United States Department of the Interior
National Park Service

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Nat. Register of Historic Places
National Park Service

# National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form.* If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

## 1. Name of Property

Historic name: Fire Hall for Engine Company No. 18

Other names/site number: N/A

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

## 2. Location

Street & Number: 1220 Gallatin Avenue

City or town: Nashville State: Tennessee County: Davidson

Not For Publication: N/A Vicinity: N/A Zip: 37206

## 3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

In my opinion, the property X meets ___ does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:

[ ] national [ ] statewide [X] local

Applicable National Register Criteria: [X] A [ ] B [X] C [ ] D

**Signature of certifying official/Title:** Claudette Stover **Date** 5/6/16
Deputy State Historic Preservation Officer, Tennessee Historical Commission
**State or Federal agency/bureau or Tribal Government**

In my opinion, the property ___ meets ___ does not meet the National Register criteria.

**Signature of Commenting Official:** **Date**

**Title:** **State of Federal agency/bureau or Tribal Government**

Fire Hall for Engine Company No. 18
Name of Property

Davidson County, Tennessee
County and State

## 4. National Park Service Certification

I hereby certify that this property is:

✓ entered in the National Register
___ determined eligible for the National Register
___ determined not eligible for the National Register
___ removed from the National Register
___ other (explain:) _____

Signature of the Keeper

6-24-2016
Date of Action

## 5. Classification

**Ownership of Property**
(Check as many boxes as apply.)

| | |
|---|---|
| Private | X |
| Public – Local | |
| Public – State | |
| Public – Federal | |

**Category of Property**
(Check only **one** box.)

| | |
|---|---|
| Building(s) | X |
| District | |
| Site | |
| Structure | |
| Object | |

**Number of Resources within Property**
(Do not include previously listed resources in the count)

| Contributing | Noncontributing | |
|---|---|---|
| 1 | 0 | buildings |
| 0 | 0 | sites |
| 0 | 0 | structures |
| 0 | 0 | objects |
| 1 | 0 | Total |

**Number of contributing resources previously listed in the National Register** 0

## 6. Function or Use

| Historic Functions (Enter categories from instructions) | Current Functions (Enter categories from instructions) |
|---|---|
| GOVERNMENT/Fire Station | WORK IN PROGRESS |

## 7. Description

**Architectural Classification**
(Enter categories from instructions.)
LATE 19TH AND 20TH CENTURY REVIVALS: Tudor Revival

**Materials:** (enter categories from instructions.)
Principal exterior materials of the property: CONCRETE; BRICK; ASPHALT; WOOD; METAL: steel; STONE: limestone

**Narrative Description**

Completed in 1930, the Fire Hall for Engine Company No. 18 is located at the convergence of the present-day Greenwood, Renraw Community, Eastwood, and South Inglewood neighborhoods, in Nashville, Davidson County, Tennessee. The rectangular one-and-one-half story brick fire hall building is a notable example of the early 20th century application of the Tudor Revival-style and residential scale to the design and construction of a municipal building in Nashville. The fire hall faces not quite due east and is located along Gallatin Avenue, one of the original main corridors of the northeastern area of Nashville (Nashville-Davidson County Population, 2014: 668,347).[1] The fire hall has had minimal alterations since its construction, and it retains its original design and floor plan. However, the building was damaged by a fire in December 2011. The roof above the dormitory in the rear of the building was a total loss, while the roof of the engine bay has some burn/char damage as well as scattered holes, although many of the holes are due to neglect and deferred maintenance. The fire did significantly damage the window frames and door casings

[1] In this report, Nashville and Davidson County may be used interchangeably as both entities are one and the same and comprise the Metropolitan Government of Nashville and Davidson County. Nashville Area Chamber of Commerce: <http://www.nashvilleareainfo.com/homepage/research-mapping/demographics> accessed 2/16/2016.

in the dormitory. Smoke and water also caused some minor damage in the remainder of the building. Additionally, deferred maintenance and neglect as well as termite damage have led to deteriorated areas elsewhere in the building. Character-defining exterior features of the building include the projecting bay marking the entrance to the engine bay, and prominent arches, such as the wide door surround encasing the doorway to the engine bay. The original steel awning windows and decorative stonework around doorways, the chimney, and some windows, are equally distinctive characteristics of the fire hall. Within the building, the concrete floor of the former engine bay and the glazed brick walls indicate the functionality of the fire hall. The driveway leading from the engine bay to the street remains, but sidewalk has replaced the curb cut. Although its neighboring properties have changed over time and the landscaping is no longer as lush as it once was, the fire hall's setting generally retains the context of a main transportation thoroughfare adjacent to suburban areas.

Designed in a Tudor Revival residential manner, the Fire Hall for Engine Company No. 18 is a one-and-one-half story, brick municipal building with a rectangular plan and a front gable and hip roof concealed behind parapets on the façade. Exterior and load-bearing walls are three wythe brick. The roof is clad in asphalt shingles. It has a cast-in-place concrete foundation and a limestone water table along the façade. An interior brick chimney is located on the north roof slope of the north elevation. The main entrances to the building are located along the asymmetrical façade (east). The larger of the two arched entries originally accommodated the firefighting apparatus, while the smaller entry served as the public, or pedestrian, entrance. Some of the original double-hung wood sash windows, once found in the living quarters located along the north and west elevations, have been removed and the openings temporarily filled-in with a light colored brick (a contrast to the dark brick). Plywood currently covers all remaining intact windows. The metal casement windows that are still intact along the garage and the day/watch room are the original multi-light metal casement design. A set of three nine-over-nine double-hung wood sash windows on the north elevation features limestone window surrounds with a quoin-like design.

The façade (east) contains the main entrances to the building and is four bays (door, window, door, window), from south to north. Façade windows are ten-light metal windows composed of two fixed lights (horizontal) above an eight-light casement. The first bay contains the entrance to the single engine bay, or garage, and is located on a one-and-one-half story front gable projection concealed by shaped parapet. The parapet returns, each of which contains a decorative block of limestone below the limestone coping, are visible from the north and south elevations. The entrance to the engine bay projects slightly forward of the façade, while the doorframe is slightly recessed from the façade. Historically, this gap between the exterior wall and the doorway allowed room for a pair of bi-fold doors to open and allow passage of the fire engine through the entryway. The doors have since been replaced with a single overhead metal garage door (currently non-functional). The side walls of this recessed entry are brick. The lower side walls have large recessed rectangular areas, presumably to accommodate the door hardware allowing the bi-fold doors to fit flush into the vestibule. Cut limestone surrounds the garage entrance. The base of the surround is a segmental arch with the top of the surround reaching to a round arch. Label stops flank the door surround near the floor of the entrance, creating a large dripstone around the engine entrance. Cut lines radiate outward within the door surround, suggesting an Art Deco influence. Limestone coping tops the shaped parapet of this first bay. Decorative limestone blocks cut with a keyhole-shaped design flank the engine bay surround just below the limestone coping. Historically, stone urns topped the parapet above these keyholes – the urns have been removed. The wall of this projecting bay steps down twice, suggesting a buttress formation, with the height of the lower step ending in line with the top of the windows and door of the next three bays. Cut limestone

blocks cap these steps. A half-story side-gable roof extension projects from the south elevation, flush with the projecting engine bay. The extension is brick veneer with an asphalt shingle roof.

