

FIREHOUSE, ENGINE COMPANY 28 (now Engine Company 228)

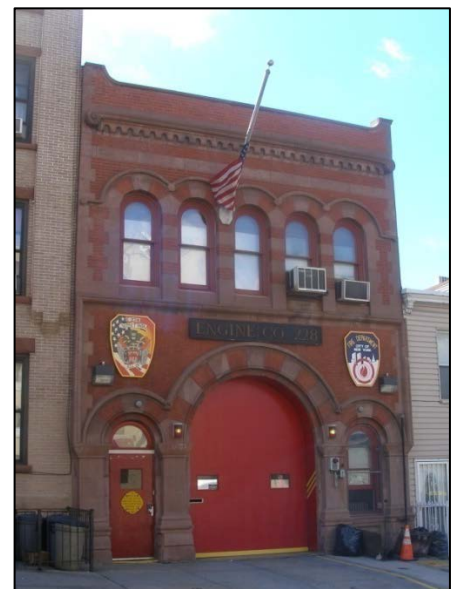
436 39th Street, Borough of Brooklyn. Built: 1891; Builder: William J. Moran

Landmark Site: Borough of Brooklyn Tax Map Block 709, Lot 19

On December 11, 2012, the Landmarks Preservation Commission held a public hearing on the proposed designation as a Landmark of the Firehouse, Engine Company 28 (now Engine Company 228) and the proposed designation of the related Landmark Site (Item No. 3). The hearing had been duly advertised in accordance with the provisions of law. There was one speaker in favor of designation, a representative of the Historic Districts Council. There were no speakers in opposition to designation. In addition, the Commission received a letter from the Fire Department of the City of New York in support of designation.

Summary

Engine Company 28 (now Engine 228) was organized in 1890 in response to the growing population in the Sunset Park area of Brooklyn. The engine company rented quarters at 945 4th Avenue, until construction of their firehouse at 436 39th Street was completed. Engine Company 28 formally moved into their newly erected firehouse in December, 1891. The Brooklyn Fire Department had been established as a paid department in 1869, prior to consolidation with the City Of New York in 1898. Under that reorganization this company was renamed number 128 and during a later reorganization it became Engine 228, which it remains today. This restrained yet imposing Romanesque Revival style building, with stone and brick facade, decorative moldings, and unifying round-arched openings with alternating voussoirs, has remained relatively unaltered. The firehouse for Engine Company 28 was built along a prominent street to bolster service to the Sunset Park community. The firehouse complimented in civic service, as well as architectural expression, the existing 68th Police Precinct Station House and Stable located at 4302 Fourth Avenue that was also designed in the Romanesque Revival style. The firehouse has been a recognizable presence on the busy streets of Sunset Park since the 1890s, when the neighborhood first developed along with the increased construction of commercial and residential buildings. The existence of this continuously-operating firehouse provides a strong civic and architectural presence in this section of Brooklyn.



DESCRIPTION AND ANALYSIS

History of Sunset Park

Located along New York Bay in the southwestern section of Brooklyn, the neighborhood now known as Sunset Park was one of the first areas of Brooklyn to be settled. The area was inhabited by farmers in the mid-17th and 18th centuries; it was not until the 1830s when Brooklyn officially changed in status from a town to a city that surveyors began to map out city streets and development occurred.

In the 1890s wealthy industrialist and businessmen Irving T. Bush recognized the area's potential for development and built a series of piers, warehouses, and factories that would come to be known as Bush Terminal. The complex stretched from 32nd to 51st streets and was the largest commercial and industrial facility in New York, providing employment for 20,000 workers. Its distribution network was linked by both rail and by the ferry at 39th Street and 2nd Avenue.¹ Improvements in infrastructure and the availability of jobs led to the need for additional rail transportation, which attracted The Brooklyn City Railroad Company, The Brooklyn Bath & West End Railroad Company, and the Union Elevated Railroad Company.²

