

**Baltimore City
Commission for Historical and
Architectural Preservation**



**Landmark Designation Report
December 13, 2021**

Truck House No. 5 (Oliver Community Firehouse)

1220 E. Oliver Street
Baltimore, Maryland



Commission for Historical & Architectural Preservation

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Significance Summary

Truck House No. 5 is a highly ornamental Renaissance Revival fire station built in 1905 and constructed by prominent contractor Frederick Decker and Sons. The design is credited to the City Inspector of Buildings, Edward D. Preston. The structure is an excellent example of early 20th century fire stations as well as an example of Renaissance Revival architecture.

The building is also associated with Baltimore City Fire Department history, especially the history of Truck Company No. 5, which was established in 1887 and is still serving the community (from another location). This structure was one of the last fire houses constructed for horse drawn fire trucks.

Architectural Description

Truck House No. 5 is located at the northwest corner of Oliver Street and Harford Avenue in the Oliver neighborhood. It sits on an oddly-shaped 92' x 92' x 94' x 34' lot, facing east onto Harford Rd., south onto Oliver St, west to an unnamed alley, and north to what was once Goodwin Street, but is now closed.¹

It is a two-story irregularly-shaped rectangular brick with decorative terracotta details, designed in the Renaissance Revival style and built in 1905. This architectural description is from the Maryland Inventory of Historic Properties form for the firehouse:

The structure is brick and terra cotta on a granite foundation, and a flat roof. The Harford Ave. façade is 3 bays wide. The first story is terra cotta in a coursed ashlar pattern, with rounded corners, a large, rectangular, recessed opening in each end bay, a small doorway with transom and console keystone in the central bay. Above is a belt course and balustrade. The second story is iron spot Roman brick in the running bond, with recessed corners, double windows in the end bays, and a single window in the central bay. Above is a full entablature with pressed metal architrave and medallioned cornice, and brick parapet. The Oliver elevation is of Roman brick, and is seven bays wide. The first bay from right proper is set at an angle and has a large rectangular door in the first story and a tripartite window in the second story. There are single windows in the third and fifth bays from the right proper, and double windows in the second, fourth, and sixth bays, in both stories. The seventh bay is the second story with a single window. The entablature and parapet, both match the façade. Each window has one over one double hung aluminum sash and stone lintels with projecting keystones. All second story bays are divided by pilasters.²

Property History

Truck Company No. 5 was organized on April 1, 1887.³ The Company was originally called No. 5 Hook and Ladder Company; a reference to the fire apparatus used by the Company.⁴ The fire apparatuses were originally horse-drawn, and Baltimore City firehouses were built with stalls for horses until 1920.⁵ During the early twentieth century, the terminology for the Hook & Ladder Companies were updated to refer to “Trucks”.

The Company’s original firehouse, built in 1887, was located on the east side of Aisquith St., at the intersection of Oliver and Hoffman Streets, a block south and west of this station.⁶ In May 1903, the original firehouse was condemned by Building Inspector Preston, who determined that the building was dangerous and required that the company move out.⁷ According to the *Sun*, a City Ordinance would have to be passed to build a new replacement fire station, and it was “thought probably that the house will be built in another location in that neighborhood, as the present lot is considered in some respects undesirable.”⁸ The current location was quickly chosen and this firehouse was completed by November 1905. The lot on which this firehouse is located previously was the site of several rowhomes that fronted on Harford Rd., which were demolished in order to construct the firehouse.

On Aug 27, 1904, it was reported in the *Baltimore Sun* that “[s]pecifications were approved yesterday at a special meeting of the Board of Awards for a new No. 5 truckhouse to be erected on the northwest corner of Harford avenue and Oliver street. The building will be constructed of terra cotta and brick, and it is planned to make it the most modern and artistic of the city's firehouses. It will cost about \$25,000.”⁹ Another *Sun* article published a few days later further described the firehouse, stating that “it is planned to make the edifice the most modern of fire-company houses. The base and balcony will be of terra cotta, the corners being rounded. The second story will be of red brick.”¹⁰ The architect of the firehouse is unknown, as it was common in the early twentieth century for municipal buildings to be credited to the City Inspector of Buildings, Edward D. Preston.¹¹ The building was constructed by Frederick Decker & Son.¹²

The construction of the firehouse was likely somewhat delayed due to the Great Baltimore Fire, which destroyed downtown Baltimore in February 1904, as the government’s focus shifted to rebuilding downtown.¹³ However, in 1905, the year that Truck House No. 5 was completed, the City was balancing the rebuilding of downtown with a number of ambitious construction projects that served the growing city, including two other fire stations, schools, parks, reservoirs, sewers, and water service.¹⁴

The firehouse was dedicated in early November 1905; the dedication was organized by the Northeast Baltimore Improvement Association, and Mayor Timanus was one of the honored speakers.¹⁵ When the firehouse opened, the company had twelve firemen, including one captain, lieutenant, tillerman, assistant tillerman, hostler, and seven ladder men, and one first-size Hayes aerial truck.¹⁶

