United States Department of the Interior
Heritage Conservation and Recreation Service

B-3693

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received
date entered

National Register of Historic Places Inventory—Nomination Form

See instructions in *How to Complete National Register Forms*
Type all entries—complete applicable sections

1. Name

historic: Engine House #38

and/or common: Poppleton Fire Station (preferred)

2. Location

street & number: 756-760 West Baltimore Street — n/a not for publication

city, town: Baltimore — n/a vicinity of — congressional district: Third

state: Maryland — code: 24 — county: independent city — code: 510

3. Classification

Category	Ownership	Status	Present Use	
___ district	___ public	___ occupied	___ agriculture	___ museum
X building(s)	X private	X unoccupied	___ commercial	___ park
___ structure	___ both	___ work in progress	___ educational	___ private residence
___ site	**Public Acquisition**	**Accessible**	___ entertainment	___ religious
___ object	___ in process	___ yes: restricted	___ government	___ scientific
	___ being considered	X yes: unrestricted	___ industrial	___ transportation
	X not applicable	___ no	___ military	X other: vacant

4. Owner of Property

name: Warren C. Smith, General Partner, Smith-Marks Joint Venture

street & number: 6035 Hollins Avenue

city, town: Baltimore — n/a vicinity of — state: Maryland 21210

5. Location of Legal Description

courthouse, registry of deeds, etc.: Baltimore City Courthouse

street & number: 100 North Charles Street

city, town: Baltimore — state: Maryland 21202

6. Representation in Existing Surveys

title: Maryland Historical Trust Historic Sites Survey — has this property been determined elegible? ___ yes X no

date: 1983 — ___ federal X state ___ county ___ local

depository for survey records: Maryland Historical Trust, 21 State Circle

city, town: Annapolis — state: Maryland 21401

7. Description

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Condition		Check one	Check one
X excellent	___ deteriorated	___ unaltered	X original site
___ good	___ ruins	___ altered	___ moved date _____
___ fair	___ unexposed		

Describe the present and original (if known) physical appearance

SUMMARY DESCRIPTION:

The Poppleton Fire Station (former Engine Company No. 38) is a Tudor Revival style building directly derived from such prototypes as the entrance to the Clock Court at Hampton Court Palace, the gateways at St. John's College, Cambridge, and the entrance to Tattershall Castle. Built of masonry, the building is one large bay wide, approximately nine bays long, and two stories high. The roof is gable type. The most significant features of the building occur on the facade and in the interior. The facade is a brick and limestone composition featuring a central, Tudor archway flanked by octagonal towers and crowned with crenellation. The archway features engaged colonettes with carved, foliated capitals containing firemen racing to extinguish a fire. The second story has a row of mullioned windows. The interior features a first floor apparatus room having glazed multi-colored tile mosaic walls and ornate pressed metal ceilings. All of the second floor spaces have pressed metal ceilings as well. The integrity of this building is intact except for the removal of the exterior wood doors, minor alteration of the rear (west) elevation fenestration, removal of the interior sliding poles, and installation of some dropped ceilings on the second floor.

GENERAL DESCRIPTION:

The Poppleton Fire Station, former Engine House #38, is located in Baltimore City at the northwest corner of the intersection of West Baltimore Street and the Harbor City Boulevard. The station is a Tudor Revival style, detached building similar in design to the entrance to the Clock Court at Hampton Court Palace, the entrances of St. John's College, Cambridge, and the entrance of Tattershall Castle. The structure is one large bay wide, approximately nine bays long, and two stories high. The roof is a shallow gable type with asphalt shingles and the plan is rectangular. The building is constructed of brick with limestone decoration on the facade. Running bond brick appears on the facade, and common bond brick on all other elevations.

The facade rests on a granite plinth course and features a central, compound, Tudor style arch on the first floor; four grouped windows above it on the second floor; an octagonal tower at each corner of the elevation, and crenellation extending across the top of the facade. The arch is limestone with paired, engaged colonettes with carved, foliated capitals containing firemen racing to extinguish a fire. A heavy limestone string course borders the upper part of the arch and continues across the rest of the facade.

The vehicular entrance is recessed approximately ten feet behind the arch. This space has limestone walls with recessed panels containing blind lancet arches infilled with brick. The ceiling is pressed metal with a variety of detail including a cove cornice having anthemions and a central, foliated panel for the light fixture. A metal, overhead door has replaced the original doors, but the original metal door hinges remain exposed in the door frame. There are four, wood framed transoms across the entrance doors.