The City of Brooklyn planned Sunset Park in 1890 on 18 acres of land in the heart of the area. Prior to the creation of the park, most of the area known today as Sunset Park was referred to as South Brooklyn. The blocks of 17th to 39th Streets were called South Brooklyn, while 39th Street to 65th Street were considered part of lower Bay Ridge. 39th Street served to demarcate neighborhoods, it was a main artery to the ferry, and was a well-chosen location for Engine 28's new firehouse. The 39th Street demarcation line disappeared during the 1960s, and the area between 17th Street to 65th Street became Sunset Park.³

The initial wave of residential and commercial development in the late 19th and early 20th centuries was followed by a second wave of development in the early 1930s of infill housing and public, religious, and institutional buildings. By the late 1940s several factors led to the decline of Sunset Park, including the advent of the Depression, the cessation of the Third Avenue elevated line and the subsequent construction of the Gowanus Expressway. The move of the maritime industry from Brooklyn to New Jersey in the 1960s and the attendant loss of jobs intensified economic decline in Sunset Park. A combination of local, state, and federal aid in the 1970s helped to improve the area's economy, and during the 1980s, Sunset Park experienced an influx of Asian and Latin-American immigrants and a commercial and industrial resurgence that continues today.⁴

The Brooklyn Fire Department⁵

Early fire companies in Brooklyn were volunteer units, each with its own equipment and personnel. Brooklyn's first volunteer company, established in Brooklyn Heights in 1785, consisted of five men and one engineer, all of whom were chosen to serve for one-year terms at annually-held town meetings. A fire engine was purchased and a wooden barn constructed to store the apparatus on Front Street, close to the present site of Cadman Plaza. As part of their duties, volunteers were expected to "play, clean and inspect the engine" on a monthly basis. For the most part they were clustered close to the East River, in areas where the population and property values tended to be high.

By the mid-19th century, Brooklyn's volunteer department had grown to an estimated 3,000 men. Despite its large size, losses from fires increased during this period and many city residents, as well as members of the insurance industry, argued that better protection would result from the creation of a paid, organized, and well-trained force like that found in other

American cities. Although reservations from volunteers slowed the adoption of such a plan, in 1869 a bill establishing the Brooklyn Fire Department was enacted. The impact on service was considerable: some companies were closed, new apparatus was ordered, and many of the firehouses were rebuilt. The several thousand volunteers who had manned the many firehouses of the volunteer department were replaced by a few hundred paid, professional firefighters. In 1880, for example, 235 men worked in 19 companies.

Brooklyn experienced astonishing growth following the Civil War. The opening of the Brooklyn Bridge in 1883 brought thousands of new workers and residents to the city. Between 1870 and 1890 the city's population doubled, resulting in the development of new commercial and residential districts away from the East River and Upper New York Bay.

As early as 1853, Marriott Field had argued in his *City Architecture: Designs for Dwelling Houses, Stores, Hotels, etc.* for symbolic architectural expression in municipal buildings, including firehouses. Whereas, the New York City Fire Department hired a single architect, Napoleon Le Brun (after 1888, Napoleon Le Brun & Sons), who designed more than forty structures between 1879 and 1894 Brooklyn employed a number of local architects, including Frank Freeman, Peter J. Lauritzen, and the Parfitt Brothers to design the new firehouses.⁶