Several Engine Companies shared quarters in this firehouse with Truck Company No. 5. A few were placed into service in this firehouse as a temporary measure until their firehouses were constructed. In 1905, Engine Company No. 27 was placed in service temporarily at this building

in 1905, pending completion of its own firehouse on Greene St.¹⁷ Engine Companies No. 28 and No. 29 were created in 1906 and housed at this firehouse until their stations were completed.¹⁸ Two Engine Companies were located in this firehouse for around a decade apiece: Engine Company No. 33 and Engine Company No. 9. Engine Company No. 33 was created on January 1, 1908 and placed into service in this building, sharing quarters with Truck Company No. 5.¹⁹ It shared quarters in this firehouse until 1919.²⁰ This Engine Company is still in service today, and from 2000 to present, is again quartered at the same fire station as Truck Co. No. 5, at the Herman Williams, Jr. Fire Station. Engine Company No. 9 was founded in 1872; originally quartered in other firehouses, it moved to this firehouse in 1969.²¹ It was “quietly disbanded” in 1978, “the first of several reductions of force planned in inner-city neighborhoods, according to sources in the Fire Department.”²²

Many articles in the *Sun* over the years announced commendations given to firefighters from this Truck Company who saved lives during fires, such as a rescue from a second story window during a 1954 fire, rescuing a child in 1972, and saving five young children and their partially blind great-grandmother from a house fire just a block away from the station in 1993.²³ The firefighters of Truck Company No. 5, like all firefighters, risk their lives on the job, with men hospitalized for injuries sustained on the job.²⁴ In 1983, Truck Co. 5 was “considered one of the busiest fire houses in the city.”²⁵

This fire station was closed in 2000 and Truck Company No. 5 was relocated to the newly constructed Herman Williams, Jr. Fire Station at 805 E. 25th St. where the Company is still housed today.²⁶ Baltimore City Department of Housing and Community Development is in the process of selling the firehouse to the African American Fire Fighters Historical Society (AAFFHS).²⁷ This non-profit organization intends to rehabilitate the firehouse and turn it into a museum that will further their mission to “collect, preserve and disseminate historical data, and information relating to the contributions made by fire fighters of color, and others who have made a contribution to such history; to be used for the purpose of education, fire prevention and mentoring.”²⁸ The organization was founded in 2009, and the purpose of the museum is to both share the stories of the firefighters of color that have served in an predominantly white field, and expose more young people of color to the fire service.²⁹

Contextual History

Oliver

Truck Company No. 5 was established in the Oliver neighborhood in 1887, where it was located until the closure of this building in 2000. While the Truck Company is still in existence today, its tenure serving the Oliver community for over 110 years is notable, particularly since so many fire companies were moved, consolidated, and disbanded during the twentieth century.

The Oliver neighborhood developed in the mid-to-late 19th century, near “Greenmount” the former country estate of Irish immigrant and flour merchant John Oliver, which became Greenmount Cemetery in 1839 following Oliver’s death.³⁰ The great famine of the 1840s led to the immigration of many Irish immigrants to Baltimore, who first settled in Fells Point, but later moved northward along Harford Road. Later, the area was home to many German immigrants, who established houses of worship, schools, and other institutions.³¹ Beginning in the 1920s, Black people began

moving into this part of East Baltimore, followed by a significant increase in the Black community during the second wave of the Great Migration during World War II, with people moving north to Baltimore for jobs and better opportunities.³²

The Oliver neighborhood was the site of significant urban renewal, as well as redevelopment along Harford Road in the mid-late twentieth century. The significant demolition along the Harford Road corridor led to the finding that the section of Harford Road where this firehouse, the Apollo Theater, and several other historic buildings are located did not possess sufficient physical integrity to be included in the Old East Baltimore National Register Historic District.³³ However, the omission of these historic properties from the district boundaries does not mean that they not historically significant on their own.

Baltimore City Fire Department Summary History

The following historical summary of the Baltimore City Fire Department is provided on their website:

The Maryland General Assembly formally established the Town of Baltimore in 1729 with the first municipally established fire ordinance written into law in 1747. Urban growth in to the 1800's led local businesses and political leaders to form volunteer fire companies to guard against loss. Competitive resentment between these companies led local fire chiefs to organize the Baltimore Association of Firemen to improve the fire service's public image. In 1858, when that initiative failed to bring order, city politicians disbanded the volunteers and introduced the 153-member professional Baltimore City Fire Department. Similar to other rapidly growing cities across the country, urban density with the spread of factories, port facilities, warehouses and apartment buildings, created the potential for danger.

In 1904, the Great Baltimore Fire burned for more than a full day and destroyed 70 blocks and 1,526 buildings in the downtown area. That incident led to systematic urban renewal programs and uniform national standards in firefighting equipment and protocols.³⁴

Truck House No. 5 (Oliver Community Fire House), will join three firehouses that are designated as Baltimore City Landmarks:

- Engine House No. 6 at 416 N. Gay Street, built 1853, designated in 1975, currently the Baltimore City Fire Museum
- Walters Bath House and Engine House #10 at 906 Washington Boulevard, built 1872, designated 2002, currently a mixed-used development
- Fire Engine Company No. 25 at 2140 McCulloh Street, built 1904, designated in 2003, currently the headquarters of the Druid Heights Community Development Corporation.