SEE CONTINUATION SHEET #1

GENERAL DESCRIPTION (Continued)

Above the entrance arch, the wall area is built of brick with limestone quoins adjacent to the towers. Immediately above the arch there is paneled limestone extending the width of the arch and up to the second floor window sills. A limestone string course divides the paneling from the sills, and the string course runs across the entire wall and the towers. The second floor fenestration consists of four grouped windows separated by limestone mullions. Each opening has one over one, wood, double hung sashes. There is a limestone transom bar and a wood, six light transom window above each opening. A limestone string course extends across the window heads, steps down at the east and west ends of the fenestration, and continues across the towers. The center of the brick wall above the string course has additional limestone quoins and a foliated, limestone medallion. A large limestone parapet surmounts the wall. The parapet steps up slightly in the center and has a small, central pommel as well. The pommel and medallion are physically and visually linked with a long, thin, triangular projection in the quoins and parapet. Finally, a flagpole, which is probably not original, stands over the center of the first floor arch.

The towers at each side of the wall are solid limestone up to the level of the archway imposts, where there is a limestone string course extending across each tower. Above the string course there are recessed limestone panels with blind lancet arches which are infilled with brick. The large string course over the central arch continues across the towers just above these arches. The rest of the towers are built of brick with limestone quoins at each course. At the second floor, between the previously described string courses, there is a narrow window opening containing a leaded, diamond paned glass window. The uppermost string course and the crenellated parapet terminate each tower. Over the south face of the tower there is a small quatrefoil opening in the parapet.

At each side of the facade, there is a limestone gateway with a Tudor style, arched doorway. The gateway rests on the granite plinth course and above the door opening the limestone is paneled. Both the first and second string courses of the towers extend across these gateways. The gate door is arched and built of vertical iron bars with a base panel and a panel at the level of the arch imposts. The lower panel has quatrefoil openings, and the upper panel has trefoil openings.

The east elevation of the building is unornamented since a building originally existed on the lot just east of the fire station. The decorative, limestone and brick composition of the tower does continue around to this elevation. The entrance door is located in the east face of this tower. The door is the original half glass, wood door with two panels beneath the large single light. The first string course of the tower steps up and over the

SEE CONTINUATION SHEET #2

GENERAL DESCRIPTION (Continued)

doorhead. North of the tower, on the first floor, there are five irregularly spaced, segmentally arched window openings with limestone sills and triple course, rowlock brick arches. Two of the openings are bricked in; the rest are boarded over. The windows behind the boards are one over one, wood, double hung with straight heads. The second floor has five windows, none of which are bricked in, as well as a very small opening near the tower - all are identical in appearance to those on the first floor. The second floor level of the tower has a narrow opening with a diamond paned, leaded glass window. At the roofline of the elevation, there is a brick corbel table. In front of the elevation, there is a low brick retaining wall and iron balustrade enclosing the alley adjacent to the firehouse.

The north elevation has a large vehicular opening on the first floor with a metal overhead door. Two, boarded, wood framed transoms with a steel I beam lintel are located above the opening. The beam has nuts in the form of rosettes. The second floor has two, segmentally arched boarded openings: one in the center of the wall and one just east of it. The center opening used to be a doorway for hauling in feed, hay, and material; it has been shortened with brick infill. Each opening has a triple course, rowlock, segmental arch and, originally, limestone sills. The center window now has a rowlock brick sill. The center opening contains paired one over one, wood, double hung windows with flat heads, and the east opening contains a single window of identical description. At the east corner of the elevation there is a brick chimney for the furnace; the chimney has a plain cap. At the west corner there is a tall, corrugated metal tower for drying hoses; the plain cap has a two over two, metal, double hung window in each face for ventilation. Between the chimney and the hose tower, at the roofline, there is a stepped parapet rising to the center.

The west elevation is identical to the east elevation except that there is a boarded doorway in the first floor under the hose tower. It has a triple course, rowlock, segmental arch.

The roof has only two features: cupolas for light and ventilation of the second story rooms. Each is built of metal and has a shallow hipped roof, asphalt shingle siding, and six light awning type windows. The siding is not original and the north cupola windows are now covered.

The first floor interior plan of the building consists of an entry in the east tower, a small room of unknown function in the west tower and a large "apparatus" room for vehicles. A simple, metal spiral stair located against the east wall near the north end of the fire station leads down to the basement and up to the second floor. The first floor walls are completely covered with colored mosaics of green, red, yellow, and white glazed ceramic tile. These mosaics

SEE CONTINUATION SHEET #3

GENERAL DESCRIPTION (Continued)

are organized into a wainscotting pattern at the bottom, a paneling pattern above, and a decorative frieze pattern beneath an ornate, foliated, pressed metal crown molding. Also built into the walls are metal pipes around a large metal plate; these are the remnants of the original horse stall frames. The ceiling is covered with pressed metal having rich, elaborate, and varied patterns. The central area has large square panels bordered with egg and dart molding. At either side of this section, there is an expanse of small, square panels. Between this paneling and the crown molding, there is rinceau decoration which encircles the entire ceiling. This decoration also trims oval openings which remain in the ceiling for the fire poles, which no longer exist.

