currently filled with fixed single panes; one is located beneath the projecting bay and one is centered below the southernmost second-floor window. All four feature jack-arched brick lintels and stone sills.

The rear south elevation is mostly obscured, though its stepped gable wall roofline remains highly visible above the adjacent one-story addition [Fig. 4]. It is unornamented and unfenestrated. The east elevation is also partially obscured by the same addition. In its original freestanding condition, this elevation loosely mirrored the massing and configuration of the west elevation, and portions of this composition remain visible above the adjacent new construction. Most notably, an ornate corbelled brick chimney rises from the building's northeast corner, roughly mirroring the position of the tower on its

opposite side. The top of another three-story stepped wall gable also remains partially visible. Though of similar scale and location to the corresponding east elevation gable wall, this one features rows of five double-hung windows set into a brownstone surround on the second and third floors. It also features a simple checkerboard brick accent set into its pediment [Fig. 3].

As noted above, portions of the original firehouse design have been lost or reconstructed, while other surviving historic fabric has been concealed from public view by adjacent construction. However, the overall integrity of the building is more than sufficient to convey its original character, and the majority of its character-defining features remain intact and legible.

## 7. Significance

Constructed in 1894 by the City of Philadelphia, the former Engine 46 firehouse at 1401 S. Water Street is a significant historic resource eligible for listing on the Philadelphia Register of Historic Places. The eclectic Flemish Revival and Queen Anne style building reflects an era of rapid population growth in late-nineteenth-century Philadelphia and a corresponding expansion of municipal services made manifest in an ambitious building campaign responsible for scores of architecturally distinctive firehouses, police stations, public bath houses in neighborhoods across the city, only a small fraction of which survive today. Almost certainly the work of noted Philadelphia architect John T. Windrim, Engine 46 satisfies the following criteria for historic designation as established in Philadelphia's Historic Preservation Ordinance, Section 14-1004 (1):

A: Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation or is associated with the life of a person significant in the past;

C: Reflects the environment in an era characterized by a distinctive architectural style;

D: Embodies distinguishing characteristics of an architectural style or engineering specimen;

E: Is the work of a designer, architect, landscape architect or designer, or engineer whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City, Commonwealth or Nation;

and

H: Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood, community or City.



**Criterion A: Has significant character, interest or value as part of the development, heritage or cultural characteristics of the City, Commonwealth or Nation;**

In June of 1892, the City of Philadelphia purchased a lot on the southeast corner of Reed and Oswego (now Water) Streets from a Mr. and Mrs. James J. Ryan for the construction of a new fire house, which broke ground in May 1894 and was operational the following year.<sup>1</sup> The construction of Engine 46 was part of an ambitious campaign to modernize and expand municipal services in Philadelphia at the close of the nineteenth century, an era characterized nationally by the rise of the Progressive movement in American politics. During the administration of Mayor Edwin Stuart (1891-1895) alone, more than a dozen new firehouses were built across the city; all were substantially larger and more advanced facilities than the quarters typically occupied by the myriad private volunteer fire companies which made up the city's ad-hoc firefighting network into the 1870s. The city's first municipal fire department was chartered in 1855, but remained a voluntary association of independent volunteer fire companies under the general direction of City Council until 1871, when the city's first truly professional, municipally-administered fire department was established.<sup>2</sup> Even then, the vast majority of these newly-professional engine companies were initially housed in existing volunteer company buildings purchased or rented by the city. Dubbed the "storefront style" by historian Rebecca Zurrier, these were typically attached multi-story masonry structures, often Italianate in character and similar in scale and massing to the era's common commercial lofts and tenement houses, distinguished primarily by their oversized ground-floor carriage doors.<sup>3</sup>

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<sup>1</sup> Alcorn, W.W. *Inventory of City Properties*, 1897, Philadelphia City Archives; "The Latest News in Real Estate," *Philadelphia Inquirer*, May 5, 1894; *Bureau of Fire: Annual Report*, Philadelphia: Dunlap and Clark, 1894, p. 21. Philadelphia City Archives, Record Group 74.

<sup>2</sup> "Fire Department, Bureau of Fire: Record Group 74," Finding Aid. Philadelphia City Archives, n.d.

