ENGINE HOUSE LOCATIONS, ARCHITECTURAL STYLES, ARCHITECTS, AND BUILDERS

LOCATIONS

The locations of engine houses in Saint Paul were determined by needs of the neighborhoods and a desire to provide efficient service, as was the case nationally. Chosen locations were then approved by the Board of Fire Commissioners (see Appendix B for a complete list of engine house locations).[1] The first four engine houses in Saint Paul were constructed downtown between 1869-1872. Due to the doubling of the City's population in the 1870s, the City needed to expand its fire protection services. Residents began to move away from the downtown core as well.[2] As a result, 15 engine houses were constructed during the 1880s in various locations throughout the City. In 1885, a "committee on lots" presented potential sites for engine houses for the approval of the Board of Fire Commissioners.[3] Between 1890 and 1930, 15 additional engine houses were constructed in Saint Paul; some introduced fire protection service to new areas, such as second Engine House No. 23 at 1290 North Snelling Avenue (1922; RA-SPC-3433; extant), while others provided new facilities for an already serviced area, such as second Engine House No. 7 built at 1038 Ross Avenue East (1930; RA-SPC-3219; extant) close to first Engine House No. 7 at 1028 Ross Avenue East (1885; non-extant).

Saint Paul residents were also able to influence the location of new engine houses. For example, in 1884 the Dayton's Bluff Citizen's Union was formed to discuss "issues pertaining to the interest of the ward," particularly fire protection.[4] Several neighborhood buildings had been destroyed in a fire in 1883 and residents were concerned because the area only had one chemical wagon, which likely refers to Chemical House No. 2 at 3rd and Arcade Streets (1884; non-extant).[5] A subcommittee on fire departments met with the SPFD chief and the Board of Fire Commissioners in 1885 and requested an engine house for Dayton's Bluff. The request was granted and a building for Ladder No. 4 and Supply Hose No. 1 was subsequently built at Maple and Conway Streets; it later became Engine House No. 19 (1885; non-extant).[6] Also in 1885, the Minnesota & Dakota Fire Underwriter's Union requested engine houses to be constructed on West 7th Street, in West St. Paul, and near St. Anthony Hill to expand fire protection services.[7]

ARCHITECTURAL STYLES

Since the 1820s when construction of more substantial engine houses began in cities in the Eastern United States, engine houses have typically followed prevailing architectural styles. Engine houses have few programmatic requirements aside from the accommodation of firefighting equipment and personnel, and

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[1] Parker, "Fire Department Buildings," 117, and "Fire Board," *The St. Paul Daily Globe (*Saint Paul, Minnesota), April 28, 1885, 2.

[2] Heath, *St. Paul Fire*, 11-12.

[3] "Fire Board," 2.

[4] Steve Trimble, "Dayton's Bluff Memories and Musings," *Dayton's Bluff Forum*, June 2003.

[5] No historical photographs were found and a representative three-dimensional model was not created by the Extra Alarm Association of the Twin Cities.

[6] Ibid.

[7] "Fire Board," 2.

direct access to the street.[8] Therefore, most engine houses are rectangular buildings of two to three stories in height. Some programmatic needs have changed over time, resulting in the addition of horse stalls and hay lofts and their subsequent removal after engines became motorized, and the need for kitchens after the introduction of the "two-platoon system," which required firefighters to remain on duty throughout their 12-hour shifts.[9] However, these programmatic changes have had little impact on the overall form and design of the engine house, thus allowing continued freedom in design. Consequently, any architectural style could accommodate the engine house's function. The character-defining features of an engine house include a façade dominated by one or more vehicular openings at the street level, a vertical component (often a tower or cupola) to signify the building's civic presence, and accommodations for the functional needs of the engine house: sleeping quarters, apparatus and equipment storage and care, and stables prior to the motorized era.[10] The styles employed by the SPFD between 1869 and 1914 reflect national architectural trends tailored to the function of the engine house. After 1914, engine house design in SPFD was driven by functionality and the resulting engine houses exhibited a variety of architectural styles.