Continuing along the façade, the next three bays are located on a hipped roof wing that is concealed behind a flat parapet. This wing contains the watch room. Limestone coping tops this parapet. The second bay contains a metal window with a rowlock brick lintel and rowlock brick sill. A round limestone piece containing a carved letter "N" is located on the façade, between the coping along the roof and the lintel. The third bay contains the pedestrian entrance. Limestone banding, which meets the limestone water table along the façade, surrounds the entry. Directly above the entry, limestone blocks create an arch. Immediately above the arch, an additional band of limestone blocks is arranged in a radiating pattern with the peak of the pattern nearing the limestone coping along the parapet. A round solid copper (currently painted) canopy is suspended directly above the doorway. Presently, plywood covers the door. A c.2010 glazed and paneled wood door is located beneath the plywood and is visible from the interior. This door is a replacement; historic photos show a twenty-light glazed front door. The fourth and final bay contains another metal window with rowlock brick lintel and sill and another limestone piece with "N" above it. "N" represents the City of Nashville. The interior brick and limestone chimney located on this wing is visible behind the pedestrian entry. Half of the height of the chimney is brick, with a few decorative limestone blocks. The top half of the chimney is limestone with cut corners and a carved symbol that appears to be a trident, the symbol for Poseidon the Greek god of the sea (or Neptune in Roman mythology). The design consists of a circle with three lines rising above it. A concrete stoop runs from the north edge of the engine bay to the north elevation. A very small remnant of the stone wall that once ran from the northeast corner of the building to the street is visible at the edge of the concrete stoop.

The north elevation contains six bays and consists of a projecting hip-roof ell which contains the watch room (to the east) and a hip-roof wing which contains the remaining living quarters (to the west). The first bay is the watch room which projects north from the main massing and contains a group of three nine-over-nine double-hung sash wood windows. The windows are intact and currently secured with plywood; they are visible from the interior. A limestone sill, quoins, and lintel frame this window group. At grade level, the door to the coal chute and a steel three-light awning window (inward opening) remain intact. The window is covered with plywood for security. As a temporary measure to secure the building, previous owners patched in the remaining window and door openings in four of the five remaining bays on this elevation with a light colored brick. Except where noted, all openings originally contained single double-hung wood sash windows. The western wall of this projecting wing also contains a brick-enclosed window opening. This window and all remaining windows on the north elevation have rowlock brick sills. The projecting ell is followed by a bay containing a brick-enclosed window opening which originally housed a pair of double-hung wood sash windows. The next bay contains a window immediately adjacent to the building's secondary pedestrian doorway. These openings are not enclosed with brick but are covered with plywood. A concrete stoop leads to the doorway. To the east of this doorway, located between the ell and the stoop, a concrete stairway provides access to a below-grade, basement entrance. A pair of steel three-light awning windows (inward opening) provides light to the basement level. The windows are intact, but covered with plywood for security. The next three bays to the west of the doorway each contain one brick-enclosed window opening. The fifth bay (the middle of these three bays) contains a window well at grade level for another steel three-light awning window (inward opening) that is currently secured with plywood. All below-grade windows and openings on this elevation have extensive rot damage.

The west elevation contains four window bays. The original double-hung windows have been removed. As found on the north elevation, as a temporary measure to secure the building, previous owners filled-in the window openings with a light colored brick. The window sills consist of a rowlock course of bricks. The roof above this wing was slightly hipped but is now lost to fire damage. The gable end of the garage roof is visible above the two windows on the southern end of this elevation. The attic vent, which was lost to fire, was located in the brick gable field of the garage roof. The rectangular space is still visible, as is the rowlock sill. The hipped roofline covering this western wing meets the gable end of the garage between the northern edge of the attic vent and the northern eave.

Along the south elevation, the separation between the engine bay and living quarters is clearly marked by the change in roofline. A gable roof covers the garage to the east, while a hip roof once covered the living quarters to the west. The roof of the garage is almost a half-story in height above the roofline of the living quarters. The south elevation contains six bays, all window openings with rowlock brick sills. The first bay, located on the living-quarters wing, originally contained a double-hung window located adjacent to the rear wall of the garage. Previous owners removed the window and temporarily secured it with plywood. The remaining five bays are along the engine bay. Each bay contains a nine-light awning-style steel window. The parapet return from the façade is clearly visible from this elevation. It is topped with limestone coping and a decorative block of limestone is located below it within the wall of the parapet return. The limestone coping of the stepped sidewall along the southeast corner of the building is also visible from this elevation. As mentioned in the façade description, a half-story gable roof wing projects from the wall near the intersection of the south elevation and the façade. The eaves are slightly overhanging with fascia board mounted under the overhang. The projection contains a round arched opening topped with a rowlock brick course over a rowlock brick sill. From the interior, the wood vent is visible. The vent is covered with metal on the exterior. Historically, in the interior, this may have been a room that provided storage space as well as some ventilation for the engine room. The current owners have been told that the space may have served as a fueling station. Records from the Property Assessor of Davidson County refer to it as a "pump house."

As mentioned before, some interior elements were damaged in a fire in 2011. Otherwise, most character-defining interior features are intact. The interior of the engine bay features glazed brick walls. The walls have been painted, but the original color pattern is visible in patches. The pattern consists of a variegated green glazed brick that rises just below half-wall height topped by textured white glazed brick. A soldier course of green brick lines the perimeter of the room at floor level, suggesting a base molding. Additionally, a course of rowlock green bricks runs along the walls at half-wall height and continues around the doorframes, marking the transition from green brick to white brick. Two courses of green brick also line the perimeter of the ceiling, suggesting a crown molding. The floor is concrete slab-on-grade. Drains are still present in the garage floor. Facing east, two, two-panel wood doors flank the engine bay door, the room to the north likely provided hose storage space while the room to the south likely provided ventilation and served as additional storage. Additionally, the room to the south may have served as a fuel station or pump house; this is not verified. Most of the ceiling materials are missing from the engine bay, revealing the roof structure. Five windows run along the south wall of the engine bay, while six doorways/openings along the north wall of the engine bay lead into additional work spaces and living quarters. Doors are present where noted. A course of rowlock bricks in each opening creates a slight step up from the engine bay floor into the living quarters.

Moving along the north wall of the engine bay, from east to west is a pair of four-light, three-panel wood doors that leads from the engine bay to the watch room. The pedestrian entrance is located along the eastern wall of the watch room, flanked by two metal windows. The plywood on the exterior is visible through the glazing in the windows and door. A group of three nine-over-nine double-hung wood sash windows is located on the northern wall; the protective plywood on the exterior is visible through the glazing. The western wall contains a fireplace. There is no mantle, but the fireplace surround is composed of glazed tile block (now painted) arranged in a stepped pattern. The wall above the fireplace surround is covered with wood paneling. At present, a recessed wall to the north of the fireplace is partially enclosed with plywood. This wall contains one of the brick-enclosed window openings. The plywood covering this recessed area contains small openings. According to the current owner, this served as the message/call center board for the fire hall during the 1980s. A built-in bookcase is located to the south of the fireplace. It and another matching bookcase on the south wall of the watch room flank the doorway to the work room. The walls are plaster, but some patches are missing, notably below the three-part window. Wood paneling covers portions of the plaster walls in this room, primarily on the southern wall between the bookcase and the doorway, the eastern wall, and the western wall as described earlier. The plaster ceiling and asbestos tile flooring are damaged in several locations. Wood baseboards, door frames, window frames, and molding are intact.