<sup>3</sup> Zurrier, Rebecca. *The American Firehouse: An Architectural and Social History*. New York: Abbeville Press, 1982, p. 87. Fifty-five volunteer firehouses in Philadelphia were documented in fascinating watercolor renderings in the 1860s by artist and illustrator Granville Perkins. This collection survives in the Print and Picture Department at the Free Library of Philadelphia and has been posted online at <http://legeros.com/history/philadelphia/volunteer.shtml>. Surviving local examples of volunteer firehouses include the former Franklin and Harmony (730-732 S. Broad Street), Friendship (2200-04 E. Norris Street), Hope (733 S. 6th Street), Kensington (308-310 Richmond Street), Marian (542 Queen Street), Schuylkill (1227 Locust Street), and Southwark (512 S. 3rd Street) fire houses, all of which are listed on the Philadelphia Register of Historic Places.

The first step in the first major overhaul of the fire department's physical infrastructure was the construction of a model fire house and police station at Point Breeze Avenue and 20th Street in 1890. Claimed to be "the first combination fire engine house, police station, and patrol house in the country," it occupied a wide 125-foot lot and was designed in a heavy Romanesque style more reminiscent of monumental civic and institutional buildings than the commercial vocabulary of earlier firehouse design.<sup>4</sup> Both its grand appearance and its combined program reflected an increasingly deliberate, planned approach to the location and physical character of municipal facilities. This approach gained even more momentum after the election of Edwin Stuart the following year. Stuart was previously a city councilman from the 26th Ward where the Point Breeze station was built, and his mayoral administration replicated the scale and character of this new type in a series of new police stations, firehouses, and combined police/fire units across the city. While no one standard plan or architectural style predominated, all shared certain defining traits: prominent locations often on corner lots, wide footprints, solid masonry construction with generous architectural embellishment, and dramatic and often picturesque rooflines. All firehouses were outfitted with ample living accommodations for resident firemen, electric lighting, equipment rooms, towers for drying hoses (some of which doubled as lookout towers), horse stables, and lofts for storing feed (as motorized fire engines were not introduced until the 1910s).<sup>5</sup>

A.S. Eisenhower, chief of the city's Bureau of City Property for the Stuart administration, oversaw this prolific building campaign and was frequently credited in the press for "obliterating the old police and fire stations and putting in their places buildings that will be ornaments."<sup>6</sup> In addition to Engine 46, Eisenhower's tenure witnessed the unveiling of at least a dozen new firehouses, including Engine 42 (Front and Westmoreland Streets), Engine 2 (Berks and Warnock Streets), Engines 43 and 44 (2110-14 Market Street),

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<sup>4</sup> "A Model Station House," *Philadelphia Inquirer*, May 13, 1890.

<sup>5</sup> "City Property Improvements," *Philadelphia Inquirer*, April 5, 1893; "Chestnut Hill's Police," *Philadelphia Inquirer*, April 9, 1893; "New Police and Fire Station," *Philadelphia Inquirer*, Oct. 4, 1894; "A New Fire Station on Market Street," *Philadelphia Inquirer*, Oct. 16, 1894; "The Director's Pride," *Philadelphia Evening Bulletin*, Oct. 17, 1894; "Police and Fire Stations," *Philadelphia Inquirer*, Oct. 17, 1894; "Two Neat Fire Houses," *Philadelphia Inquirer*, March 4, 1895; "New Fire Station," *Philadelphia Inquirer*, March 7, 1895; "New Fire House," *Philadelphia Inquirer*, June 21, 1896.

<sup>6</sup> "Police and Fire Stations," *Philadelphia Inquirer*, Oct. 17, 1894

Engine 45 (26th and York Streets), Engine 37 (100 W. Highland Avenue), Engine 3 (115-17 Queen Street), Engine 16 (1026-28 Belmont Avenue), and Engine 29 (1225 N. 4th Street).<sup>7</sup> Of these, only Engines 3, 16, 29, 37, and 43 still remain standing, and Engine 43 is the only surviving station not currently listed on the Philadelphia Register of Historic Places.