The two tower spaces are decorated in the same fashion as the apparatus room, although the metal ceiling has a simple pattern of decorated square panels and egg and dart crown molding. The flooring on this level consists of concrete in the entrance and asphalt blocks in the apparatus room.

The second floor plan consists of two offices at the south end, two rooms of unknown function in the towers, a large dormitory space, locker rooms at the north end, and a washroom at the north end. One of the locker rooms originally served as the feed and hay room. All of the spaces except for the locker room have paneled, pressed metal ceilings. Dropped ceilings (which have been partially torn down by vandals) have been installed in the dormitory and offices. The walls are built of plaster over lath and the floors are linoleum tile.

Wood details consist of wood baseboards and architrave surrounds on door and window openings. The dormitory and offices have a wood chair rail as well. Some of the original wooden lockers remain on this floor as well as on the first floor. Doors are original and made of wood with five horizontal panels. Above the center of the dorm room and the stair entry there are the light and ventilation cupolas; each has walls of vertical wood strips. Some of the metal rods which operate the windows still remain.

The integrity of the fire station is excellent. Because the building received minor repairs, cleaning, and painting in 1970 and because it was maintained and occupied until 1978, little physical deterioration has occurred except for minor vandalism. All of the significant features still remain as well. The only original elements missing are the horse stalls, vehicular doors, and the sliding poles. Minimal alterations have occurred; these consist of the installation of the suspended ceilings on the second floor, and the changing of the north elevation, second floor, center opening into a window.

8. Significance

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Period	Areas of Significance—Check and justify below			
__ prehistoric	__ archeology-prehistoric	__ community planning	__ landscape architecture	__ religion
__ 1400–1499	__ archeology-historic	__ conservation	__ law	__ science
__ 1500–1599	__ agriculture	__ economics	__ literature	__ sculpture
__ 1600–1699	X architecture	__ education	__ military	__ social/ humanitarian
__ 1700–1799	__ art	__ engineering	__ music	__ theater
__ 1800–1899	__ commerce	__ exploration/settlement	__ philosophy	__ transportation
X 1900–	__ communications	__ industry	__ politics/government	__ other (specify)
		__ invention		X fire protection

Specific dates 1910 **Builder/Architect** Owens and Sisco

Statement of Significance (in one paragraph) Applicable Criteria: A and C

SIGNIFICANCE SUMMARY:

The Poppleton Fire Station (formerly Engine House #38), designed by Owens and Sisco and built in 1910, is significant to Baltimore City as a distinctive example of fire station architecture, as an excellent example of the Tudor Revival style of architecture, and as a perfect example of the Academic Reaction era in American architectural history. It possesses a unique style among fire stations as well as illustrates all of the distinctive features of early twentieth century Baltimore fire stations: rectangular, box form; an elaborate facade; roof cupola and hose tower; two story interior plan including an apparatus room, bunk room, offices, and dressing room; colorful mosaic interior walls; and ornate pressed metal ceilings. Only Engine House #6 and Engine House #32 share comparable distinctiveness. The careful adaption of a Tudor gatehouse to a fire station along with the significant features of the octagonal turrets, limestone string courses, carved limestone colonettes, leaded glass windows, and crenellation make the building a unique and well-designed example of the Tudor Revival style within Baltimore. The design approach is archaeological in spirit; as a result, the building is an excellent representative of the Academic Reaction phase of American architecture. In the downtown area, only the designs of the Savings Bank of Baltimore and the old Hansa Haus exhibit comparable historical accuracy. Finally, the building is historically important because it was built at the peak of the most intensive period of expansion ever within the Baltimore City Fire Department. During this time frame, initiated by the Great Fire of 1904, and lasting until 1923, the city acquired only the best apparatus available for its companies, and the design of the Poppleton Fire Station reflects the drive for excellence.

HISTORY AND SUPPORT

The building was designed by the local firm of Owens and Sisco and built in 1910, the same year that Engine Company #38 was formed. Owens and Sisco were minor architects, chiefly noted for their Terminal Warehouse (a National Register listed property) and the Loudon Park Cemetery Gate Lodge. Prior to this station's construction, the design of Baltimore's fire stations had followed the basic trends in American architecture. The buildings were also remarkably uniform in their design. The Baltimore City Fire Department was formed in 1859, and consisted of seven companies which had all been volunteer companies originally. The buildings for these companies all were built in the 1850's with Italianate styles, usually the Italian Villa style. Italian prototypes continued to inspire the fire station design into the 1880's, although the architecture

SEE CONTINUATION SHEET #4

HISTORY AND SUPPORT (Continued)

became more varied and eclectic along with the rest of American architecture in the High Victorian era. The High Victorian Italianate style Engine House #13 (1876) and the Queen Anne style Engine House #18 (1892) exemplify this era. The combined influences on American architecture of the Ecole des Beaux Arts and the emergence of the American Renaissance equally influenced the design of Baltimore fire stations. In the late 1880's and through 1890's, the Second Renaissance Revival style was used almost exclusively such as at Engine Houses #19 (1892), #20 (1895), #21 (1896). After the turn of the century, the designs were almost all in the Beaux Arts Classical style, with various degrees of allegiance to Renaissance or Classical prototypes. This era lasted until 1923, when fire house building virtually stopped until the 1940's.