A doorway with a two-panel wood door on the western wall of the watch room leads to the work room. Within the work room, remnants of wood paneling over plaster walls are visible. Door frames remain, but otherwise this room has some damage, including holes in the wood floor and subfloor (the basement is visible). This room contains one of the brick-enclosed window openings on its north wall, but on the interior, this has been covered with wood paneling. Near the north wall, a four-light, three-panel wood door leads west into the kitchen. Built-in shelves and cabinets are located in the doorway, creating a small "butler's pantry" area between the work room and the kitchen. Additionally, a fifteen-light glazed door separates the work room from the engine bay (the lower three lights are covered with plywood on one side).

From the engine bay, a two-panel wood door to the west of the work room opens to a wood staircase leading to the basement. The floor of the basement is concrete. Markings of the slip form for the concrete foundation are visible along the walls. The firemen's storage shelf runs along the southern wall of the basement and under the staircase. It is metal, painted red, and retains the slots for the company members' name plates (the firemen also stored gear on a rack in the front of the engine bay).

Continuing west in the engine bay, the kitchen is the next room in the living quarters. Brown metal lower cabinets are located along the west wall, with a green laminate sheeting "backsplash" on the wall above the counter space (counters are missing). Above the laminate, much of the wall is bare to the wood lath and studs. The remaining plaster walls and asbestos tile flooring are damaged. A six-over-six double-hung sash window is located immediately adjacent to an exterior door and transom; the window and door are covered with plywood on the exterior. The exterior door appears to be a recent replacement. Wood baseboards, door frames, window frames, and molding are intact. Ceiling materials are missing, so a portion of the roof structure is visible from this room. The kitchen is also accessible from the engine bay. Previous owners removed the door that separated the kitchen from the engine bay, but hinge markers are still visible in the doorframe.

Continuing west along the north wall of the engine bay, a doorway leads to a small electrical closet. The floor of the electrical closet is composed of hexagonal tile. Studs and wood lath are visible in this room, as well. Some plywood shelving does remain. The restroom/shower is located between the electrical closet and the north wall of the fire hall. The restroom/shower contains one of the brick-enclosed window openings; the opening is covered with wood paneling on the interior.

The next room accessible from the engine bay is the locker room. This room contains one of the brick-enclosed window openings, also currently covered with wood paneling on the interior. A doorway on the western wall of the locker room leads into the dormitory. The door is missing, but hinge marks are visible in the doorframe.

The dormitory stretches behind the locker room across the building to the end of the engine bay (the length of the west elevation). Most of the plaster in this room is gone. The roof space is covered with tarp due to fire damage. Some wood window surrounds in this room remain, but are fire-damaged. This room has six window openings, one each on the north and south walls, and four on the west wall. With the exception of the window opening on the south wall, which is covered with plywood on the exterior, all of the window openings are brick-enclosed. Two openings on the east wall connect to the engine bay and flank a large radiator on the western wall of the engine bay.

## 8. Statement of Significance

**Applicable National Register Criteria**
(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- [x] A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- [ ] B Property is associated with the lives of persons significant in our past.
- [x] C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- [ ] D Property has yielded, or is likely to yield, information important in prehistory or history.

**Criteria Considerations N/A**
(Mark "x" in all the boxes that apply.)

Property is:

- [ ] A Owned by a religious institution or used for religious purposes.
- [ ] B removed from its original location.
- [ ] C a birthplace or grave.
- [ ] D a cemetery.
- [ ] E a reconstructed building, object, or structure.
- [ ] F a commemorative property.
- [ ] G less than 50 years old or achieving significance within the past 50 years.

**Areas of Significance**
(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT
ARCHITECTURE

**Period of Significance**

1930-1966

**Significant Dates**

1930

**Significant Person**
(Complete only if Criterion B is marked above.)

N/A

**Cultural Affiliation**

N/A

**Architect/Builder**

COLLEY, CLARENCE KELLY (C.K.)

**Statement of Significance Summary Paragraph**

The Fire Hall for Engine Company No. 18 is eligible for listing in the National Register of Historic Places under Criteria C and A for its local significance in architecture and community planning and development. Completed in 1930, the Fire Hall for Engine Company No. 18 is significant under Criterion C as a notable example of the Nashville Fire Department's period of Residential Fire Hall design, 1910-1945. It reflects the early 20th century trend of utilizing popular residential architectural styles and a smaller, residential scale for suburban fire halls, a distinctly non-residential property type. Specifically, the Fire Hall for Engine Company No. 18 represents the application of the Tudor Revival style and residential scale to the design and construction of a municipal building in Nashville. The building has not been extensively altered and retains a high degree of architectural integrity. Despite experiencing a fire in 2011 and deterioration from neglect and deferred maintenance, the fire hall building has experienced little significant physical change since its construction in 1930. The building largely retains original windows, exterior materials, wood trim, and its historic plan. Brick-enclosed window openings on the rear, non-public, elevations of the building are the most noticeable change. The Fire Hall for Engine Company No. 18 is significant under Criterion A as it reflects Nashville's suburban growth and community development and the city's efforts to provide municipal services to those growing areas. The Nashville Fire Department constructed the Fire Hall for Engine Company No. 18 in 1930 to serve the areas of northeast Davidson County that the City of Nashville annexed in the 1920s. At the time of construction, the site for the new fire hall was conveniently located along a major thoroughfare and streetcar line in an area experiencing widespread suburban home construction. The fire hall was part of a two-phase building program completed by the Nashville Fire Department between 1930 and 1936.[2] The period of significance for the Fire Hall for Engine Company No. 18 begins with its opening in 1930 and continues through the formation of the Metropolitan Government of Nashville and Davidson County in 1963 to the conclusion the Nashville Fire Department's next major building program in 1966. During these years, the fire hall served as an excellent example of the city's efforts to provide services for the emerging suburbs.