**Criterion C: Reflects the environment in an era characterized by a distinctive architectural style, and Criterion D: Embodies distinguishing characteristics of an architectural style or engineering specimen;**

The design of Engine 43 combines elements of the Flemish Revival style with dormer massing and details more typical of Queen Anne residential architecture. This eclectic combination is itself characteristic of prevailing architectural tastes in the late nineteenth century, an era defined by often ostentatious stylistic experimentations and unexpected juxtapositions. No single style of architecture predominated even among the cohort of firehouses and police stations rising almost simultaneously across the city. As will be discussed below, most if not all were the work of a single architect, John T. Windrim, chief designer in a firm founded by his father James H. Windrim (who perhaps not coincidentally served as Director of Public Works under Mayor Stuart from 1891 to 1895).<sup>8</sup> His firehouse and police station styles ranged from Renaissance Revival to Richardsonian Romanesque to Flemish Revival to French Norman to English Tudor to German *Rundbogenstil*, often in varied combinations.

Engine 46 embodies distinguishing characteristics of the Flemish Revival style in its prominent stepped gable roofline and its patterned brick and stone embellishments adapted loosely from iconic 17th-century Dutch guild halls, though its frame dormers are styled in a more traditional Queen Anne mode and its hose tower is crenelated in a

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<sup>7</sup> Finkel, Ken. "John Windrim and the Eclectic Engine House Boom," *PhillyHistory Blog*, Aug. 17, 2015. <http://www.phillyhistory.org/blog/index.php/2015/08/john-windrim-and-the-eclectic-engine-house-boom/>  
Legeros, Michael. "Historic and Former Firehouses still Standing," <http://legeros.com/history/philadelphia/>

<sup>8</sup> Tatman, Sandra L. "Windrim, James Hamilton (1840-1919)." *American Architects and Buildings* database, [https://www.philadelphiabuildings.org/pab/app/ar\\_display.cfm/21564](https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/21564)

vaguely medieval manner. This eclectic combination appears to have been unique among Windrim's brood of fire house designs, though its Flemish character was by no means unprecedented for the era. For example, the former municipal stable at 1217 E. Montgomery Avenue (now occupied by the Fishtown Community Branch of the Free Library of Philadelphia), completed in 1895, shares a remarkably similar stepped gable parapet crowned by a pedimented capstone. Beyond the municipal context, Flemish stepped gables were also common features on many of the more opulent townhouse rows and apartment blocks then rising along Parkside Avenue in West Philadelphia, Erie Avenue in North Philadelphia, and elsewhere. Exactly contemporary to Engine 46 were architect William Lightfoot Price's notable pair of Flemish Revival commercial and apartment blocks at 6620 and 6640 Germantown Avenue.<sup>9</sup>

**Criterion E: Is the work of an architect whose work has significantly influenced the historical, architectural, economic, social, or cultural development of the City;**

John T. Windrim (1866-1934) is widely recognized as one of the most notable Philadelphia architects of the early twentieth century, with an impressive portfolio of grand neoclassical landmarks including the Franklin Institute, Family Court Building, and the Bell Telephone Exchange along the Benjamin Franklin Parkway, the Lincoln-Liberty Building opposite city hall (later the PNB Building and 100 South Broad), and a series of palatial generating stations for the Philadelphia Electric Company along the Delaware River waterfront.<sup>10</sup> His firm was also responsible for scores of neighborhood telephone exchange buildings for the Bell Telephone Company, electrical substations and offices for the Philadelphia Electric Company, and numerous commercial projects for the Stephen Girard Estate, making him one of the most prolific architects of his generation. Before the development of his signature neoclassical style in the early twentieth century, however, Windrim was an equally prolific but far more eclectic young designer who assumed the mantle of his father James H. Windrim's successful architectural firm at the

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<sup>9</sup> Moak, Jefferson M. "Colonial Germantown Historic District (Boundary Increase)," National Register of Historic Places Inventory Nomination Form, Jan. 11, 1987.

<sup>10</sup> Tatman, Sandra L. "Windrim, John Torrey (1866-1934)." *American Architects and Buildings* database, [https://www.philadelphiabuildings.org/pab/app/ar\\_display.cfm/21563](https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/21563)

height of its prominence, when the elder Windrim decamped Philadelphia in 1889 to become supervising architect for the U.S. Treasury in Washington, D.C. Upon his return in 1891, James Windrim was named the city's Director of Public Works, and John Windrim began to practice architecture under his own name. Coincidentally or not, one of his first and most recurring clients was the City of Philadelphia.