On February 1, 1886, Mayor Whitney appointed Fire Commissioner John Ennis who entered his new assignment with 30 companies already in place. By the end of 1891, just as Engine 28's station house was completed, Commissioner Ennis had organized 11 new companies in total, created the rank of assistant-foreman, and prioritized the completion of the Fire Department's new headquarters at 365-367 Jay Street. It wasn't until Fire Commissioner Frederick W. Wurster took office in January 1894, that the approach and design of new firehouses changed in the recently annexed towns, where professional firefighters were to replace the volunteer companies.⁷ Under Wurster's command, in 1895, five new companies were organized and housed in new three-story engine houses, which replaced the old style two-story houses in use by the Department.⁸ In October 1895, Wurster stepped down as fire commissioner to run for mayor. He was elected and became the last mayor of Brooklyn, serving from 1896 until 1898, with the consolidation of Brooklyn into Greater New York, the Brooklyn Fire Department was melded into the Fire Department of the City of New York. As symbols of urban growth and civic improvement, Brooklyn's firehouses were praised for their aesthetic character and functional design. Most were fairly simple in plan, providing space for steam engines and other equipment on the ground floor as well as stalls for a team of horses in the rear. In addition, space was set aside for the office of the company foreman and rooms where firemen would spend time between fires.⁹ Buildings such as these fire houses were distinct from private structures not only in their civic function, but also in the quality of materials, workmanship and details used in their construction. Engine Company 28 was erected as the Brooklyn Fire Department was transitioning from a two-story standard firehouse design to three-stories. While the Engine Company 28 building is modest in scale, it is a fine showcase of proportion, details, and the higher level of aesthetics that was shaping firehouse design at the end of the 19th Century.

Engine Company 28 (now Engine Company 228)¹⁰

Engine Company 28 was organized by Commissioner of the Fire Department John Ennis on April 17, 1890 in response to the growing population, new construction, and waterfront commercialization of this section of Brooklyn. In their first year of service, Engine Company 28

rented the quarters at 945 4th Avenue between 37th and 38th Streets. During that time the vacant land at 436 39th Street was purchased and work began on a new firehouse.¹¹ The City of Brooklyn owned the land, and The Department of City Works contracted builder William J. Moran to construct the firehouse. The Department of City Works was organized under a law of the legislature of the State of New York on April 16, 1859. In addition to its many responsibilities for the City of Brooklyn, including maintaining the water supply and streets, The Department of City Works was tasked with the creation of new firehouses. Robert Van Buren was the Chief Engineer of the Department of City Works at the time of Engine 28's construction, but the construction, and most likely the design as well, can be attributed to the builder William J. Moran.¹²

Engine Company 28 formally moved into their newly erected firehouse on December 30th. At that time, the district served by Engine Company 28 was bounded by the neighborhoods of Bay Ridge and Flatbush and the New York Bay. The Brooklyn Fire Department was later consolidated with the City of New York in 1898, following that reorganization this house was renamed number 128 on October 1, 1899, and during a later reorganization it became Engine 228 on January 1, 1913, which it has remained until today.¹³

The Design of Engine Company 28 (now Engine Company 228)

Engine Company 28's firehouse was built in the Romanesque Revival style, which became popular in America following the success of numerous churches designed by architect Richard Upjohn. Fittingly enough, the first building designed in the Romanesque Revival style in America was in Brooklyn. The Church of the Pilgrims, a handsome Romanesque Revival church located at the corner of Henry and Remsen Streets, was completed by Upjohn in 1846.¹⁴ But it was not for a few decades that the Romanesque and picturesque styles became the preeminent style of choice in firehouse design in New York City and in the City of Brooklyn. This style was predominantly used in civic architecture from 1885 until 1895. After 1895, and continuing until 1910, the design of choice for firehouses became classical and renaissance revivals.¹⁵

Built in 1886, the 68th Police Precinct Station House and Stable located at 4302 Fourth Avenue was designed by architect Emile M. Gruwe, and is a fine example of the Romanesque Revival style (a designated New York City Landmark). Engine Company 28, located just four blocks away at 436 39th Street, offered a compliment not only in civic service, but in architectural style. In their book, *American Architecture 1607-1976*, Marcus Whiffen and Frederick Koeper describe some of the beneficial qualities of the Romanesque Revival style in the construction of public buildings. "The style was known for rapidity of execution, durability, fewer members, and less overall complication of details than the Gothic expression that preceded it."¹⁶ The style also lent metaphoric weight and reliability to these civic buildings, and in 1892, a year after Engine 28 was completed, the Fire Department's new headquarters at 365-367 Jay Street was finished in the Romanesque Revival style by Frank Freeman (a designated New York City Landmark).