Italianate Style – 1869-1872

The first four engine houses constructed by the City for the SPFD were designed in the Italianate style with very similar features: a two-story brick house with a three-bay façade and cupola; a center bay that is taller than the side bays; arched fenestration with brick crowns and keystones; brick pilasters that divide the bays; an arched center opening on the second story that contains a pair of arched two-over-two, double-hung windows; and two-over-two, double-hung windows in the outside bays on each story.[11] These four engine houses were built for the Minnehaha Engine Company No. 2 at 7th and Sibley Streets, later called Engine House No. 2 (1869; non-extant); the Saint Paul steamer and hose company on St. Peter Street near 7th Street, later called Engine House No. 1 (1870; non-extant); the Trout Brook Engine Company No. 4 at 10th and Broadway Streets, later called Engine House No. 4 (1871; non-extant); and the Hope Engine Company No. 3 at 1 South Leech Street, later called Engine House No. 3 (1871-1872; RASPC-4229; extant). Based on historical photographs, ornamentation was primarily visible on the façades of these engine houses (Figure 16). The arrangement of the façade was also indicative of the "storefront style" with a personnel entrance on one side of the vehicular entrance and a window on the other, which was popular in downtown areas when engine houses were likely to be constructed between two existing buildings.

[8] Parker, "Fire Department Buildings," 117.

[9] Zurier, *The American Firehouse*, 78, 98, 159-161, 163.

[10] Betsy H. Bradley, Jennifer L. Bring, and Andrea Vermeer, "Phase II Architectural History Investigation for the Proposed Central Transit Corridor, Hennepin and Ramsey Counties, Minnesota," prepared by the 106 Group Ltd. for the Ramsey County Regional Railroad Authority, 2004, 170.

[11] For more information about the Italianate style, see John J.G. Blumenson, *Identifying American Architecture: A Pictorial Guide to Styles and Terms, 1600-1945* (Nashville, Tennessee: American Association for State and Local History, 1981), 36-37.

Figure 16. Engine House No. 4 at 10th and Broadway Streets, c. 1885[12]

Shift from Italianate to Victorian Styles – 1882

The preferred style for engine houses in Saint Paul shifted from Italianate to Victorian around 1882 and is evident in the construction of the first Engine House No. 5 at 498 Selby Avenue (1882; RA-SPC-3248; extant). According to a historical photograph, the first Engine House No. 5 featured a similar form to its Italianate predecessors (Figure 13). The structure had one vehicular entrance located in the center of the north-facing façade, with a personnel entrance to one side and a window to the other side. The windows were narrow and primarily four-light. Additionally, a gable roof dormer was visible along the west elevation roofline. Despite the similarities with the Italianate engine houses, the details on the first Engine House No. 5 reflected the Second Empire style of the high Victorian era.[13] Only some of the fenestration was arched, including the vehicular entrance and the second-story windows on the façade, and the arches were segmental instead of rounded. The cornice line was still prominent but made from a different material, and featured overhanging eaves and brackets. A stringcourse separated the first and second stories on the façade. The showpiece of this design was the corner tower, which extended above the roofline. Both tower elevations exhibited brick corbelling and rounded arched windows on the second story of the tower. The tower had a mansard roof with a similar cornice, dormer windows on the north and west elevations, and an open belfry on top. J.A. Clark completed an addition to the engine house in 1886, which added two window bays and a vehicular entrance bay to the east of the original structure, effectively doubling the size of the engine house (Figure 17).[14]

[12] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."

[13] For more information about the Second Empire style, see Blumenson, *Identifying American Architecture*, 51-52.

[14] Patricia Murphy, "RA-SPC-3248 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1982.