Between 1892 and 1896, the younger Windrim designed numerous fire houses, police stations, stables, and other municipal projects for the city in a wide variety of revival styles. In some cases, attribution of these designs to Windrim is straightforward via contemporary newspaper accounts and notices published in the *Philadelphia Real Estate Record and Builder's Guide*. For example, his Front & Westmoreland police station (1892),<sup>11</sup> city morgue at Wood & 13th (1893),<sup>12</sup> Chestnut Hill police station and fire house (1893),<sup>13</sup> municipal stables at 11th and Wharton (1894),<sup>14</sup> 7th District police station near 4th and Fairmount (1894),<sup>15</sup> Market Street firehouse (1894),<sup>16</sup> Engine 45 firehouse at 26th and York (1895),<sup>17</sup> 20th District police station at 3rd and Chestnut (1895),<sup>18</sup> Sixth and Sansom firehouse (1896),<sup>19</sup> Engine 16 firehouse on Belmont (1896),<sup>20</sup> and 26th District police station at Frankford and Dauphin (1896)<sup>21</sup> were all credited to Windrim by name. No single source of attribution has proven to be comprehensive, however; not all of the projects credited to Windrim in newspaper reports appeared in contemporary *Builder's Guide* listings, nor did all newspaper accounts of new stations cite a specific architect. But significantly, no *other* architect during these years (1892-1896) has been credited with any equivalent municipal commissions.<sup>22</sup> Engine 26, for

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<sup>11</sup> *Philadelphia Real Estate Record and Builder's Guide*, Oct. 26, 1892

<sup>12</sup> "The Latest News in Real Estate," *Philadelphia Inquirer*, May 19, 1893

<sup>13</sup> "Chestnut Hill's Police," *Philadelphia Inquirer*, April 9, 1893.

<sup>14</sup> *Philadelphia Real Estate Record and Builder's Guide*, Feb. 7, 1894

<sup>15</sup> *Philadelphia Real Estate Record and Builder's Guide*, Dec. 5, 1894

<sup>16</sup> "The New Fire Station on Market Street," *Philadelphia Inquirer*, Oct. 16, 1894

<sup>17</sup> "New Fire Station," *Philadelphia Inquirer*, March 7, 1895

<sup>18</sup> *Philadelphia Real Estate Record and Builder's Guide*, June 5, 1895

<sup>19</sup> *Philadelphia Real Estate Record and Builder's Guide*, Nov. 13, 1895

<sup>20</sup> *Philadelphia Real Estate Record and Builder's Guide*, Nov. 6, 1895

<sup>21</sup> "New Station House in Use," *Philadelphia Times*, Aug. 22, 1896

<sup>22</sup> These years correspond closely to James H. Windrim's tenure as Director of Public Works. Architect Daniel S. Beale completed designs for a police and fire station in Tacony (*Philadelphia Real Estate Record*

example, was listed on the Philadelphia Register of Historic Places in 1989 as the work of Windrim without explicit archival citation, but with convincing circumstantial evidence based on its date of construction and physical character.<sup>23</sup>

A similarly strong argument can be made in attributing Engine 46 to Windrim, as well. Beyond the likelihood that Windrim was the only architect contracted with the city for firehouses and police stations at the time, Engine 46 shares many distinctive physical characteristics with other known Windrim designs, as well. Most convincingly, the plan and massing for his now-demolished Engine 45 firehouse is nearly identical to Engine 46, which was completed a year earlier [see Fig. 12]. Certain architectural details are also duplicated in other Windrim designs; the distinctive checkerboard pressed brick at Engine 46 is used to similar effect on Windrim's surviving 26th District police station, for example.

**Criteria H: Owing to its unique location or singular physical characteristic, represents an established and familiar visual feature of the neighborhood.**

Engine 46's crenellated corner tower can accurately be described as a singular physical characteristic; no other surviving historic resource in the city features as architecturally distinctive an emblem of the fire house as a unique building type. In tandem with its iconic stepped roofline, these architectural features represent an established and familiar feature of the Pennsport neighborhood and are highly visible from the adjacent Interstate 95 traffic corridor. The building's rehabilitation and incorporation into a surrounding shopping center by developer Bart Blatstein in 1999 further underscored its place of prominence in the community.