Plans for Engine 28's new building were filed with the Brooklyn Department of Buildings on May 25, 1889. The land for Engine Company 28, located 300 feet from Fourth Avenue at 436 39th Street, measures 25 by 100.2 feet. The estimated cost of the building was listed as \$11,000. The two-story brick building is 25 feet wide and extends to the southern lot line; from the curb to the highest point the building measures 33'6" feet.¹⁷

The Department of City Works contracted builder William J. Moran to erect the engine house. While modest in scale, the two-story building is a fine example of the Romanesque Revival style. Moran's symmetrical firehouse utilized a tripartite arched configuration for the first story, including an enlarged central arch to accommodate a fire engine that contributes to the building's imposing appearance. The arches are composed of alternating voussoirs of red-brick and reddish-brown sandstone. These arches convey an architectural flourish in color and detail, while still retaining a solemn reliability appropriate for civic architecture. Brownstone pilasters resting on bases support the round arches of the first floors' bays. The ornamented arched windows on the second story are similar to those below on the first floor, and a denticulated frieze adorns the top of the façade. The use of brownstone quoins frame the building, and together with the denticulated frieze, these combined elements serve to neatly hem in or trim the building. The interior hose drying racks and fire pole location appear to date to the building's original construction. In 1919 there were modest upgrades to the floor, kitchen and plumbing. Vault doors were also placed on the sidewalk.¹⁸

As Engine 28's firehouse was nearing completion, William J. Moran successfully used the same design to outbid other builders for the contract for Hook and Ladder Company 2 new firehouse on Bedford Avenue near Myrtle Avenue.¹⁹ This duplicate firehouse was completed a few months after Engine 28's house was completed, and is a testament to the success of the design.

William J. Moran²⁰

William J. Moran was born February 25, 1856 in Brooklyn. He apprenticed as a mason before eventually becoming a successful and well-known builder in Brooklyn. He built firehouses and public schools, and was one of the builders who erected the American Sugar Refinery (now Domino Sugar Factory) on Kent Avenue and The Dime Savings Bank on DeKalb Avenue.²¹ Prior to the completion of Engine 28's firehouse at 39th Street, Moran erected a firehouse at State Street between Boerum Place and Smith Street (demolished). Moran's design for the State Street truck house for Hook and Ladder Company 10 employed arched window openings and a denticulated cornice, elements that Moran used for Engine 28's firehouse. However, the State Street truck house's central bay had an awkward rectangular enframing, and overall had far less articulation in details. Moran's improved design at 39th Street utilized an arched central opening that complimented the flanking arched window openings. At 39th Street Moran used alternating materials for the voussoirs, and there are numerous decorative flourishes. These elements culminated in a successful Romanesque Revival design; and it was this improved design which Moran used to erect a duplicate of 436 39th Street for Hook and Ladder Company 2 at Bedford Avenue near Myrtle Avenue.

William J. Moran came from a family of builders. He worked with his brother John J. Moran, and the brothers had a nephew, also John J. Moran, who worked in the construction business and would eventually become Chief Inspector of the Department of Buildings. William J. and his brother John J. both worked from 136 Broadway in Brooklyn, were members of the Eckford Club, and, in 1915, formed the Narom Realty and Construction Company. While it seems the brothers worked together as builders, it was William who received payments, contracts, and accreditation for the buildings they erected. William was most likely responsible for the design, but this fact remains unclear, and the brothers never advertised or listed their services as a family business. William J. Moran would later be described by the *Brooklyn Daily Eagle* as "Commodore of the Jamaica Bay Yacht Club ...and one of the best known of the old

Eastern District residents.” William J. Moran remained well-regarded in his accomplishments and could call many prominent political figures of the time a close friend.

Description

Two-story, Romanesque Revival style firehouse, symmetrical design. The building occupies a mid-block site, and the eastern side is not visible due to the adjacent building. The plain-brick western side, which has been painted, is only visible a few feet above the adjacent two-story building.