Whether on purpose or by accident, the actual organization of architectural features became uniform during the 1900-1923 era as well. The Beaux Arts buildings of Classical inspiration have facades with a large central arch, three centrally grouped windows above, paired pilasters at the facade corners, an entablature and balustrade above the pilasters, and various ornamentation. The Beaux Arts buildings of Renaissance inspiration are simpler, with rustication of the first story, no pilasters, less ornament, and round arched windows on the second floor.

Clearly, within this context, the Tudor Revival Poppleton Fire Station is unique. The only station which bears a stylistic resemblance is Engine House #36, a Jacobethan style station at Edmondson Avenue and Bentalou Streets. But it too is a different style because it combines Gothic and Classical details in typical Jocobethan fashion, and because it possesses less ornament and modeling of the facade. In terms of architectural distinctiveness, only Engine House #6, a Lombard Romanesque building of 1853, and Engine House #32, a wild Beaux Arts building of 1907, are comparable.

The Poppleton station is not only distinctive in its style, but also in its relation of the historical style to the function of the fire station. Many of the other designs appear awkward and unresolved because a fire house building, with its small scale and high ratio of void to solid space on the facade (due to the vehicular opening) had absolutely no precedent among Classical temples or Renaissance palazzos. A possible exception may be Roman triumphal arches, but these were apparently never used as a source for Baltimore fire houses. The Tudor gatehouse, such as those at the Clock Court at Hampton Court Palace, the entrances to St. John's College, Cambridge, and the entrance to Tattershall Castle, functioned as a throughway for vehicles and as a symbolic means of defense. The building type evolved from those two needs. The fire station functions similarly: as a throughway for fire apparatus, and in a symbolic defensive role of protecting citizens from fire. Thus, the adaptation of the historical prototypes to the Poppleton Fire Station is extremely successful, making the building both unusual and significant among Baltimore fire stations.

SEE CONTINUATION SHEET #5

HISTORY AND SUPPORT (Continued)

The building is an excellent representative of early twentieth century Baltimore fire stations not only because it is architecturally distinctive, but also because it embodies all of the characteristics which distinguish fire station buildings in general. All of Baltimore's fire stations built before the 1930's are rectangular boxes built two stories high, one bay wide (unless combined with a truck company, in which case the building is two bays or, in the case of House #32, three bays), and several bays long. The exterior architectural design is elaborate and almost always restricted to the facade. The roof normally has ventilation cupolas for the bunk rooms beneath it, and there is always a rear tower for drying hoses. The interior plan consists of a first floor apparatus room for the horses, steam engines and hose wagons (later motorized trucks) and an upstairs containing offices, a bunk room, dressing rooms, showers, and a storage room. Interior detailing is elaborate on the first story, and includes intricate colored mosaics of glazed tile on the first floor and ornate, pressed metal ceilings.

The Poppleton Fire Station, as described in Section 7 of this form - possesses all of these elements: the box form, the roof features, the elaborate facade, the floor plan, and the rich interior details.

The Poppleton Fire Station is not only significant as a fire station, but also as an example of Tudor Revival style architecture. It is distinctive among examples located throughout the city, especially those in the downtown area. Most buildings of this style are residences and located in the northern neighborhoods of Guilford, Homeland, and Roland Park. Churches and schools were also built in this style, notably Loyola College. The sources for these designs are all from Tudor era houses, churches and schools. There are no municipal buildings in this style, nor are there any buildings based upon military or gate house prototypes. The Franklin Street Presbyterian Church and the old Baltimore City Jail Gatehouse combine Gothic octagonal towers with a large central archway, but as structures built in 1847 and 1859 respectively, they belong to the mid nineteenth century Gothic Revival phase of American architecture.

Within the downtown area, the only secular buildings which are similar in age and style are the old Hansa House, the Court Square Building, and the old Bachrach Studio at 921 North Charles Street. Each is quite different, though, from the station: the Hansa House is based upon medieval German houses; the Court Square Building is a Gothic Revival office tower; and the Bachrach Studio is based upon Tudor age houses. As a result, the Poppleton station is unique in its application of the style to a municipal building and its use of a Tudor gatehouse for its historical source.

SEE CONTINUATION SHEET #6

HISTORY AND SUPPORT (Continued)

The building is not merely an eccentric example of this style, but a well designed one, which pays careful attention to its historical prototypes. The proportional relation between the mass of the octagonal towers and the central expanse of wall is accurate. Moreover, the details of colonettes, string courses, quoins, lancet arches, crenellation, and so forth occur in the correct place at the correct size. The usage of these elements is remarkably sophisticated, given their adaptation from a very large example to a relatively small building.