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*and Builder's Guide*, Feb. 4, 1891). No other architect is credited with similar work until c.1899, when a number of different firms-- Charles E. Oeschlager, Joseph M. Huston, E.V. Seeler, Hazelhurst & Huckel, W. Bleddyn Powell, and Phillip H. Johnson-- began to receive firehouse and police station commissions. See especially Ken Finkel, "Philadelphia Architects on Fire(houses)," *PhillyHistory Blog*, Aug. 31, 2015. <http://www.phillyhistory.org/blog/index.php/2015/08/philadelphia-architects-on-firehouses/>

<sup>23</sup> Philadelphia Register of Historic Places Nomination Form, 1221-25 N. 4th Street, 1989.

## **Conclusion**

Representing a period in which the City of Philadelphia invested heavily in the expansion of municipal services and in the architectural character of its associated facilities, Engine 46 has significant character, interest and value as part of the development of the City (Criterion A). Its eclectic and ostentatious Flemish Revival style reflects the environment of the late nineteenth century, when myriad revival styles were adapted for buildings of all types, and before the City Beautiful movement began to establish Beaux Arts classicism as the predominant mode for municipal architecture (Criteria C and D). The building survives as a notable example of the early work of John T. Windrim (Criterion E), and represents an established and familiar visual feature of the Pennsport neighborhood of South Philadelphia (Criterion H). As such, the property at 1401 S. Water Street clearly merits listing on the Philadelphia Register of Historic Places.

## 8. Major Bibliographic References

“A Model Station House,” *Philadelphia Inquirer*, May 13, 1890.

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[https://www.philadelphiabuildings.org/pab/app/ar\\_display.cfm/21564](https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/21564)

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[https://www.philadelphiabuildings.org/pab/app/ar\\_display.cfm/21563](https://www.philadelphiabuildings.org/pab/app/ar_display.cfm/21563)

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**Figure 3:** Site view facing southwest, showing north and partial east elevations. The majority of the foreground addition stands on a separate parcel from the historic firehouse and is not subject to this nomination.



**Figure 4:** Site view facing northeast, showing west and partial south elevations. The addition to the left stands on a separate parcel from the historic firehouse and is not subject to this nomination.



**Figure 5:** North (Reed Street) elevation.



**Figure 6:** North elevation detail of sconce and textured brick courses. The scones, while historic fixtures, do not appear to be original to the building (see Figures 8 and 9).



**Figure 7:** West (Water Street) elevation detail of corner tower, cross-gable and textured brick spandrel.



**Figure 8:** North and west elevations in 1896. DOR archive photo, <http://www.phillyhistory.org/photoarchive/Detail.aspx?assetId=52051>



**Figure 9:** North and east elevations in 1963. DOR archive photo, <http://www.phillyhistory.org/photoarchive/Detail.aspx?assetId=86586>





**Figure 10:** North and east elevations in 1963. DOR archive photo, <http://www.phillyhistory.org/photoarchive/Detail.aspx?assetId=86587>



**Figure 11:** West elevation in 1961. DOR archive photo, <http://www.phillyhistory.org/photoarchive/Detail.aspx?assetId=86584>