Fire Department Integration and Notable Black Firefighters at Truck Co. No. 5

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For the majority of the Fire Department's long history, only white men were allowed to serve as firefighters. In September 1942, during World War II, fifteen Black Baltimoreans completed training under the Civilian Defense volunteer program to become the first Black auxiliary firefighters.³⁵ The members of the auxiliary were not paid for their efforts. They were assigned to the fire department stations closest to their homes, and the first cohort of Black firefighters served four fire stations in West Baltimore.³⁶ The first Black firefighters were hired by the Baltimore City Fire Department in 1953, but racial restrictions were in place in the firehouses, with segregated beds, toilets, washbasins, and other facilities for Black firemen.³⁷ In 1956, the racial segregation of firehouses was banned by the Acting Chief of the Fire Department, providing the 120 Black firefighters of a force of 1,853 members less discriminatory work conditions.³⁸

George Collins, President and Founder of the African American Fire Fighters Historical Society (AAFFHS), provided information on three notable Black firefighters who, among others, served Truck House No. 5. Johnny Buckson joined the Baltimore City Fire Department in the mid-1950s following the desegregation of the Fire Department, and was assigned to Truck House No. 5 for his entire career – walking to work every day from his home on Bonaparte Ave.³⁹ Lieutenant Michael Jenson, Baltimore City's longest serving African American fire lieutenant, was assigned to Truck Co. No. 5 in 1978, and served as a lieutenant from 1980 until his retirement in 2010. He also served as a Baltimore City Fire Department (BCFD) Chaplain, as well as the International Association of Black Professional Fire Fighters Chaplain for the past six years. Jenson is also the Co-founder of the AAFFHS, and its inaugural Vice-President.⁴⁰ Fire Fighter Fred Bond also served Truck Co. No. 5, and was BCFD's first African American Supply Coordinator.⁴¹

Architectural Context

The first decade of the twentieth century saw the most firehouses constructed in Baltimore, with 19 firehouses built across the growing city.⁴² Truck House No. 5 was one of them. The architect of the firehouse is unknown, as it was common in the early twentieth century for municipal buildings to be credited to the City Inspector of Buildings, Edward D. Preston.⁴³ This Renaissance Revival style firehouse is one of three firehouses designed in this style, all built within a couple years of one another, and possibly designed by the same architect.

The Renaissance Revival architectural style was first introduced in Baltimore in 1892 with the construction of Dr. John Goucher's House (a Baltimore City Landmark), which was designed by Stanford White, of the famed Boston architectural firm, McKim, Mead, and White.⁴⁴ This style was quickly adopted in Baltimore for residential rowhouses, according to architectural historian Mary Ellen Hayward.⁴⁵ However, the Renaissance Revival style was also adopted for commercial office buildings and some municipal buildings as well, such as firehouses. Truck House No. 5 is one of three Renaissance Revival firehouses constructed between 1902 and 1906. Given the similarities in design and the tight timeframe of construction, they were likely designed by the same architect. The first Renaissance Revival firehouse was constructed at

Truck House No. 5 was constructed by Frederick Decker & Son.⁴⁶ Decker, a German immigrant, was a "well-known builder and contractor" in Baltimore at the turn of the twentieth century.⁴⁷ His company specialized in the construction of municipal, industrial, and institutional buildings, including the German Orphan Asylum, No. 12 Truck House, Old Town Fire Insurance Company,

and an addition to the Gunther Brewery.⁴⁸ Following his death in 1908, the company continued for at least several more years.⁴⁹

Application of Landmark Designation Criteria

The property meets CHAP Landmark Designation criteria, as follows:

The quality of significance in Baltimore history, architecture, archeology, engineering, and culture is present in districts, sites, buildings, public interiors, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and:

B. A Baltimore City Landmark may be a site, structure, landscape, building (or portion thereof), place, work of art, or other object:

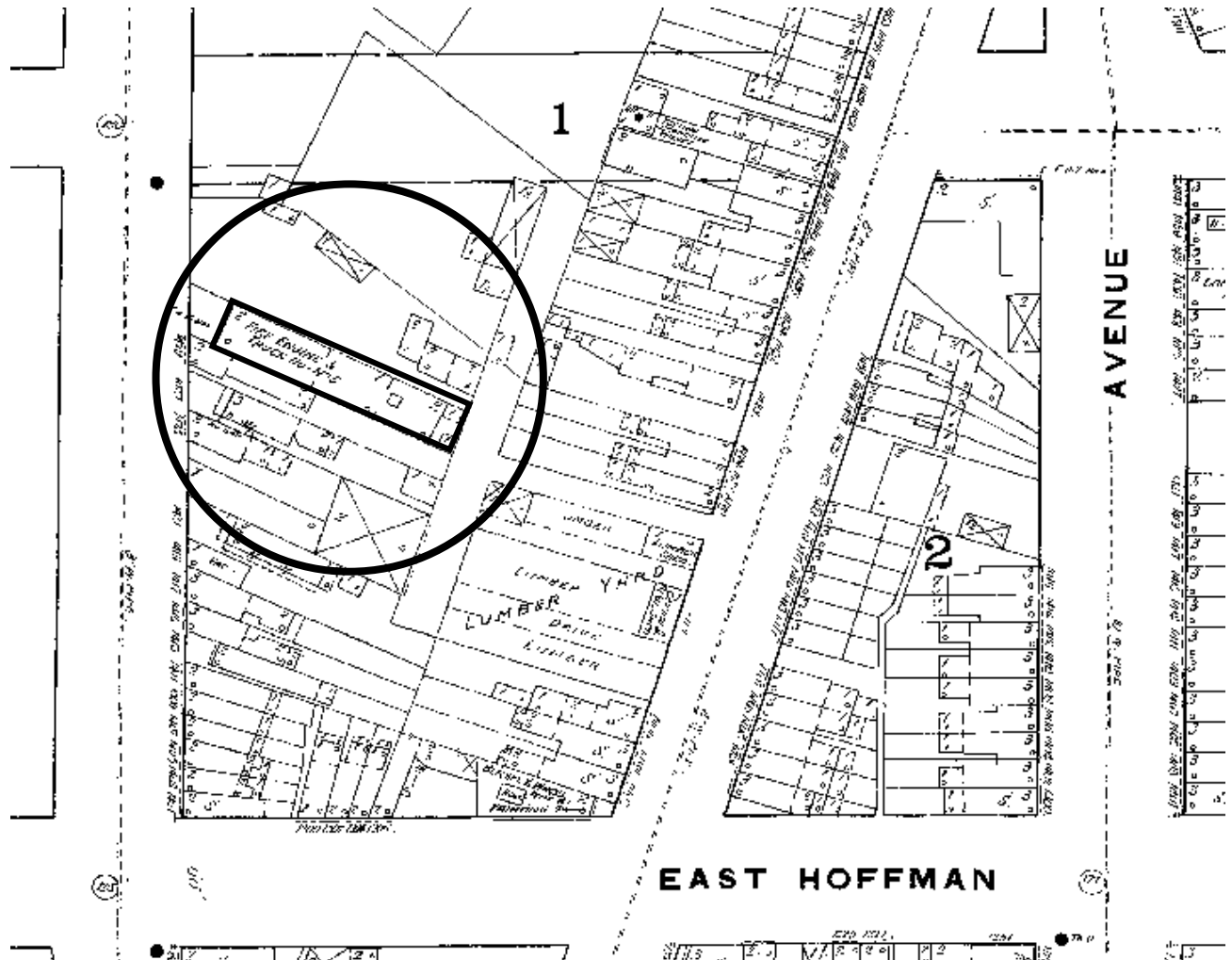
1. That are associated with events that have made a significant contribution to the broad patterns of Baltimore history; or
3. That embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction.

Truck House No. 5 meets criterion one for its association with Fire Department history and the Truck Company No. 5 (No. 5 Hook and Ladder Company) in particular. The Truck House also meets landmark criterion 3 as it embodied the characteristics of an early 20th Century Fire house and it possesses high artistic values.

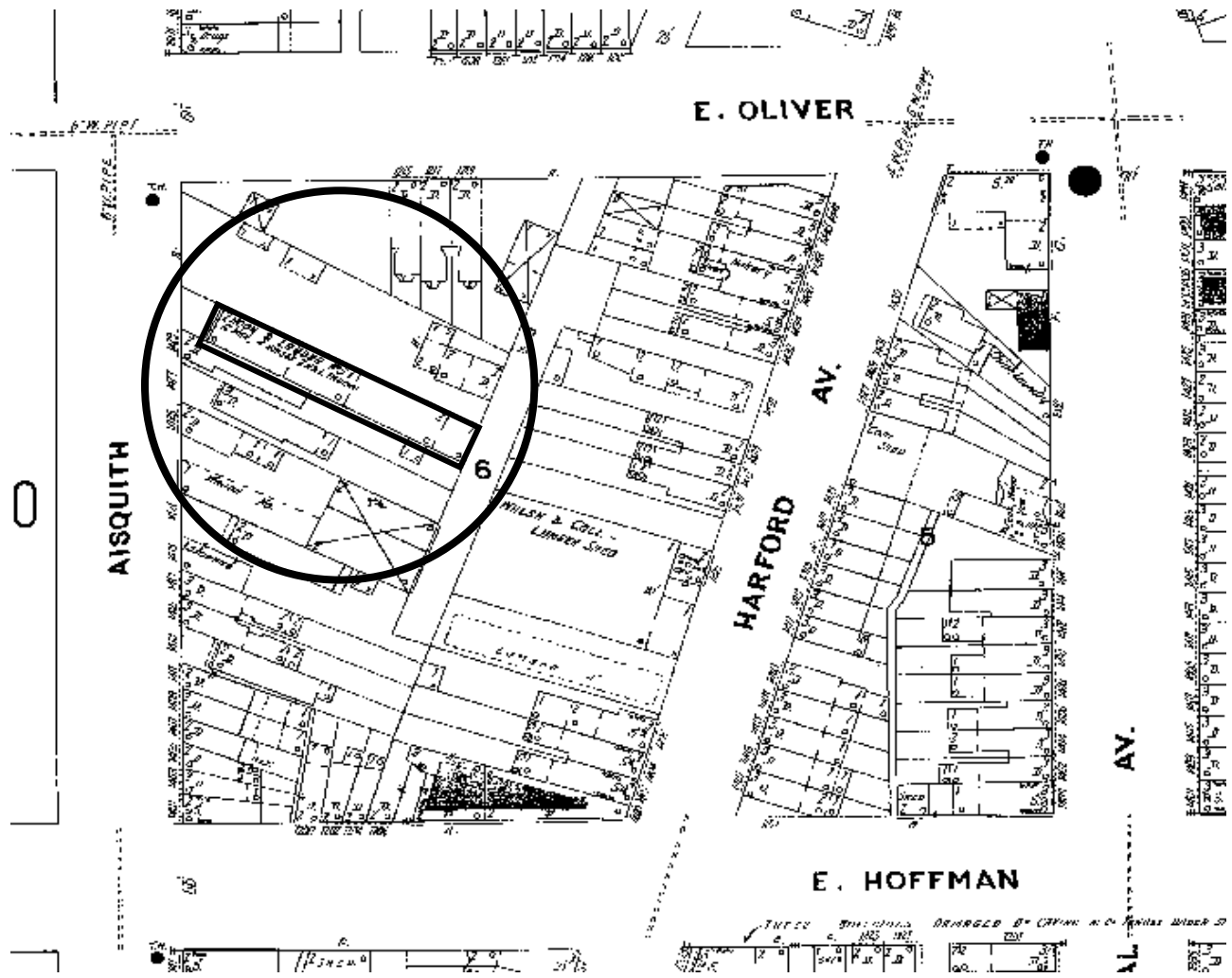
No. 5 HOOK AND LADDER COMPANY.—Located corner Harford Avenue and Oliver Street.						
Name.	Age.	Date of Appointment.		Position.	Residence.	Former Occupation.
John L. Emerson.....	37	Jan.	18, 1892..	Captain	1820 E. Lafayette avenue..	Painter.
John J. Clancy.....	38	Oct.	2, 1897..	Lieutenant	1701 Hope street.....	Canmaker.
Louis Herman.....	35	Oct.	1, 1897..	Tillerman	1525 N. Spring street.....	Machine Hand.
James P. Lyons.....	33	Mar.	1, 1895..	Asst. Tillerman..	412 Milton avenue.....	Horseshoer.
William Quinn.....	56	April	1, 1887..	Hostler	1034 E. Eden street.....	Driver.
John Sullivan.....	42	Dec.	8, 1890..	Ladderman	1415 Harford avenue.....	Painter.
Robert E. L. Johns...	42	Feb.	7, 1898..	Ladderman	1613 E. Lanvale street....	Carpenter.
William Wiley.....	63	April	1, 1887..	Ladderman	1308 Harford avenue.....	Cigarmaker.
John I. Buck.....	36	Dec.	12, 1896..	Ladderman	1423 E. Hoffman street....	Bricklayer.
Andrew L. Fredericks.	27	April	3, 1902..	Ladderman	1724 Harford avenue.....	Clerk.
William L. Hedges....	41	Feb.	1, 1902..	Ladderman	2206 Lanvale place.....	Painter.
John F. Heins.....	33	Jan.	18, 1905..	Ladderman.....	1504 Holbrook street.....	Hardwood Finisher.