Historic: Ground story: three bays with alternating voussoirs of red-brick and smooth New Jersey reddish-brownstone, with a large central arched vehicle bay, flanked by two smaller arched openings; brownstone stringcourse and quoins separate first and second story; brownstone base pilasters of smooth brownstone support the round arches of the first floor bays; the second-story has five bays similarly ornamented with alternating voussoirs of red-brick and smooth New Jersey reddish-brownstone; molded arch drip-molding with decorative floral label stops; denticulated frieze lies above a simple brownstone course above the second-story arches; brick parapet capped with decorative brownstone lip; brick chimney behind roofline attached to adjacent building at the eastern side.

Alterations: Paneled wood pedestrian door at east bay replaced with non-historic metal one; central double-doors, that would have swung open, have been replaced with a single motorized metal lift gate; metal capping on the underside of central arch; original wood brick molds replaced in kind; mesh storm window and non-historic replacement sash on first-story window at the west opening; second-floor windows have replacement one-over-one wood sashes painted red to match brick; security camera affixed to wood brick mold at the second floor; flagpole moved from beneath center bay at second-story to off-center position between arched openings on the east side; non-historic metal brackets support air conditioner units; non-historic sign centered above entry reads “Engine Co 228”; two non-historic plaques “Fire Department City of New York” and “E-228 Sunset Park All In” attached at first story; electrical conduits, call-box, and non-historic light fixtures attached to first story arches.

Report researched and written by
Michael Owen
Executive Department

NOTES

¹ This section on the early history of Sunset Park is based on: Landmarks Preservation Commission, *Sunset Park Court House Designation Report*, LP-2096, prepared by Isabel Hill (New York: City of New York, 2001), 2.

² “South Brooklyn Improvements,” *Brooklyn Daily Eagle*, July 22, 1887, 2.

³ Information in this section is based on the following sources: Marion Palm, *Sunrise on Sunset Park*, (New York: Xlibris Corporation, 2011), 9; Kenneth T. Jackson and John B. Manbeck, *The Neighborhoods of Brooklyn* (New Haven and London: Yale University Press, 1998), 200-201; these boundaries continue to change and today many consider the area between 15th Street and 24th Street Park Slope South.

⁴ Hill, 2.

⁵ Information in this section is based on the following sources: “The Brooklyn Fire Department,” in Landmarks Preservation Commission *Fire Engine Company 253 Designation Report*, LP-1986, prepared by Matthew Postal (New York: City of New York, 1998), 2-3; *Annual Report of the Commissioner of the Department of Fire of the City of Brooklyn* (Brooklyn, 1890-1897); J. Frank Kernan, *Reminiscences of the Old Fire Laddies and Volunteer Fire Departments of New York and Brooklyn* (New York: M. Crane, 1885); *Our Firemen: The Official History of the Brooklyn Fire Department from the First Volunteer to the Latest Appointee* (Brooklyn, 1892); Daniel Pisark, “Old New York and Brooklyn Firehouses: Their Evolution, Architecture, and Preservation,” paper prepared for the Landmarks Scholar Program of the New York City Landmarks Preservation Commission, 1976; *Volunteer Fire Fighting in 19th-Century Brooklyn*, exhibition and exhibition catalogue (Brooklyn: Brooklyn Historical Society, 1995).

⁶ This section is adapted from LPC, *Fire House, Hook and Ladder 17 (also now Engine Company 60) Designation Report*, LP-2046, prepared by Virginia Kurshan (New York: City of New York, 2007), 2.

⁷ “The Brooklyn Fire Department,” in Landmarks Preservation Commission *Firehouse, Engine Company 40/ Hook and Ladder 21 (now Engine Company 240/ Battalion 48)*, LP-2526, prepared by Gale Harris, (New York: City of New York, 2013), 4.