**Narrative Statement of Significance**

Engine Company No. 18 is architecturally significant as a representative of the Nashville Fire Department's period of Residential Fire Hall design, 1910-1945. This phase of fire hall design began with one of the most significant moments in the history of the Nashville Fire Department – the introduction of an automobile into the department's fleet. On November 21, 1910, department officials placed into commission the new vehicle for Chief A.A. Rozetta. The chief's car was a Marathon, built in Nashville by the Southern Motor Works.[3] Two years later, the fire department put its first motorized fire engine into service. Two years after that, the J.B. Richardson Engine Company No. 14, also known as "the Holly Street Fire Hall" due to its location on Holly Street, opened on October 1, 1914 as the first fire hall designed strictly for motorized apparatus.[4]

[2] Three fire halls opened in 1930. Five fire halls opened in 1936, utilizing New Deal funding through the Public Works Administration.
[3] The Marathon Motor Works was listed in the National Register of Historic Places on January 4, 1996.
[4] The Holly Street Fire Hall was listed in the National Register of Historic Places on August 26, 1982. Scarlett C. Miles, "'For the Mutual Betterment of Civic Beauty and Service': Building the Nashville Fire Department, 1860-1966," M.A. Thesis, Middle Tennessee State University, 2012, 29, citing David H. Paine, Ann Reynolds, and Judi Wells, "J.B. Richardson, Engine Company

The Nashville Fire Department was completely motorized by the 1920s and no longer required horses to drive the firefighting apparatus. As a result, the department no longer needed to house horses in the fire halls. Motorization resulted in other changes, too. The new motorized engines were often smaller than the older equipment, thus requiring smaller engine bays and space for equipment storage. Furthermore, the motorized equipment required a smaller crew and thus fewer men kept on call at the station. Additionally, the transition from cotton to rubber hose eliminated the need for hose-drying towers. In this period of fire hall design, all of these factors enabled the Nashville Fire Department to construct smaller, more compact fire stations that would fit into their surroundings and, in some cases, virtually disappear into their neighborhoods. Since this transition, Nashville's suburban fire halls have remained essentially one to one-and-one-half stories in height.[5]

During this period in municipal fire hall design, fire halls ceased to stand out as the imposing structures of years past. Additionally, without rigid size and programming constraints, city officials could utilize a variety of architectural styles according to each fire hall's location within the city. Fire halls in suburban or primarily residential areas could be markedly different from those fire halls located within the urban core. To be a good neighbor, along with building fire halls modeled on a residential scale, Nashville Fire Department officials also began building fire halls designed in the popular residential architectural styles of the period. The City of Nashville expanded its fire service protection to growing suburban areas by locating these smaller "residential" fire halls in residential neighborhoods, or even along major thoroughfares adjacent to residential districts, with relative ease. The department and the press referred to the fire halls as "residential" or "bungalow" fire halls. The term "residential" referred to the function of the fire hall as a temporary residence for its employees, a purpose the fire halls had served for decades, as well as the residential appearance of the building.[6] Landscaping features also added to the elements of disguise and helped convey the feeling of "home" for the fire fighters and their neighbors.

By 1930, the Tudor Revival style was the singular design choice for new suburban fire halls in Nashville. Of the eight fire halls which opened between 1930 and 1936, six were designed in the Tudor Revival style.[7] Tudor Revival was a very popular style of residential design in early 20th century suburbs. By incorporating the style's characteristic elements of cross gables and wide Tudor arches into their designs for fire halls, architects enabled fire halls to harmonize with their residential, and even commercial, surroundings. These features helped to disguise the large garage bay doors and the practical needs of the fire hall. Additionally, the use of mixed materials—brick and stone, half-timbering and stucco—resulted in fire halls that were attractive and almost picturesque. Today, Engine Company No. 18 is one of five extant historic fire halls from this period in Nashville that were designed in a one-and-a-half story residential manner in the Tudor

No. 14 (Holly Street Fire Hall, preferred)," National Register for Historic Places Nomination Form, Tennessee Historical Commission, August, 26, 1982; E. Michael Fleenor, *East Nashville*, Charleston, SC: Arcadia Publishing, 1998, 36.

[5] Miles, 28-30.

[6] Miles, 30-31; "Lockeland's Splendid New Fire Hall," *Nashville Banner*, 14 November 1914, available in *Nashville Fire Department Scrapbook: 1895-1937*, 78; *Nashville Fire Department Scrapbook 1895-1937*, RG11, C3, D6, Metropolitan Government Archives, Nashville, Tennessee.

[7] Two of these fire halls are listed in the National Register of Historic Places. Engine Company No. 16, which also opened in 1930, is listed as a contributing resource the Hillsboro-West End Historic District (NR, 12/23/1993). Engine Company No. 1 opened in 1936 (NR, 7/23/2008).

Revival style. Engine Company No. 18 as well as the later Engine Company No. 13 (Henry C. Hibbs architect, 1936) are unique among these in that the architects for these two fire halls chose a gable-and-hip roof concealed by a parapet instead of the cross-gable roof found in the other Tudor Revival fire halls. Engine Companies 18 and 13 are located along two of Nashville's busiest commercial thoroughfares, by today's account, so location may have influenced the use of parapets instead of cross-gables.

The City of Nashville purchased the property for Engine Company No. 18 for $2,500.00 from Amos H. Smith in September of 1929.[8] "Dean" of Nashville architecture, Clarence Kelly Colley (1869-1956) designed the fire hall for the Nashville Fire Department. C.K. Colley was a well-known Nashville architect who was regarded for his institutional designs. Colley was born in Wilson County, Tennessee, and moved to Nashville as a young man. He apprenticed with architects Albert F. Speight and William Crawford Smith in the 1880s and 1890s before establishing his own firm, C.K. Colley & Co., Architects, in 1899. Colley's brother Homer joined the firm, serving for several years. Later, after Colley's son William joined the firm and Homer left, the firm was renamed C.K. Colley and Son. C.K. Colley was a member of the American Institute of Architects (AIA) from 1921-1931.[9]

C.K. Colley received several commissions for institutional buildings in Nashville. He designed three Carnegie Libraries for the city, including the North Branch, 1914-1915 (NR as part of Buena Vista Historic District, 4/24/1980), the Negro Branch, 1914-1916 (razed c. 1969), and the East Branch 1917-1919 (NR as part of East Nashville Historic District, 4/15/1982), choosing the Classical Revival style for each. Colley also has at least three Nashville public schools to his credit: Jones Elementary, Baxter Junior High, and Lockeland Elementary. Colley also designed several buildings for universities in middle Tennessee, and his residential commissions included numerous apartment buildings.[10] Colley's single-family residential commissions appear to be few, but he did design a Dutch Colonial Revival residence for Thomas Jefferson Wilkinson in 1930 (NR, 11/29/2006). The home is located in the rural Joelton community of northwest Davidson County. Colley's own personal residence, a Tudor Revival at 1617 16th Avenue South (extant), c. 1925, features a cross-gable roof with half-timbering and stucco in the gable fields. Lockeland Elementary (1939), a Public Works Administration project, also reflects the Tudor Revival style.

Engine Company No. 18 is equally significant for its role in the suburban growth and community development of the City of Nashville. At one o'clock on the afternoon of May 15, 1930, Engine Company No. 18 was one of three new engine companies that "went into service" in three new fire halls.[11] The new fire halls were part of a comprehensive program to expand municipal fire services to recently annexed suburban areas. Through annexations in 1925, 1927, 1928, and 1929, the City of Nashville expanded from 18.2 square miles in 1924 to 26.4 square miles in 1930. With three new engine companies (No. 16, No. 17,

[8] Book 782, Page 337, September 18, 1929, Registrar of Davidson County (RODC).
[9] Robbie D. Jones, "Tennessee Architecture: Professional Architects and Builders, 1920-1950," unpublished manuscript, 1998-2006; American Institute of Architects, "The AIA Historical Directory of American Architects" <http://public.aia.org/sites/hdoaa/wiki/Wiki%20Pages/ahd1008372.aspx>, accessed 1/11/2016.
[10] Jones, n.p.
[11] Frank B. Moore, Chief, Nashville Fire Department, 71st Annual Report, 1931, located in Fire Department Records, Metropolitan Government Archives, Nashville, Tennessee.