Figure x: List of company members, 1905. (Baltimore (Md.). Fire Department and Baltimore (Md.). Fire Department, *Annual Report of the Board of Fire Commissioners to the Mayor and City Council of Baltimore for the Year Ending* (Baltimore, Md. : John Murphy Co., 1905), 20, <http://archive.org/details/annualreportofbo1905balt>.

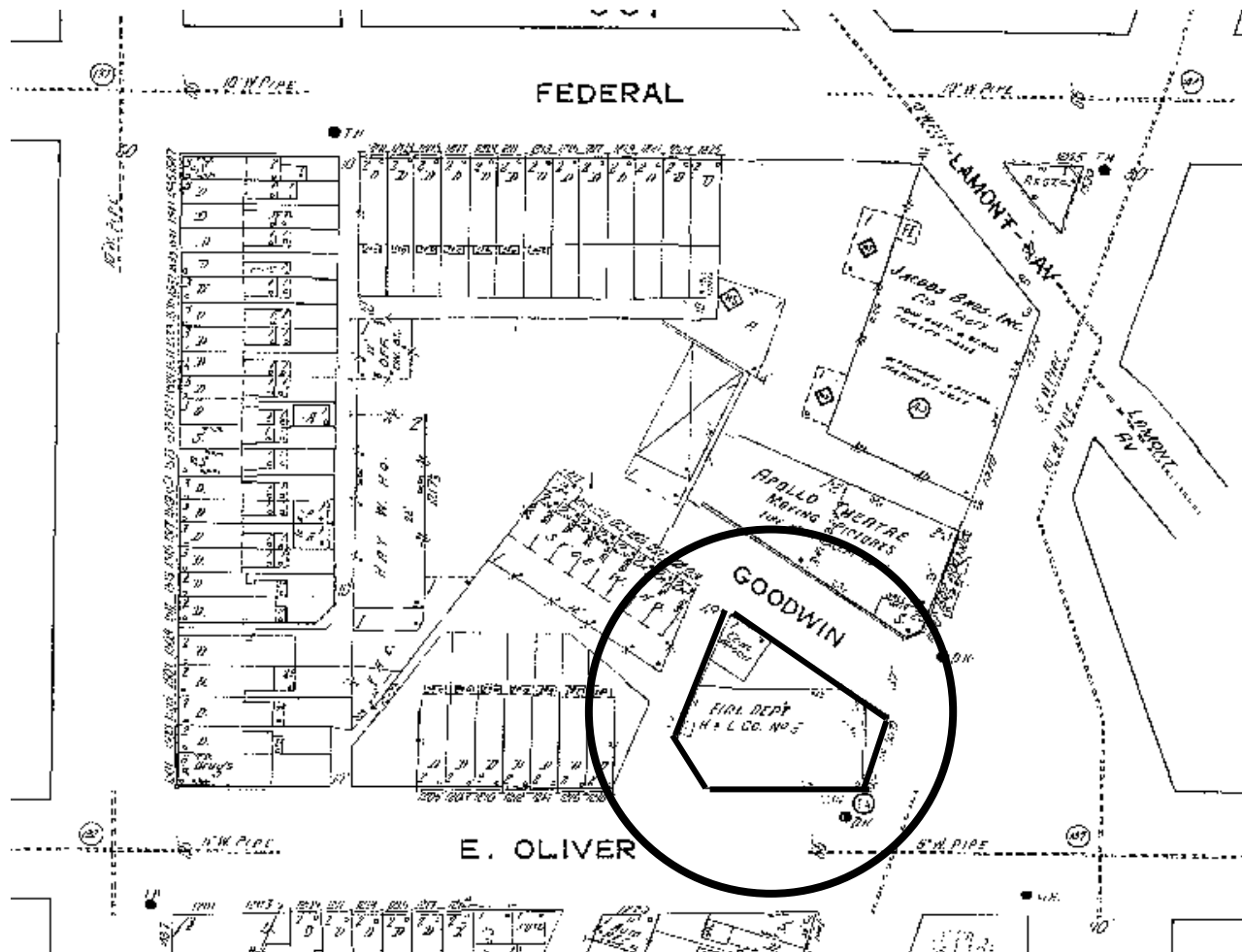
Maps



Map 1: Locator Map, 1890 Sanborn Fire Insurance Map (Volume 2, Page 77A), depicting the 1882 building. The firehouse has no address at 1431 N. Aisquith Street, marked with black rectangle.



Map 2: Locator Map, 1901-1902 Sanborn Fire Insurance Map (Volume 3, Page 311), depicting the initial building. The firehouse has no address at 1431 N. Aisquith Street, marked with black rectangle.



Map 3: Locator Map, 1914-1953 Sanborn Fire Insurance Map (Volume 3, Page 294), depicting the newly constructed building. The firehouse is located at 1220 E. Oliver Street, marked with black rectangle.

PHOTOS



Image 1: 2021 Aerial Photo of property, view from East. (Eagleview)



Image 2: 2021 Aerial Photo of property, view from North. (Eagleview)



Image 3: 2021 Aerial Photo of property, view from West. (Eagleview)



Image 4: 2021 Aerial Photo of property, view from South. (Eagleview)



Image 5: Photo



Image 6: Photo



Image 7: Photo



Image 8: Photo



Image 9:



Image 10:



Image 11: Photo



Image 12:



Image 13:



Image 14:



Image 15:



Image 16: Photo



Image 17: Photo



Image 18: Photo



Image 19: Photo



Image 20: Photo



Image 21: Photo



Image 22: Photo



Image 22: BCFD Ladder Truck #5 Behind the truck is Baltimore's Apollo Theatre. ⁵⁰



Image 23: Franklin T Watsic turnout coat standing in front of Truck House No. 5⁵¹



Image 24: Image of Santa delivering presents from Engine 31/Truck 5⁵²



Image 25: Santa delivering presents from Engine 31/Truck 5⁵³



Image 26: Members of Baltimore Truck House #5 sitting around table playing checkers⁵⁴



NO. 5 TRUCK HOUSE

Image 27: Elevation drawing of the No. 5 Truck House published in the Baltimore Sun on September 5, 1904. (... LOTS BUILT ON: THE PROGRESS OF CONSTRUCTION WORK IN THE BURNT ... The Sun (1837-); Sep 5, 1904; ProQuest Historical Newspapers: The Baltimore Sun pg. 8)

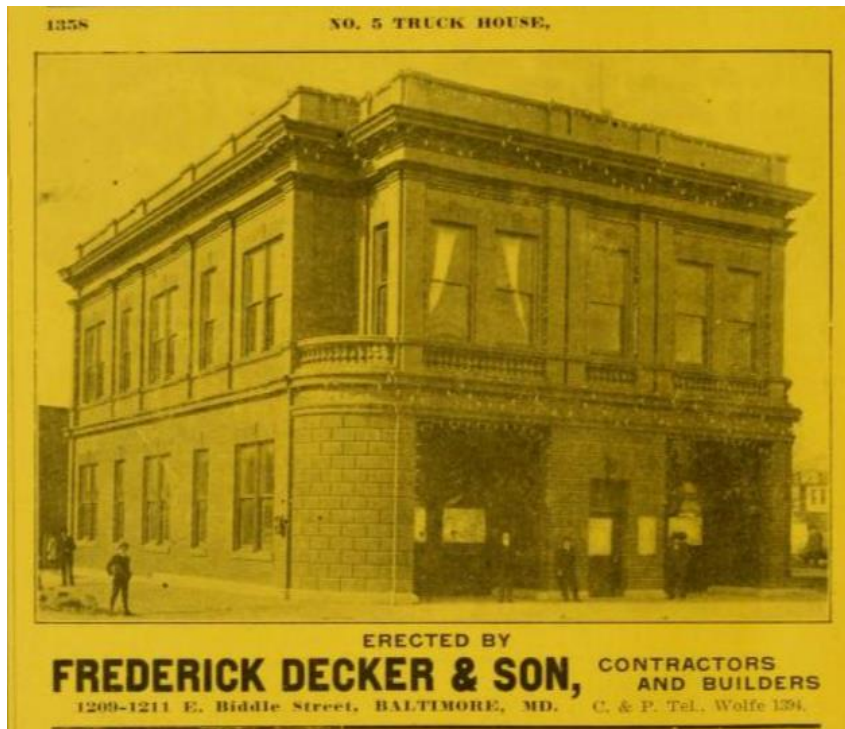


Image 28: Image of the No. 5 Truck House in an advertisement for Frederick Decker & Son in the 1906 R.L. Polk City Directory (R.L. Polk & Co. Baltimore city directory for the year commencing...1906, <http://archive.org/details/baltimorecitydir1906rlpo>, accessed Nov. 26, 2021, pg. 1358).