Figure 17. First Engine House No. 5, with the eastern addition, c. 1886[15]

Introduction of Richardsonian Romanesque Style - 1883

The Richardsonian Romanesque style emerged as early as 1883 and is evident in the construction of Engine House No. 8 at 8th and Minnesota Streets (1883; non-extant).[16] Historical photographs reveal rounded arched windows on the third story and detailed stone carvings along the cornice line and around the central personnel entrance on the façade (Figure 18).[17] The second Engine House No. 1 at Fort and 9th Streets (1886; non-extant) more fully expressed the style with its round corner tower and wide rounded arched vehicle entrance. The best extant example appears to be Engine House No. 11 at 676 Bedford Street (1890; RA-SPC-0321; extant).[18] A representative three-dimensional model of the engine house and historical photographs reveal segmental arched vehicular entrance openings with prominent masonry arch surrounds and a highly detailed cornice (Figure 19).[19] The stone lintels, sills, and X-shaped patterns below the roofline are still visible today, but only parts of the masonry arch surrounds remain. This basic design

[15] Heath, *St. Paul Fire*, 31.

[16] For more information about the Richardsonian Romanesque style, see Blumenson, *Identifying American Architecture*, 46-47.

[17] Hennessey, *History*¸ 69.

[18] Patricia Murphy, "RA-SPC-0321 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.

[19] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc." and Hennessey, *History*, 77. The Extra Alarm Association of the Twin Cities, Inc., is a non-profit corporation that is dedicated to the preservation of the histories of the MFD and SPFD.

[137] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc.", and Hennessy, *History*, 91.

[138] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."

[139] Ibid.

is also evident in Engine House No. 12 at 357 Rosabel Street (1892; non-extant) and Engine House No. 15 at Livingston and Fairfield Avenues (1901; non-extant), which was designed by architects Buechner & Orth.[137]

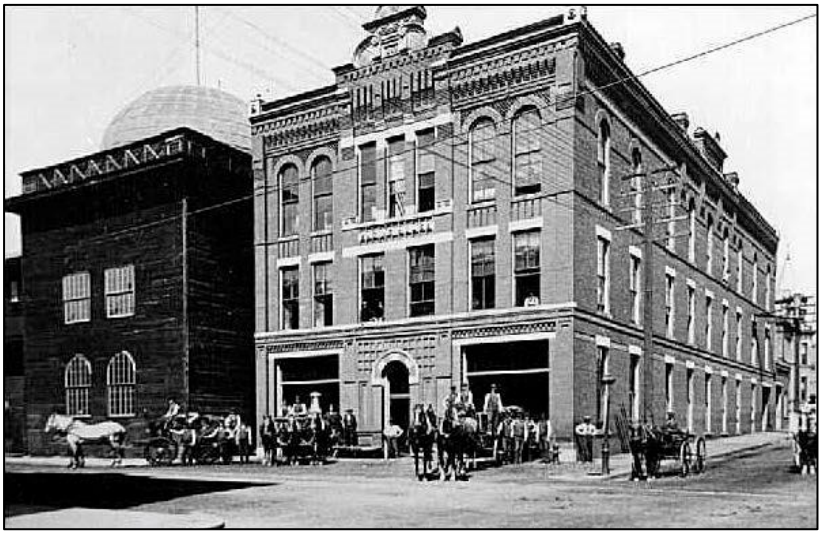

Figure 18. Engine House No. 8, c. 1900[138]

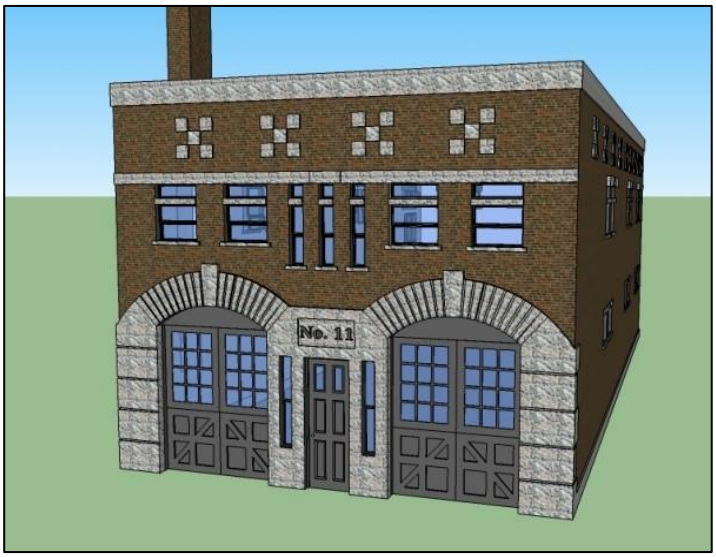

Figure 19. Representative three-dimensional model of Engine House No. 11 at 676 Bedford Street[139]