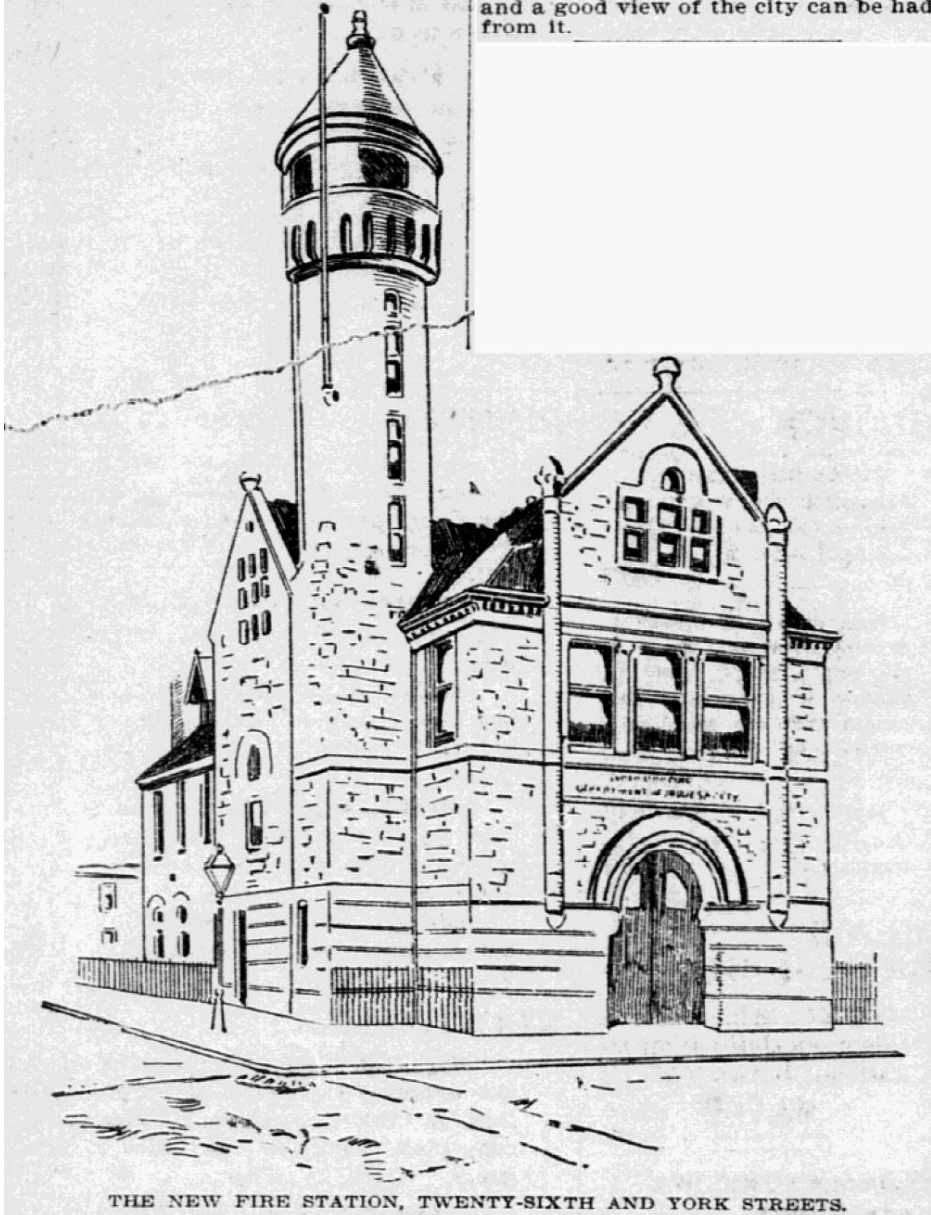
## NEW FIRE STATION.

It Will Be Opened for Use in a Few Days.

The new fire and engine house at Twenty-sixth and York streets has just been accepted by the city and arrangements are being completed to open the new building in a few days. The building, which is Romanesque in style of architecture, was designed by Architect John T. Windrim. Work was commenced in September last and has only just been completed.

The engine house and station stand on the northeast corner with the

main entrance way on York street. The structure is built of Tacony granite and Hummelstown red sandstone, and stands on a plot 112 feet 6 inches by 80 feet. The building is 94 feet 4 inches by 35 feet, and the plots of ground on either side are sodded and will be used for floral display. On the first floor is the hose cart and engine house, and the second floor is devoted to rooms for firemen, drying, lockers, dormitories and recreations. The third floor is used as a feed and store loft. The building is fire-proof throughout and heated by steam. The tower is used for the storage of hose, and it has a look-out at the top. It is about 65 feet high and a good view of the city can be had from it.



**Figure 12:** This John T. Windrim-designed 1895 firehouse, though different from Engine 46 in style, is nearly identical in plan and massing. *Philadelphia Inquirer*, March 7, 1895, p. 5.