and No. 18) operating from their respective new fire halls, the Nashville Fire Department could serve the broad sweep of neighborhoods now included in Nashville's expanded eastern and western boundaries.[12]

The Nashville Fire Department located the Engine Company No. 18 fire hall close to the intersection of Gallatin Road and Douglas Avenue near an area experiencing widespread suburban growth. The fire hall was built on Lot 21 of the Sharpe and Horn's Fourth Addition to Nashville.[13] The No. 16 streetcar following the Nashville Street Railway's Woodland-and-Gallatin and Gallatin-and-Inglewood routes passed in front of the fire hall location.[14] The Woodland-and-Gallatin route ended just north of the fire hall at the Warner Farm for its return route. The Warner Farm, or Renraw, was subdivided between 1912 and 1920. The 1930 City Directory lists a variety of properties along Gallatin Road near the fire hall site. Commercial properties included a pharmacy, dry cleaners, grocer, and restaurant, as well as residential properties and Eastland Baptist Church.[15]

Engine Company No. 18 opened on May 29, 1930, with over 1,500 guests and dignitaries in attendance. According to an account of the event, which appeared in *The Nashville Tennessean* the following day, the dedication ceremony and celebration lasted from 6:00 p.m. to 10:00 p.m. As part of the program, "George Tompkins, city fire commissioner, presented the new company to the citizens of the twenty-seventh ward, and the company was accepted on behalf of the citizens by the Rev. J. Carl McCoy, pastor of the Eastland Baptist Church."[16] The city named the new fire hall for Samuel G. Marshall, a Davidson County Highway Superintendent who had passed away just a short time earlier. Finley Dorris presented a portrait of Marshall to the fire company, which Joel F. Fort accepted on the company's behalf. Additional speakers included Fire Chief Frank B. Moore, James Marshall, Robert Marshall, and Captain J.H. Smiley, leader of the new company. Four floral firms contributed decorations for the occasion: Joy's, Harrison Brothers, O. Geny & Sons, and Haury's Flowers. Visitors also enjoyed celebratory cigars during the ceremonies.[17]

In 1931, a year after Engine Company No. 18 officially opened, according to the City Directory of 1931, Nashville's population was 153,866 (per the 1930 census) with an estimated 200,000 living in the adjacent suburbs. The city area was 26.4 square miles. The fire department, supervised by the commissioner of fire department, consisted of a fire chief, two assistant chiefs, and a force of 237 "regular" men and 51 "substitutes" working in two shifts. The department's fleet consisted of 5 automobiles, 19 engines and 4 hook-and-ladder trucks, as well as a nozzle and chemical engine on reserve. The department was housed in 18 stations across the city with fire alarm telegraph boxes conveniently located.[18]

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[12] Miles, 39-40 from Don H. Doyle, *Nashville Since the 1920s* , Knoxville: University of Tennessee Press: 1985, 75-76.
[13] Plat Book 161, Page 172, February 9, 1906, RODC.
[14] Marshall-Bruce-Polk Co.'s *Nashville City Directory* 1924, 35, <http://distantcousin.com/Directories/TN/Nashville/1924/Pages.asp?Page=0035> accessed 10/16/2015.
[15] Formed in 1911, Eastland Baptist Church moved to Gallatin Road in 1920, holding its first service in a renovated home there on December 5, 1920. The present building was completed c. 1925. <http://www.eastlandbaptistchurch.org/church_history0.aspx> accessed 10/16/2015.
[16] "Fire Hall Opened in 27th Ward," *Nashville Tennessean*, Friday Morning, 5/30/1930, 5.
[17] Ibid. The naming of the fire hall for Samuel G. Marshall appears to have been in honor only.
[18] *Polk's Nashville (Tennessee) City Directory*, 1931, Vol. LXII, R.L. Polk & Co. Publishers, 11.

According to "Nashville: 'The Athens of the South'," prepared by the Chamber of Commerce Publicity Department for inclusion the City Directory of 1931:

> The quarters of the firemen are among the best in the country, with all modrn [sic] conveniences, the halls in the residential districts being so constructed as not to mar the beauty of their sections and, very much resembling a residence.[19]

After the opening of five new fire halls in 1936, Nashville did not conduct another widespread fire hall building program until the 1960s, around the time of the creation of the metropolitan government.[20] By the late 1970s, the city's expanded size once again required construction of new fire halls in many areas beyond the urban core. A new fire hall for Engine Company No. 18 opened in 1989 at Cahal Drive in northern east Nashville. Engine Company No. 18, along with its equipment, moved to the new building, and the Metropolitan Government of Nashville and Davidson County surplused the former fire hall building. Kenneth Wayne Hackney and Linda Darline Hackney acquired the former fire hall property on October 3, 2001.[21] Wal-Mart Stores East, LP, then acquired the former fire hall property, along with adjacent parcels, from the Hackneys on October 27, 2004.[22] With the recording of the Wal-Mart Neighborhood Market Final Plat on November 29, 2004, the former fire hall property was assigned to Lot 2 with a square footage of 12,114 feet and an acreage of 0.278 acres.[23] The plat consolidated several lots into two commercial lots and left three residential lots facing a nearby cross street. In 2005, Wal-Mart Stores, Inc. built a "Neighborhood Market" and parking lot on Lot 1. The plat also identified and recorded an ingress/egress easement on Lot 1 to serve Lot 2. North Edgefield Organized Neighbors acquired the former fire hall property from Wal-Mart Stores, Inc., on November 11, 2008.[24] The current owners purchased the property on June 9, 2015.[25]

The Metropolitan (Nashville) Council designated the former Fire Hall for Engine Company No. 18 as a Local Historic Landmark Overlay District in 2006. The fire hall is also located on Gallatin Avenue opposite the Eastwood Neighborhood Conservation Zoning Overlay District, established in July 2004.

[19] *Polk's,* 27.
[20] The Metropolitan Government of Nashville and Davidson County was established on April 1, 1963.
[21] Instrument No. 20011003-0107438, RODC.
[22] Instrument No. 20041213-0147667, RODC.
[23] Plat/Instrument No. 20041129-0141459, RODC.
[24] Instrument 20091209-0112646, RODC.
[25] Instrument 20150609-0054326, RODC.