⁸ *Annual Report of the Commissioner of the Department of Fire of the City of Brooklyn, N.Y. for the Year 1890* (Brooklyn, NY: Printed for the Corporation, 1891), 31.

⁹ *Annual Report of the Commissioner of the Department of Fire of the City of Brooklyn, N.Y. for the Year 1894* (Brooklyn, NY: Printed for the Corporation, 1895), 16.

¹⁰ Information in this section is based on the following sources: *Our Firemen; The Brooklyn Daily Eagle Almanac*, (New York: Press of The Brooklyn Daily Eagle Book and Job Department) Volume VII, 1892, 185; *Annual Reports of the Department of City Works for the City of Brooklyn* (Brooklyn, 1886 & 1887).

¹¹ *Robinson’s Atlas of the City of Brooklyn* (Brooklyn: E. Robinson and R.H Pidgeon, 1886), Ward 8, Plate 34; Land along 39th Street to the east of the firehouse still had no block and lot numbers and was mostly undeveloped land.

¹² Brooklyn Department of Buildings, New Building Application 465; Plan #1201, original plans for 436 39th Street, Block 709 Lot 19 folder. On the New Building application filed with the DOB, the owner is listed as “The City of Brooklyn”; “The Department of City Works” is listed as the Architect; and “John J. Moran” is listed as the builder. William J. Moran, and not his brother John J. Moran, would eventually be credited with building the firehouse; William J. Moran was listed solely on all invoices and payments from Fire Department, business directory listings list only William J., and a review of both brothers’ obituaries reveal William J. Moran was credited with owning his buildings and station house before selling them to the City, while John J. Moran’s obituary doesn’t mention any firehouses, only that he was a builder.

¹³ The information in this section was derived from: “Engine 228,” in the George F. Mand Library, FDNY Fire Academy, Randall’s Island, NY; New York State Parks & Recreation, Division of Historic Preservation “Engine Company 228, prepared by Mike Boucher BXCO; “Engine Company 228 Brooklyn, FDNY,” http://nyfd.com/brooklyn_engines/engine_228.html, accessed on 11/16/12.

¹⁴ Marcus Whiffen and Frederick Koeper, *American Architecture 1607-1976*, (Cambridge: The Massachusetts Institute of Technology Press, Second Printing 1981), 197-198; The Church of the Pilgrims is now the home of Our Lady of Lebanon Maronite Catholic Church, and is located within the designated Brooklyn Heights Historic District.

¹⁵ U.S. Department of the Interior: Heritage, Conservation, and Recreation Services, National Register of Historic Places Inventory- Nomination Form, “New York City Firehouses: National Register Thematic Group” prepared by Christopher Gray for the New York City Landmarks Conservancy, 1980.

¹⁶ Whiffen and Koeper, 198.

¹⁷ Brooklyn Department of Buildings, New Building Application 465; Plan #1201, original plans for 436 39th Street, Block 709 Lot 19 folder; the original two skylights measured 6 by 10 and 4 by 4 feet, respectively.

¹⁸ Brooklyn Department of Buildings, Application No. 5146; filed May 20, 1919, Block 709 Lot 19 folder; *39th Street was briefly renumbered, and the address “178 39th Street,” was initially listed on this application then crossed out with the corrected “436 39th”.

¹⁹ “Department of City Works, Commissioner’s Office; Proposals were this day publicly opened and announced for building a hook and ladder truck house on Bedford Avenue, near Myrtle Avenue,” *The Brooklyn Daily Eagle*, June 1, 1891, 3; The “twin” firehouse on Bedford Avenue has since been demolished.