In a larger architectural context, the fire station is significant because it is a perfect example of the Academic Reaction, and as such it is distinctive among Baltimore's downtown buildings. The fact that the design is based upon only one historical style and one building type within that style places the design in the Academic Reaction era. Its style, along with its symmetrical massing, clearly rejects the High Victorian era's variety of styles and configurations within a given design.

Among other buildings of the Academic Reaction in downtown Baltimore, the fire station represents a distinctively archaeological design. Most of the office buildings employ a single style - usually classical - but then make free use of the distinctive features of the style by exaggerating, eliminating, or relocating those original features. The buildings possess the Beaux Arts school's exuberance of detail and reinterpretation of Classical and Renaissance designs. Only the Savings Bank of Baltimore and the Hansa Haus make a faithful attempt to copy - rather than redesign - an historical prototype. Therefore, the fire station is an exceptional expression of the early 20th century effort to purify architecture, to reject romantic, visual extravagances of design and to replace them with designs of a single style which makes a symbolic statement by itself.

Finally, the fire station is significant for its association with the most expansive period that has yet occurred within the Fire Department. This era took place after the Great Fire of 1904. In the 44 year period from 1860 to 1904, the department had expanded slowly from a total of only 7 engine and truck companies to a total of 39, an insufficient number. The 1904 fire caused little physical damage to the fire department, but afterwards the department's diminutive size and poor equipment were glaringly evident. As a result, from 1905 to 1923, there was extreme expansion and upgrading of the department: only the finest equipment was purchased, personnel was increased, and the number of companies (and engine houses) grew dramatically. In terms of buildings, the number of houses grew by 50% in the period from 1905 to 1910. Nineteen houses were constructed. Between 1905 and 1923, the number of companies nearly doubled. The equipment was modernized: immediately after the fire 10 LaFrance steamers - considered to be the "Cadillac" of fire apparatus - were purchased. In 1912,

SEE CONTINUATION SHEET #7

HISTORY AND SUPPORT (Continued)

only a year after they became available in America, the department began purchasing Ahrens-Fox pumping engines, an even better piece of equipment. Further modernization occurred that year with the installation of three Allis-Chalmers "Corlis" high pressure pumping engines, the height of fire fighting technology.

The Poppleton Fire Station is associated with this period by virtue of its construction date as well as the quality of its architecture. The sophisticated design and the well-carved limestone details - the colonettes and their capitals, the string courses, the medallion, the crenellation - with the interior mosaics and metal ceilings illustrate physically the drive for quality within the Department.

Engine Company #38 remained in the building until 1978 when it moved to the Steadman station at Eutaw and Lombard Streets. The future of Engine House #38 will be as an apartment building. The building will be rehabilitated according to the Secretary of the Interior's Standards for Rehabilitation, and all of the significant features of the building will be preserved. Subdivision of the internal spaces will not damage the existing walls and ceilings because the party walls will only meet, not cut into, these surfaces. A rubber material, which will not damage the tile or metal, will be installed between the new party walls and ceiling. In this way, the existing character of the Poppleton Fire Station will be completely preserved for the future.

VERBAL BOUNDARY DESCRIPTION

Beginning for the same on the north side of Baltimore Street at the distance of thirty six feet and four inches (36',4") easterly from the corner formed by the intersection of the north side of Baltimore Street with the northeast side of Fremont Avenue ... and running thence northerly nearly at right angles with Baltimore Street ... one hundred and one feet and four and one half inches (101',4½") to the north side of a three foot alley there situate thence easterly binding on the north line of said alley and parallel with Baltimore Street about three feet and six inches (3',6") to intersect the prolongation of a line drawn southerly from Raborg Street ... thence northerly reversing said line so drawn ... in all fifty two feet (52') to Raborg Street thence easterly binding on the south side of Raborg Street thirty nine feet and two inches (39',2") ... thence southerly binding on said east outline one hundred and fifty three feet and two inches (153',2") to Baltimore Street and thence westerly binding on the north side of Baltimore Street forty five feet and seven and one half inches (45',7½") to the place of beginning ...

MAJOR BIBLIOGRAPHICAL REFERENCES:

Annual Report, Board of Fire Commissioners, Baltimore, Mayer and Thalheimer, 1911.

Baltimore City Archives, Contracts and Bonds, 1907-1917, R.G. 35 (Box 15 No. 24).

Fallon, James, Executive Secretary, Baltimore City Fire Department, Interview, Baltimore, March 8, 1983; March 10, 1983.

"Fire Engine Houses", Enoch Pratt Free Library, Maryland Department Vertical File, Room 601, City Hall, Baltimore, Maryland.