Image 29: Photo of Truck No. 5



Image 30: Photo of Truck No. 5



Image 31: Present-day Photo of Truck No. 5, Listed for Sale

¹ Kenneth Short, "Maryland Inventory of Historic Properties - B-3968," August 1987, <https://mht.maryland.gov/secure/Medusa/PDF/BaltimoreCity/B-3968.pdf>.

² Short.

³ "Maryland Inventory of Historic Properties - B-3968," accessed November 3, 2021, <https://mht.maryland.gov/secure/Medusa/PDF/BaltimoreCity/B-3968.pdf>.

⁴ Baltimore (Md.). Fire Department and Baltimore (Md.). Fire Department, *Annual Report of the Board of Fire Commissioners to the Mayor and City Council of Baltimore for the Year Ending* (Baltimore, Md. : John Murphy Co., 1905), 20, <http://archive.org/details/annualreportofbo1905balt>.

⁵ Gerry Grimm, "The Baltimore Firehouse: An Introductory Essay" (CHAP files, Baltimore City Department of Planning, n.d.), 3.

⁶ "NO. 5 TRUCK ORDERED TO MOVE: Building Inspector Says House Is In Unsafe Condition," *The Sun* (1837-), May 15, 1903; "ProQuest Digital Sanborn Maps ~ Map of Baltimore 1890 Vol. 2, Sheet 77_a," accessed November 18, 2021,

https://digitalsanbornmaps.proquest.com/browse_maps/21/3654/17564/18357/247431?accountid=10750.

⁷ "NO. 5 TRUCK ORDERED TO MOVE."

⁸ "NO. 5 TRUCK ORDERED TO MOVE."

⁹ "Truckhouse Plans Approved," *The Sun* (1837-), August 27, 1904.

¹⁰ "No. 5 Truck House," *The Sun* (1837-), September 1, 1904, 5.

¹¹ "Maryland Inventory of Historic Properties, B-2140," Section 8, 2, accessed December 7, 2021, <https://mht.maryland.gov/secure/Medusa/PDF/BaltimoreCity/B-2140.pdf>.

¹² "To the Lowest Bidder," *The Sun* (1837-), December 17, 1904.