²⁰ Information in this section is based on the following sources: “William J. Moran, Boro Builder, Dies,” *The Brooklyn Daily Eagle*, July 25, 1937, A 15; “Obituaries: John J. Moran, 83, Retired Builder,” *The Brooklyn Daily Eagle*, September 26, 1943, 2; *Annual Report of the Commissioner of the Department of Fire of the City of Brooklyn, For the Year 1890* (Brooklyn, 1891); *Lain’s Brooklyn Directory, Lain & Healy Business Directory For the year ending May 1st, 1893*, (New York: Press of Wynkoop & Fahdseck, 1894); *Trow’s Business Directory of Greater New York Five Boroughs Combined 1898-1913*, (New York: 1914); “Charles A. Angell Leaves \$423,988,” *The Brooklyn Daily Eagle*, March 29, 1938, 8; “Nephew accuses W. J. Moran,” *The Brooklyn Daily Eagle*, March 1, 1916, 8; “Real Estate Market” *The Brooklyn Daily Eagle*, April 24, 1897; “Department of City Works Commissioner’s Office Announcements” *The Brooklyn Daily Eagle*, June 1, 1891, 3; “New Realty Corporations, Narom Realty and Construction Company” *The Brooklyn Daily Eagle*, October 8, 1915, 15.

²¹ Both buildings are designated New York City Landmarks.

FINDINGS AND DESIGNATION

On the basis of a careful consideration of the history, the architecture, and other features of this building, the Landmarks Preservation Commission finds that Firehouse, Engine Company 28 (now Engine Company 228) has a special character and a special historical and aesthetic interest and value as part of the development, heritage, and cultural characteristics of New York City.

The Commission further finds that this firehouse for Engine Company 28 (now Engine 228) is a distinctive Romanesque Revival style building; that it was constructed in 1891 under Brooklyn Fire Department Commissioner John Ennis in response to the growing population and number of buildings in the Sunset Park area of Brooklyn; that the firehouse for Engine Company 28 was built along a prominent street to bolster service to the Sunset Park community, and compliment in civic service as well as architectural expression the existing 68th Police Precinct Station House and Stable located at 4302 Fourth Avenue that was also designed in the Romanesque Revival style; that it was built for the City of Brooklyn by William J. Moran, a prominent Brooklyn builder who constructed numerous firehouses for the city; that the quality of the building's materials, workmanship, and details are exemplified in the stone and brick facade, decorative moldings, and round-arched openings with alternating voussoirs; that the building has remained relatively unaltered and has been a recognizable presence on the busy streets of Sunset Park since its original construction in the 1890s, when the neighborhood first developed along with the increased construction of commercial and residential buildings; that the existence of this continuously-operating firehouse provides a strong civic and architectural presence in this section of Brooklyn.

Accordingly, pursuant to the provisions of Chapter 74, Section 3020 of the Charter of the City of New York and Chapter 3 of Title 25 of the Administrative Code of the City of New York, the Landmarks Preservation Commission designates as a Landmark Firehouse Engine Company 28 (now Engine Company 228), Brooklyn and designates as its Landmark Site Borough of the Brooklyn Tax Map Block 709, Lot 19.

Robert B. Tierney, Chair
Frederick Bland, Diana Chapin, Michael Devonshire, Joan Gerner,
Margery Perlmutter, Elizabeth Ryan, Roberta Washington, Commissioners



FIREHOUSE, ENGINE COMPANY 28 (now ENGINE COMPANY 228)
436 39th Street, Borough of Brooklyn, Tax Map Block 709, Lot 19
Photo: Michael Owen, October 2012