Heaver, Stephen A., Jr. Curator, Fire Museum of Maryland, Interview, February 2, 1983; March 1, 1983; March 11, 1983.

Murray, William A., The Unheralded Heroes of Baltimore's Big Blazes, A Story of Baltimore Firefighters, Baltimore, Schmitz and Sons, 1969.

"On the Designing of Fire Houses", The Architectural Forum, June 1927, pp.585-586.

Parker, Halsey W., "Fire Department Buildings", The Brickbuilder, V. 121 (May, 1910), pp. 117-127.

Snyder, William F. and William A. Murray, The Rigs of the Unheralded Heroes of Baltimore's Big Blazes: A Story About Baltimore Firefighters, Baltimore Schmitz and Sons, 1969.

Wolman, Abel, et. al, Report to the Commission on the City Plan of the City of Baltimore on Present and Proposed Physical Facilities, n.p. Baltimore, 1942.

SEE CONTINUATION SHEET #8

10. Geographical Data

Acreage of nominated property .1616 acre

Quadrangle name Baltimore West, Maryland Quadrangle scale 1:24,000

UMT References

	Zone	Easting	Northing		Zone	Easting	Northing
A	18	359511 0	4349890	B			
C				D			
E				F			
G				H			

Verbal boundary description and justification

For Boundary Description see Continuation Sheet #7. The nominated property includes only the city lot upon which the resource stands.

List all states and counties for properties overlapping state or county boundaries

state n/a code county code

state code county code

11. Form Prepared By

name/title Timothy L. Bishop, Historic Preservation Project Assistant

organization Dalsemer, Catzen and Associates, Inc date March 15, 1983

street & number 121 Water Street at Calvert Street telephone (301) 837-3691

city or town Baltimore state Maryland 21202

12. State Historic Preservation Officer Certification

The evaluated significance of this property within the state is:

___ national ___ state X local

As the designated State Historic Preservation Officer for the National Historic Preservation Act of 1966 (Public Law 89-665), I hereby nominate this property for inclusion in the National Register and certify that it has been evaluated according to the criteria and procedures set forth by the Heritage Conservation and Recreation Service.

State Historic Preservation Officer signature 8-1-83

title STATE HISTORIC PRESERVATION OFFICER date

For HCRS use only

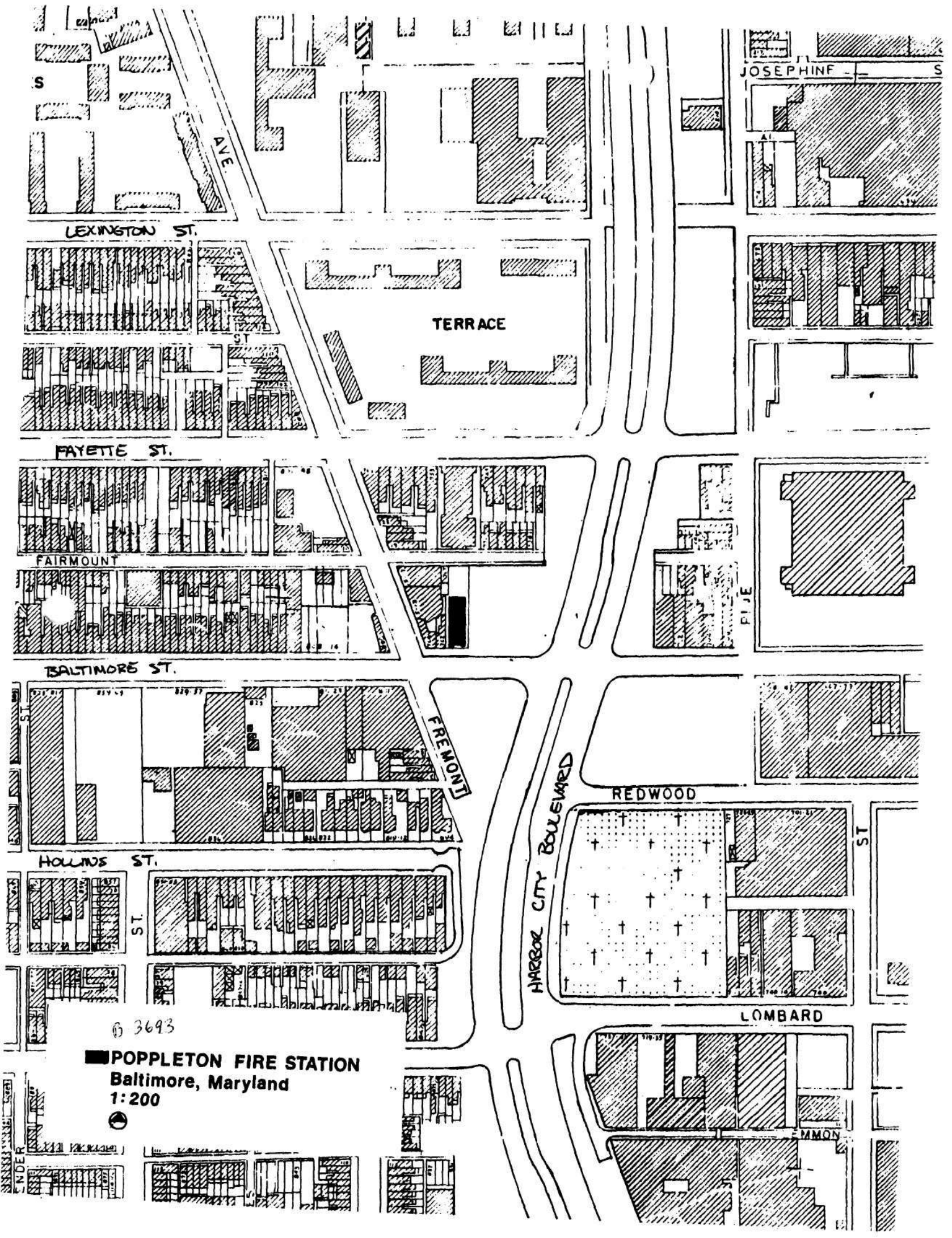
I hereby certify that this property is included in the National Register