Engine House Construction Using Various Styles – 1880s-1900s

Several engine houses constructed in the mid-1880s reveal a restrained, minimally ornamented façade in the "storefront style."[20] Representative three-dimensional models suggest that Chemical House No. 3 at 59-61 George Street West (1885; RA-SPC-1468; extant) and Chemical House No. 5 at 754 Randolph Avenue (1885; RA-SPC-3110; extant) were originally built with one vehicular bay and rectangular fenestration, prominent lintels, and flat roofs with slight cornices (Figure 20).[21] First Chemical House No.

[20] For more information about the Storefront Style, see Zurier, *The American Firehouse*, 87

[21] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."

4/Engine House No. 9 at Edmund Avenue and Marion Street (1885; non-extant) was also originally built with one vehicular bay before it was expanded by 1909 to have three vehicular bays in total.[22] A historical photograph indicates that its detailing also reflected the "storefront style" (Figure 21). This simplification of style may have resulted from the surge of engine house construction compared to available funding.

Figure 20. Representative three-dimensional model of Chemical House No. 3 at 59-61 George Street West[23]

Figure 21. first Chemical House No.4/Engine House No. 9 at Edmund Avenue and Marion Street, c. 1909[24]

[22] Department of Fire and Safety Services, *Proud Traditions*, 77, and Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."
[23] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."
[24] Hennessey, *History*, 73.

The same Victorian Gothic design was employed for Engine House No. 14 on Cleveland Avenue near Milwaukee Avenue (1887; non-extant) and for the first Engine House No. 23 on Asbury and Taylor Streets (1887; non-extant; Figure 22).[25] Each engine house had side-gabled roofs and featured two steep gabled wall dormers on the façade that each contained a vehicular entrance on the first story and a personnel entrance in between the two wall dormers. Prominent stone lintels and sills suggested the simultaneous influence of the Richardsonian Romanesque style.

Figure 22. Engine House No. 14 at Cleveland Avenue near Milwaukee Avenue, c. 1909[26]

Shift to Beaux Arts Styles – 1908-1910

In the early 1900s, modifications were made to the fire code and limits were removed on fire department expenditures for the SPFD to provide better fire protection services to the City. During this time, voters also approved an amendment to the City Charter to remove limits on fire department expenditures and permit the City to sell $100,000 in bonds to finance new engine houses and equipment.[27] As a result, three engine houses were constructed between 1908-1910; all three were designed by architects Buechner & Orth in the Beaux Arts style. The classical detailing of the Beaux Arts was popular during this time in part due to the City Beautiful movement, as it conveyed a strong statement about civic presence and financial stability.[28] All three Beaux Arts engine houses are extant, and the best example appears to be Engine House No. 18 at 681 West University Avenue (1908; RA-SPC-3887; extant; determined NRHP eligible; Figure 14). This engine house was the first to feature three vehicular entrances on its façade, which were originally round-arched with scroll type keystones and rounded arched fanlights. Other classical details include the large cornice with modillions and dentils; prominent stone foundation, lintels, and sills; corner piers decorated with quoins and topped with stone medallions, garlands, and swags; and two polygonal towers on the east elevation. A marked difference from other Beaux Arts buildings at the time is the use

[25] Hennessey, *History*, 89, and Muller and Mead, *History of the Police*, 187. For more information about the Victorian Gothic style, see Blumenson, *Identifying American Architecture*, 32-33.
[26] Hennessey, *History*, 89.
[27] Heath, *St. Paul Fire*, 59.
[28] For more information about the Beaux Arts style, see Blumenson, *Identifying American Architecture*, 66-67. [149] Bradley et al., "Phase II Architectural History," 226.