## 9. Major Bibliographic References

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| Previous documentation on file (NPS): | | Primary location of additional data: | |
|---|---|---|---|
| X | preliminary determination of individual listing (36 CFR 67 has been requested) | X | State Historic Preservation Office |
| | previously listed in the National Register | X | Other State agency |
| | previously determined eligible by the National Register | | Federal agency |
| | designated a National Historic Landmark | | Local government |
| | recorded by Historic American Buildings Survey # | | University |
| | recorded by Historic American Engineering Record # | | Other |
| | recorded by Historic American Landscape Survey # | Name of repository: Metro-Nashville Historical Commission | |
| Historic Resources Survey Number (if assigned): | | | |
| | | | |

## 10. Geographical Data

**Acreage of Property** 0.28 acres **USGS Quadrangle** Nashville East 311 NW

**Latitude/Longitude Coordinates**

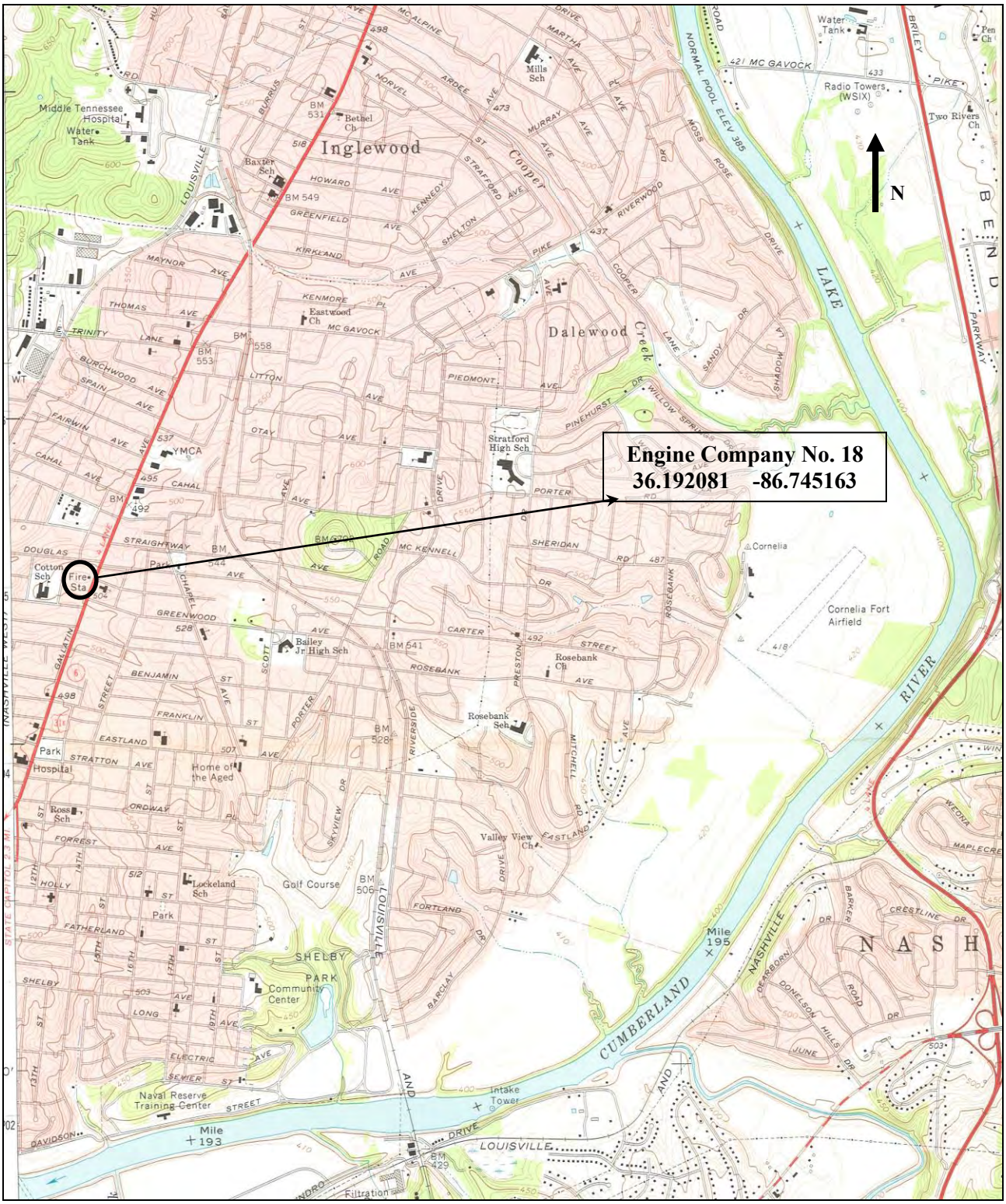
1. Latitude: 36.192081 Longitude: -86.745163

**Verbal Boundary Description**

The boundary for Engine Company No. 18 is all of parcel number 459 on Davidson County tax map 72-13. The legal description for this property is LOT 2 Wal-Mart Neighborhood Market per the Final Plat Wal-Mart Neighborhood Market (Instrument No. 200411290141459, Recorded November 29, 2004). This parcel includes 0.28 acres and is bounded on the north and west by lot lines, on the south by the public ingress/egress serving the parking lot for Wal-Mart Neighborhood Market, and on the east by Gallatin Avenue. Note: Wal-Mart closed this store in January 2016.

**Boundary Justification**

The boundary for Engine Company No. 18 includes the fire hall building historically associated with the property as well as a portion of the parking lot visually contiguous with the parking lot of the Wal-Mart Neighborhood Market.




USGS Topographic Map, Nashville East, Tennessee showing the location of Engine Company No. 18.
(Scale 1:24 000)

## Nashville, Davidson County Parcel Tax Map 72-13-Parcel 459

**Nashville, Davidson County Parcel Tax Map 72-13-Parcel 459 *(Close-up)***

## 11. Form Prepared By

Name: Scarlett C. Miles

Organization: Metropolitan (Nashville) Historical Commission

Street & Number: 3000 Granny White Pike | Date: January 2016

City or Town: Nashville | Telephone: 615-862-7970

E-mail: Scarlett.Miles@Nashville.Gov | State: TN | Zip Code: 37204

**Additional Documentation**

Submit the following items with the completed form:

- **Maps:** A **USGS map** or equivalent (7.5 or 15 minute series) indicating the property's location.
- **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to map.
- **Photographs (**refer to Tennessee Historical Commission National Register *Photo Policy* for submittal of digital images and prints**)**
- **Additional items:** (additional supporting documentation including historic photographs, historic maps, etc. should be included on a Continuation Sheet following the photographic log and sketch maps)

**Paperwork Reduction Act Statement:** This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.).

**Estimated Burden Statement**: Public reporting burden for this form is estimated to average 100 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management. U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

**Photo Log**

Name of Property: Engine Company No. 18
City or Vicinity: Nashville
County: Davidson State: Tennessee
Photographer: Dean Dixon
Date Photographed: August 2015

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

1 of 24. Front façade. Photographer facing west.

2 of 24. Northeast oblique. Photographer facing southwest.

3 of 24. Façade detail – engine bay. Photographer facing southwest.

4 of 24. Façade detail – engine bay limestone surround. Photographer facing west.

5 of 24. Façade detail – pedestrian entrance. Photographer facing northwest.

6 of 24. Northwest oblique. Photographer facing southeast.

7 of 24. West elevation. Photographer facing east.

8 of 24. Southwest oblique. Photographer facing northeast.

9 of 24. Engine bay. Photographer facing southwest.

10 of 24. Engine bay. Photographer facing southwest.

11 of 24. Window detail, engine bay. Photographer facing southeast.

12 of 24. Engine bay. Photographer facing northeast.

13 of 24. Engine bay. Photographer facing southeast.

14 of 24. Entrance into watch room from engine bay. Photographer facing north.

15 of 24. Watch room. Photographer facing northeast.

16 of 24. Watch room. Photographer facing north.

17 of 24. Entrance into work room from watch room. Photographer facing northwest.

18 of 24. Work room. Photographer facing slightly northeast.

19 of 24. Butler's pantry (between work room and kitchen). Photographer facing east.

20 of 24. Kitchen. Photographer facing north.