date

Keeper of the National Register

Attest date

Chief of Registration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AVE.
LEXINGTON ST.
TERRACE
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FAYETTE ST.
FAIRMOUNT
FIJE
BALTIMORE ST.
ST.
FREMONT
HARBOR CITY BOULEVARD
REDWOOD
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HOLLINS ST.
ST.
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EMMON
ENDER
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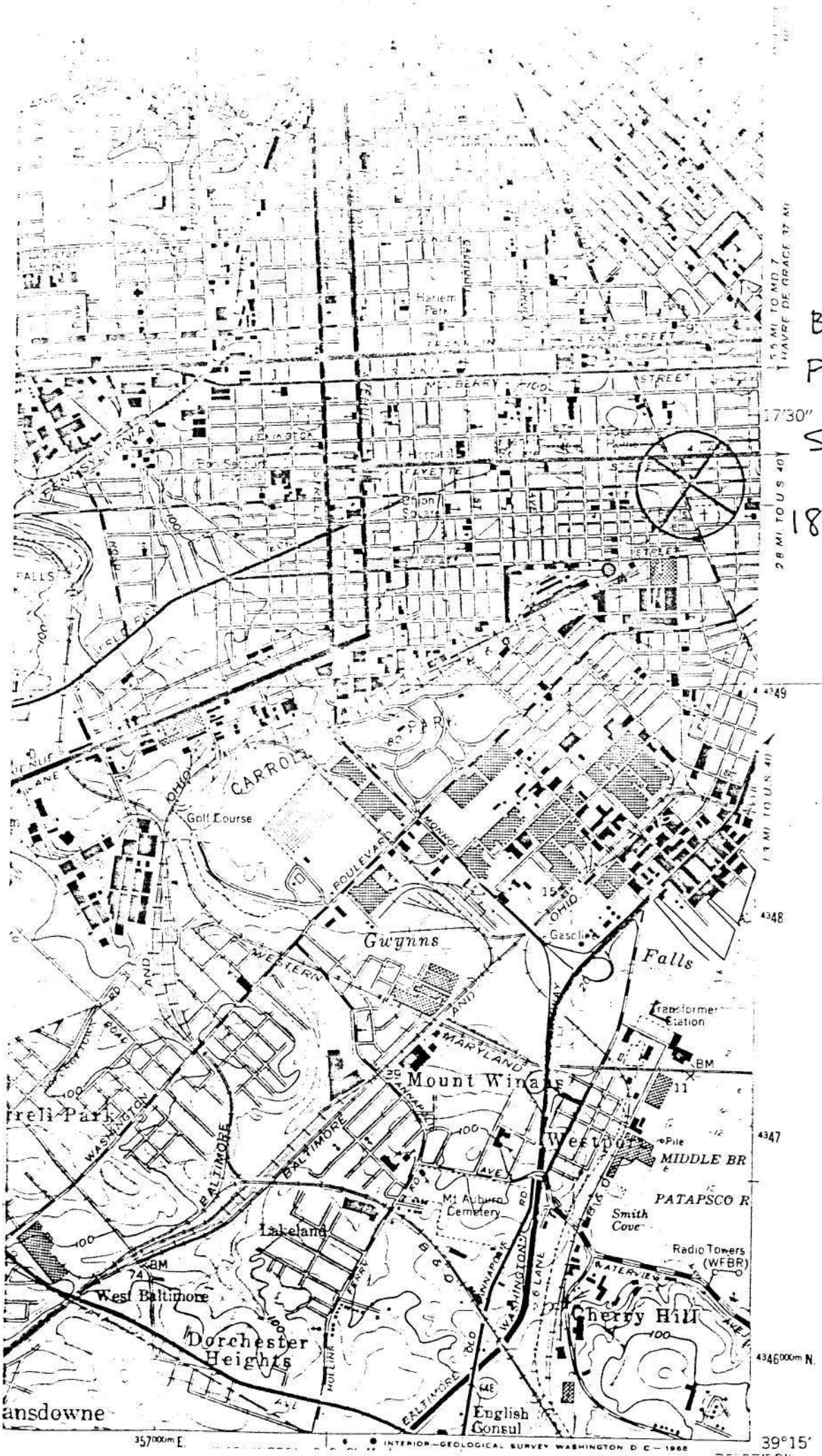
POPPLETON FIRE STATION
Baltimore, Maryland
1:200