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- ¹³ “NEW WORK PROGRESSING: Improvements Being Completed On A Big Scale MARKETS IN ABOUT A YEAR Widening Of Light Street May Take Several Years--Weather Delays Things Somewhat,” *The Sun* (1837-), September 2, 1905.
- ¹⁴ “NEW WORK PROGRESSING.”
- ¹⁵ “To Dedicate Truckhouse,” *The Sun* (1837-), November 1, 1905.
- ¹⁶ Baltimore (Md.). Fire Department and Baltimore (Md.). Fire Department, *Annual Report of the Board of Fire Commissioners to the Mayor and City Council of Baltimore for the Year Ending*, 27.
- ¹⁷ Baltimore (Md.). Fire Department and Baltimore (Md.). Fire Department, 20.
- ¹⁸ Baltimore (Md.). Fire Department and Baltimore (Md.). Fire Department, sec. Office of the Chief Engineer, p. 22; “Sale for Boys’ Home,” *The Sun* (1837-), November 20, 1906.
- ¹⁹ “INCREASED FIRE SERVICE: More Officers And Men Will Be Added To Department TWO NEW DISTRICT CHIEFS Will Be Put In Suburban Sections. Keen Competition And More Enthusiasm For Work Expected,” *The Sun* (1837-), November 19, 1907; “New Fire Chiefs in Office,” *The Sun* (1837-), January 1, 1908.
- ²⁰ William F. Snyder and William A. Murray, *The Rigs of the Unheralded Heroes: A Fabulous Collection of Rare Pictures: One Hundred Years of Baltimore’s Fire Engines, 1872 - 1971* (E. J. Schmitz, 1971).
- ²¹ and William A. Murray; “Fire Company Disbanded: Chief Blames Budget Problems, Fears More Cuts,” *The Sun* (1837-), April 13, 1978.
- ²² “Fire Company Disbanded.”
- ²³ “2 Firemen Cited For Rescue Deed,” *The Sun* (1837-), August 6, 1954; “City Firefighters Save Life of 3-Year-Old Boy,” *The Sun* (1837-), December 15, 1972; David Michael Ettlin Staff Writer, “5 Children and Relative Saved from House Fire: Fire Victim,” *The Sun* (1837-), March 23, 1993.
- ²⁴ “3 Firefighters Hurt in Blaze,” *The Sun* (1837-), December 28, 1974.
- ²⁵ “Mark Dieter, City Fire Fighter,” *The Sun* (1837-), September 30, 1983.
- ²⁶ Chief Roman Clark, November 17, 2021; “Fire Stations,” Baltimore City Fire Department, December 1, 2015, <https://fire.baltimorecity.gov/fire-stations>.
- ²⁷ Hallie Miller, “Abandoned Baltimore Fire Station to Get New Life as Museum Honoring Black Firefighters,” [baltimoresun.com](https://www.baltimoresun.com/business/real-estate/bs-bz-oliver-fire-fighters-museum-20200916-p6ib71ba6beljkc5c4dat4zo4m-story.html), accessed November 3, 2021, <https://www.baltimoresun.com/business/real-estate/bs-bz-oliver-fire-fighters-museum-20200916-p6ib71ba6beljkc5c4dat4zo4m-story.html>.
- ²⁸ “African American Firefighters Historical Society | AAFHHS,” African American Firefighters Historical Society, accessed December 10, 2021, <https://aaffhs.org/>.
- ²⁹ Miller, “Abandoned Baltimore Fire Station to Get New Life as Museum Honoring Black Firefighters.”
- ³⁰ Mary Ellen Hayward, “‘Old East Baltimore Historic District’ National Register of Historic Places Nomination Form” (Washington, DC: U.S. Department of the Interior, National Park Service, 2005), sec. 8, pg. 2, https://mht.maryland.gov/secure/Medusa/PDF/NR_PDFs/NR-1434.pdf.
- ³¹ Hayward, sec. 8, pg. 2-6.
- ³² Hayward, sec. 8, pg. 8-9.
- ³³ Hayward, sec. 8, pg. 9.
- ³⁴ “History,” Baltimore City Fire Department, October 25, 2016, <https://fire.baltimorecity.gov/history-0>.
- ³⁵ “First 15 Auxiliary Firemen Certified,” *Afro-American (1893-1988)*, September 26, 1942.
- ³⁶ “First 15 Auxiliary Firemen Certified”; “15 NEGROES JOIN FIRE AUXILIARY: First Of Race Sworn In At Ceremonies Held At Fire Headquarters - ProQuest,” *The Sun* (1837-), September 23, 1942.
- ³⁷ Joseph H. L. Sterne, “FIRE STATIONS TOLD TO DROP RACIAL SIGNS: Commissioners Act To End Segregation In Use Of Facilities,” *The Sun* (1837-), November 17, 1956.
- ³⁸ Sterne.
- ³⁹ George Collins, “Oliver Firehouse,” December 8, 2021.
- ⁴⁰ Collins.
- ⁴¹ Collins.
- ⁴² Grimm, “The Baltimore Firehouse: An Introductory Essay,” 4.
- ⁴³ “Maryland Inventory of Historic Properties, B-2140,” Section 8, 2.
- ⁴⁴ Hayward, “‘Old East Baltimore Historic District’ National Register of Historic Places Nomination Form,” Section 7, pg. 9.
- ⁴⁵ Hayward, Section 7, pg. 10.
- ⁴⁶ “To the Lowest Bidder.”
- ⁴⁷ “Mr. Frederick Decker Dead,” *The Sun* (1837-), November 19, 1908.
- ⁴⁸ Reported for the Baltimore Sun, “GERMAN ORPHAN ASYLUM, AISQUITH ST.: Dedicatory Ceremonies--Addresses by Mayor Vansant and Others--A Large Demonstration, &c.,” *The Sun* (1837-), June 23, 1874; Baltimore City Landmark Designation Report: Truck House No. 5 (Oliver Community Firehouse), 1220 E. Oliver St.

“Insurance Contract Let,” *The Sun (1837-)*, December 21, 1905; Reported for the Baltimore Sun, “OLD TOWN MERCHANTS: Handsome New Quarters for the Association,” *The Sun (1837-)*, July 8, 1886; “PLANNED 22 DWELLINGS: Two-Story Homes To Be Built In Northeastern Section ROLAND PARK PROPERTY SOLD Mr. William May Buys Lexington Street Building -- To Improve Gunther Brewery,” *The Sun (1837-)*, November 13, 1906.

⁴⁹ “TO BUILD AT GUILORD: Seventeen Dwellings Will Cost About \$80,000 T. B. ASHCOM BUYS RESIDENCE Many Contractors Bidding For Construction Of New Moose Home On Fayette Street,” *The Sun (1837-)*, June 25, 1913.

⁵⁰ “Negative, Film - 1979.15.01.LM,” accessed November 17, 2021,

<https://firemuseummd.pastperfectonline.com/photo/1C087944-937E-4364-84FD-525087662170>.

⁵¹ “Print, Photographic - 2010.14.01.A,” accessed November 17, 2021,

<https://firemuseummd.pastperfectonline.com/photo/1ECC9DF0-EF62-4904-A2C0-142573188337>.

⁵² “Print, Photographic - 2010.14.03.A,” accessed November 17, 2021,

<https://firemuseummd.pastperfectonline.com/photo/3DCCBF4F-B3D3-42F8-985C-373478491028>.

⁵³ “Print, Photographic - 2010.14.03.B,” accessed November 17, 2021,

<https://firemuseummd.pastperfectonline.com/photo/9887D3C6-093E-4AE9-9BFD-791651972104>.

⁵⁴ “Print, Photographic - P1229 A-C,” accessed November 17, 2021,

<https://firemuseummd.pastperfectonline.com/photo/8F42F604-60C9-4596-8699-101780102350>.