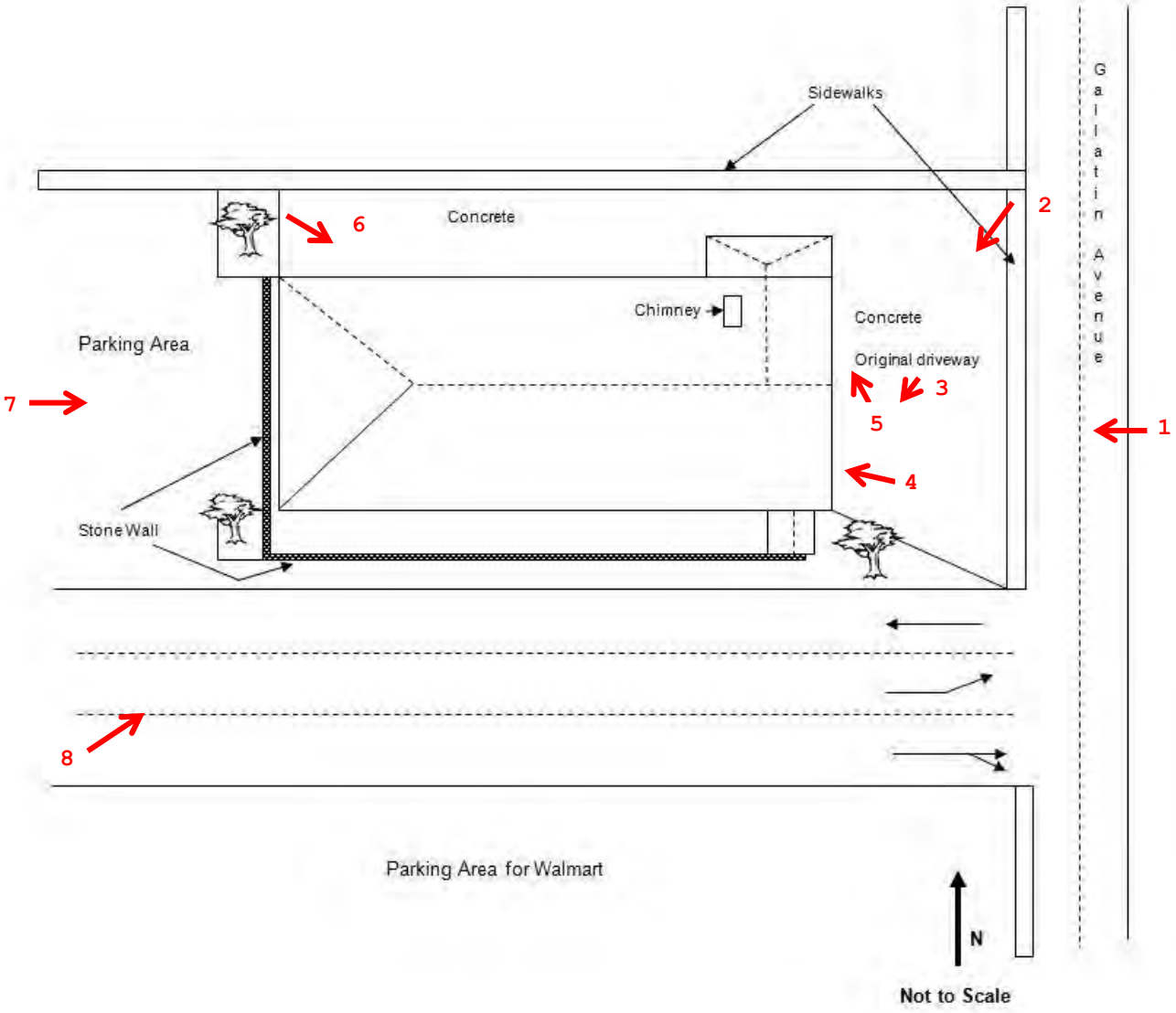
21 of 24. Locker room. Photographer facing north.

22 of 24. Showers. Photographer facing northeast.

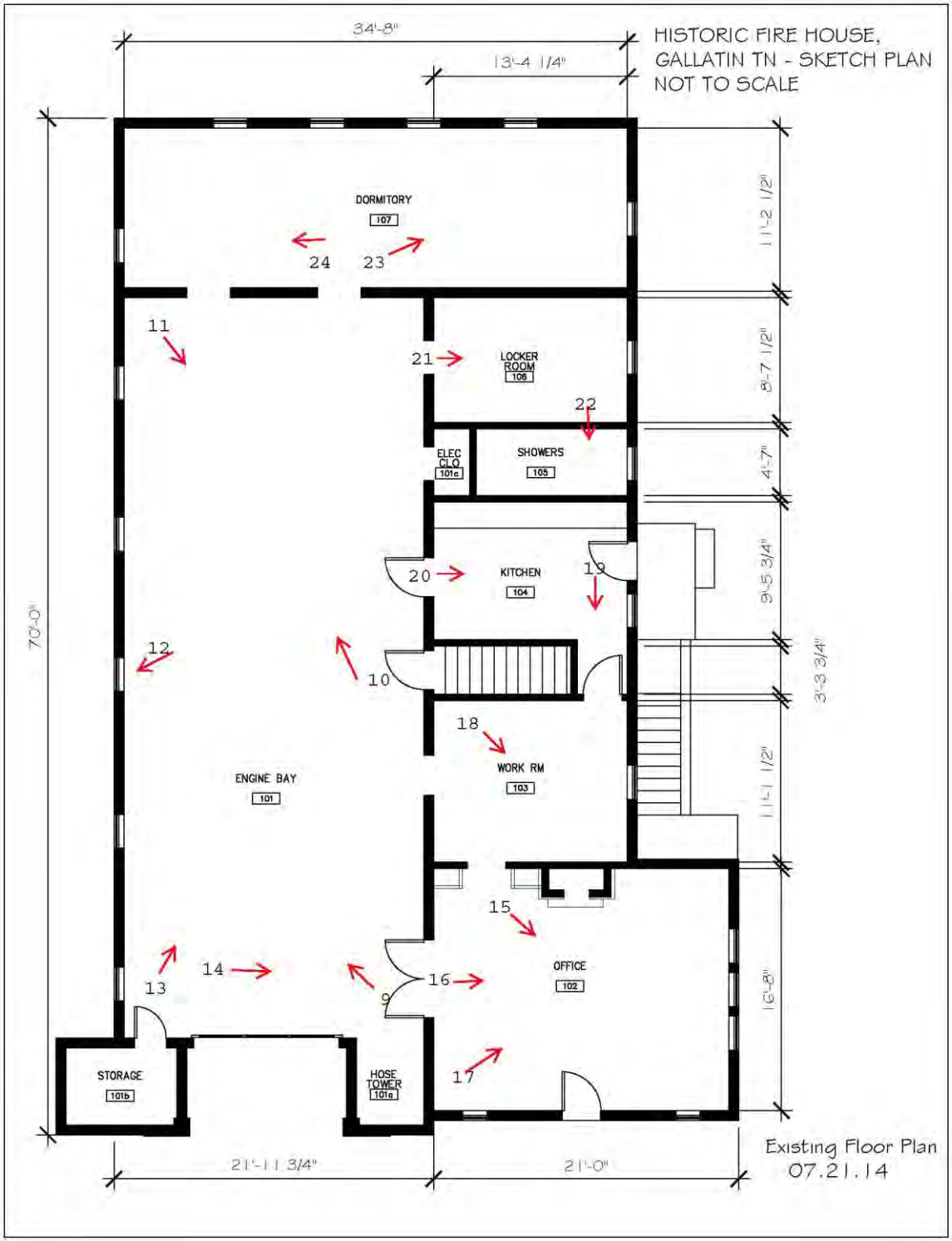
23 of 24. Dormitory. Photographer facing northwest.