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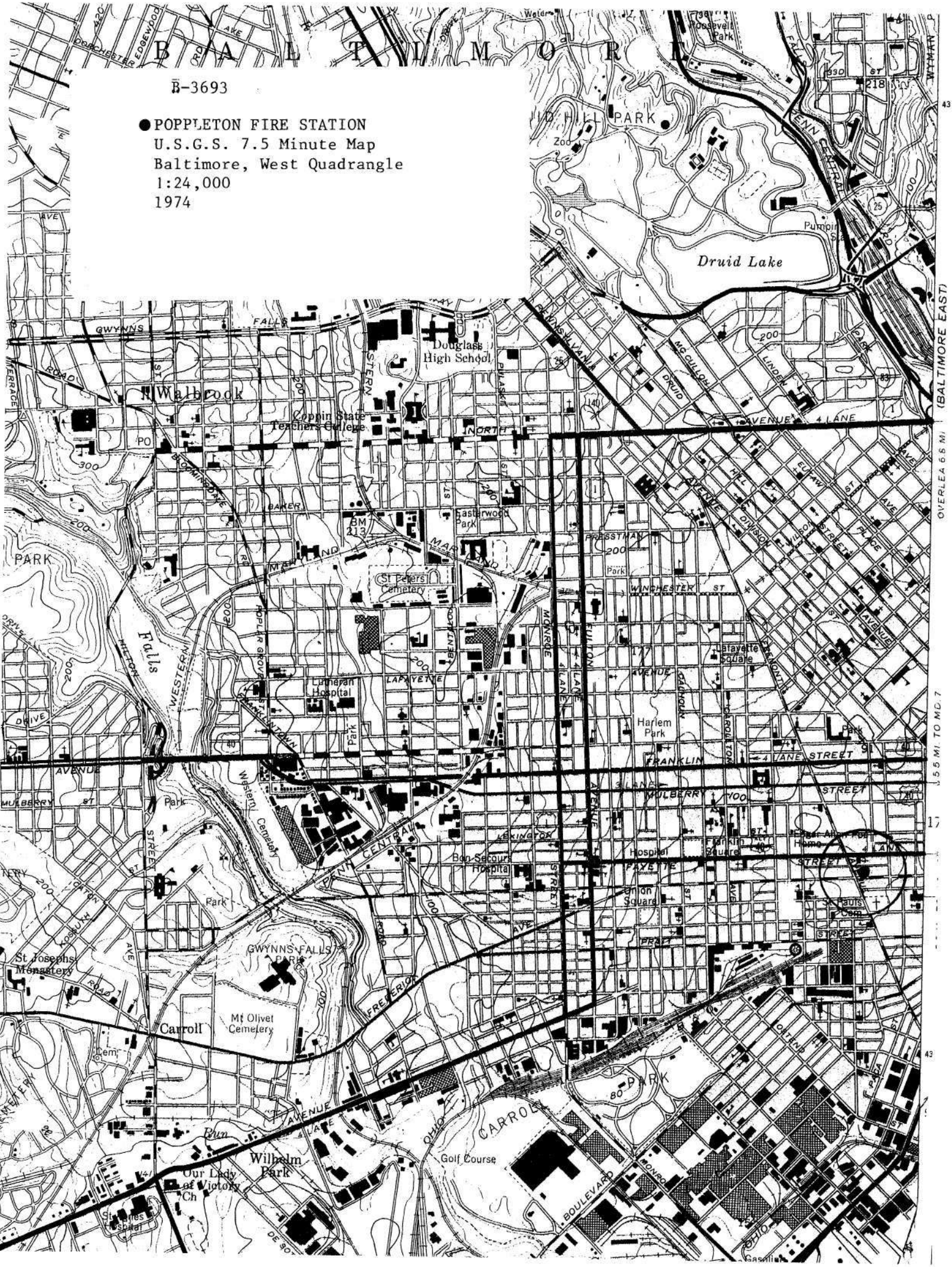
● POPPLETON FIRE STATION
U.S.G.S. 7.5 Minute Map
Baltimore, West Quadrangle
1:24,000
1974