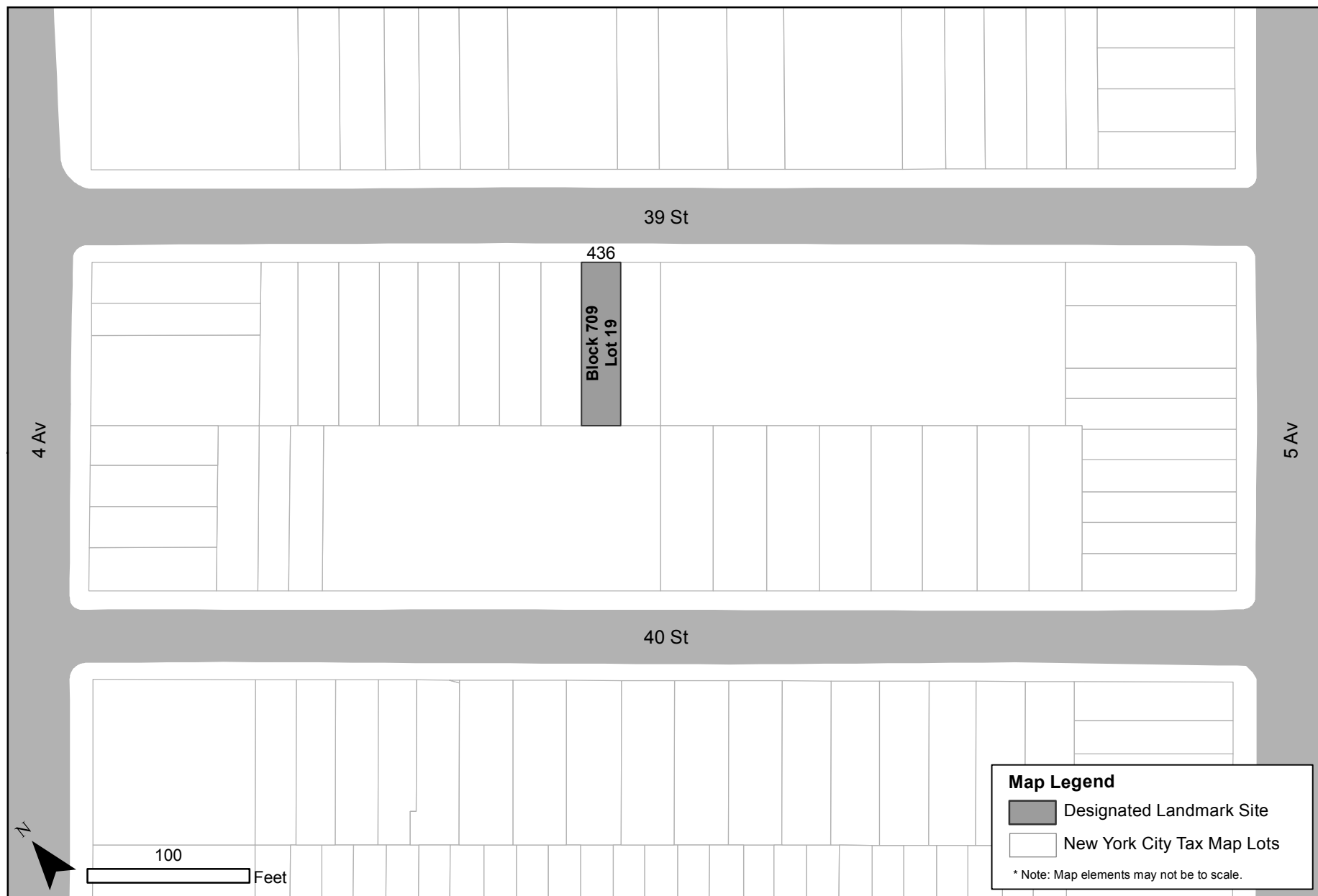


FIREHOUSE, ENGINE COMPANY 28 (now ENGINE COMPANY 228)
436 39th Street, Borough of Brooklyn, Tax Map Block 709, Lot 19
Photo: NYC Department of Finance, c. 1939-41



FIREHOUSE, ENGINE COMPANY 28 (now ENGINE COMPANY 228)
436 39th Street, Borough of Brooklyn, Tax Map Block 709, Lot 19
Photos: Michael Owen, October 2012





Map Legend

- Designated Landmark Site
- New York City Tax Map Lots

* Note: Map elements may not be to scale.

FIREHOUSE, ENGINE COMPANY 28 (NOW ENGINE COMPANY 228) (LP-2525), 436 39th Street
 Landmark Site: Borough of Brooklyn, Tax Map Block 709, Lot 19

Designated: February 12, 2013