24 of 24. Dormitory. Photographer facing south.

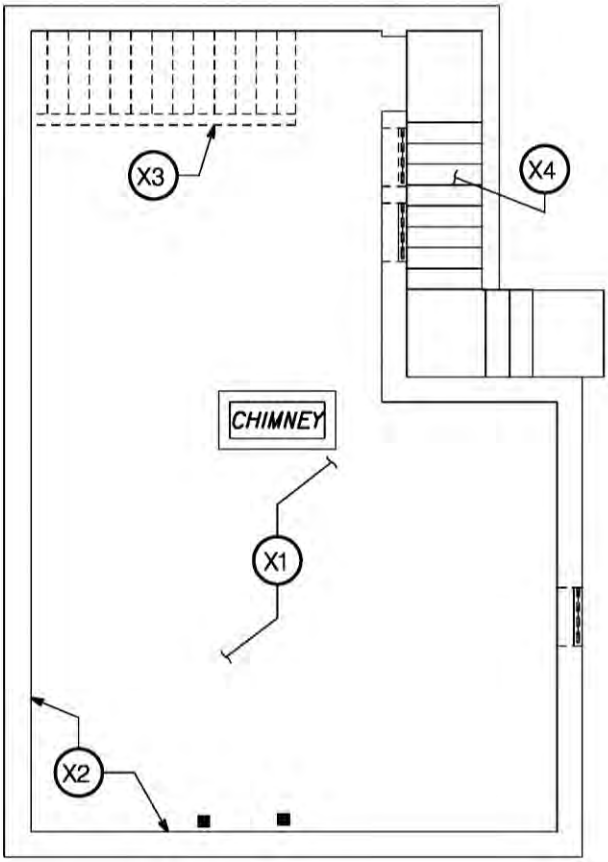
**Site Plan and Photo Key** ***(not to scale)***



**Floor Plan and Photo Key** ***(not to scale)***



**Basement Floor Plan** ***(not to scale)***




X1 EXISTING CONCRETE BASEMENT SLAB

X2 EXISTING CONCRETE BASEMENT WALLS (12" THICK)

X3 EXISTING WOOD STAIRS

X4 EXISTING CONCRETE EXTERIOR STAIRWELL (8" THICK)

**Figure 1: Fire Hall for Engine Company No. 18, date unknown.**
*Photo courtesy of The Station Facebook Page*

**Figure 2: Old Station 18's first fire truck (1930 Lefrance).**
*Photo courtesy of The Station Facebook Page*

**Figure 3: Engine Company No. 18 in 1949.**
*Photo courtesy of Metropolitan (Nashville) Government Archives.*

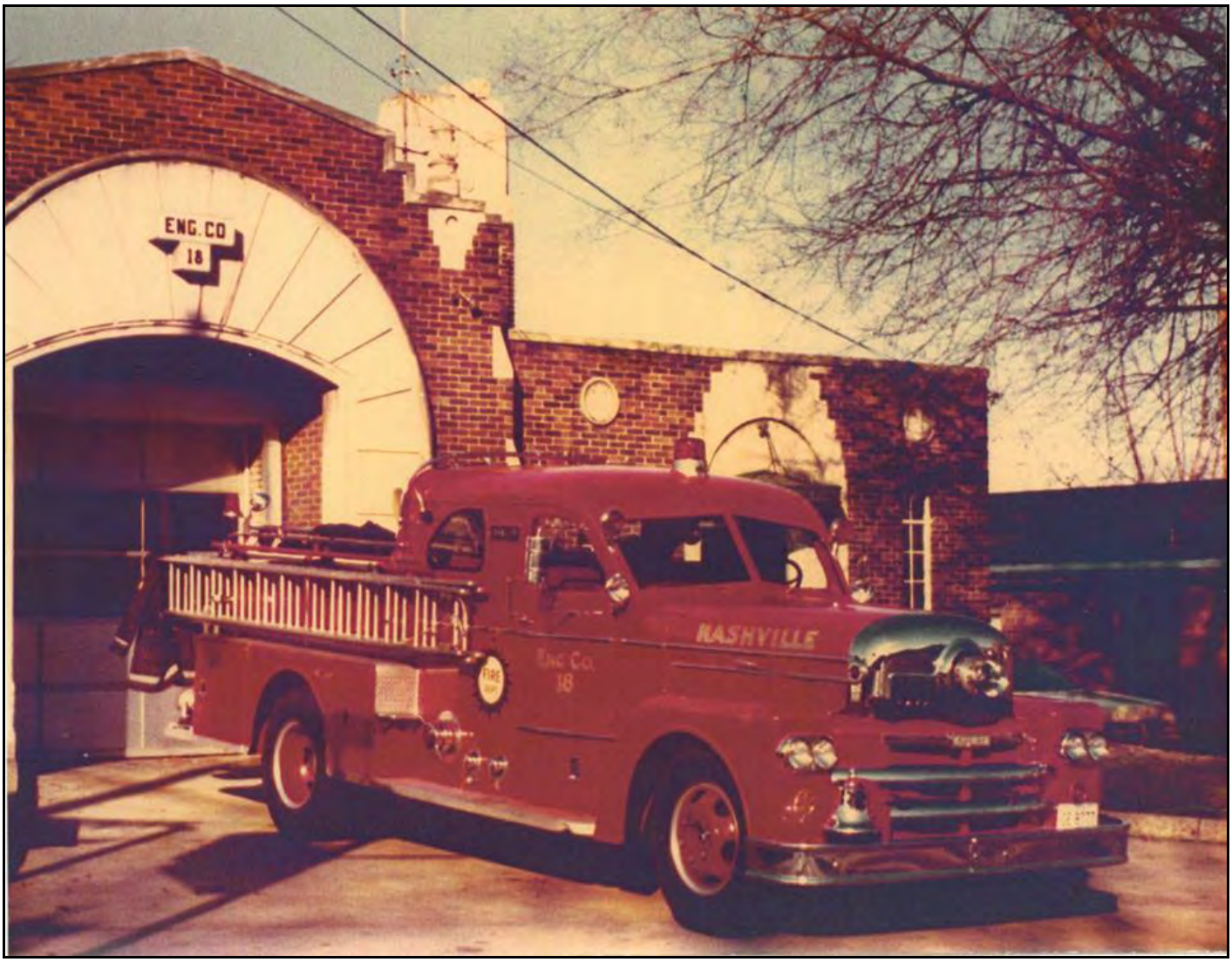



**Figure 4: 2nd fire truck (1960 Seagrave) in front of the Fire Hall for Engine Company No. 18.**
*Photo date unknown and courtesy of The Station Facebook Page*