of brown brick in place of white marble. Perhaps this indicated the application of the Beaux Arts for a more utilitarian purpose. Buechner & Orth's remaining two engine houses, Engine House No. 20 at 91 North Snelling Avenue (1909; RA-SPC-3414; extant) and Engine House No. 21 at 643 South Ohio Street (1910; RA-SPC-4767; extant; determined NRHP-eligible), reveal some of the same features but are far less ornamented (Figure 23).[149]

Figure 23. Engine House No. 21 at 643 South Ohio Street, 2016

City Architect Prototypes – 1914-1930

Charles A. Hausler, as City Architect, ushered in a new era starting in 1914 for engine house design with a focus on modernization and efficiency, resulting in a utilitarian aesthetic that would dominate engine house construction up to the present day. After installing the first motorized pumper in 1913 at Engine House No. 18 (1908; RA-SPC-3887; extant; determined NRHP-eligible), the SPFD continued to motorize its equipment and retire the horse-drawn engines. This meant that engine houses no longer needed stables or associated spaces for livestock. Towers had also fallen out of fashion to dry hoses. The engine houses of this new era were typically two stories with the apparatus room on the first floor and crew and dormitory facilities on the second floor. The façades featured prominent vehicular bays, sometimes framed by piers and buttresses, which provided easy access to the street for the fire engines. An emphasis on modernity and efficiency in the design indicated that the SPFD, operating under the new Public Safety Commissioner, was modern and technologically up-to-date.[29] Façade detail and architectural style varied across engine houses but the basic forms followed the one-, two-, or three-bay prototypes devised by Hausler.

The earliest example of the two-story, one-bay prototype appears to be Engine House No. 24 at 1720 East Seventh Street (1918; RA-SPC-5401; extant; Figure 24). This is a rectangular building with a partial width projection on the west elevation. The center vehicular opening is flanked by a window bay on each

[29] Nelson et al., "Fire Station No. 20," Section 8, Page 18.

side. All fenestration is rectangular and the windows are slightly recessed, creating the effect that they are framed by brick pilasters. A representative three-dimensional model suggests that the original design was largely unornamented and that there used to be some brick detailing below the roofline that is no longer present today.[30] Other one-bay engine houses include the second Engine House No. 23 at 1290 North Snelling Avenue (1922; RA-SPC-3433; extant); the second Engine House No. 17 at 1226 North Payne Avenue (1930; RA-SPC-5529; extant); and the second Engine House No. 19 at 750 Snelling Avenue South (1930; RA-SPC-6169; extant; determined NRHP-eligible). Fenestration and details vary across engine houses but they all convey a utilitarian feeling. The second Engine House No. 19 was designed in the Mediterranean Revival style and its building form is slightly different, dictated by its location on a hill (Figure 25).[152]

Figure 24. Engine House No. 24 at 1720 East Seventh Street, 2016

[30] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc." [152] Summit Envirosolutions, Inc., "RA-SPC-6169," 1.

Figure 25. Engine House No. 19 at 750 Snelling Avenue South, 2016

The earliest example of the two-story, two-bay prototype appears to be Engine House No. 25 at 2179 West University Avenue (1919; RA-SPC-3931; extant; determined NRHP-eligible; Figure 15). The two vehicular openings are surmounted by windows on the second story. The eastern vehicular bay is framed by stepped brick piers; this opening was previously arched. Brick diapering is visible between the two stories on the façade. Other two-bay engine houses include the second Engine House No. 7 at 1038 Ross Avenue East (1930; RA-SPC-3219; extant) to which one bay was added at a later point, and the second Engine House No. 5, built at 860 West Ashland Avenue (1930; RA-SPC-0186; extant). The second Engine House No. 5 also exhibits Mediterranean Revival stylistic details, including the red terracotta tile roof, and Art Deco details, such as the cut stone surrounds and corner brackets on the truck entrance on the east elevation.[31] As was seen in the one-bay prototypes, ornamentation is minimal and the façades emphasize the vehicular entrances.

The only three-bay prototype constructed prior to 1930 appears to be Engine House No. 2 at 412 North Wacouta Street (1921; RA-SPC-5463; extant; Figure 26). This engine house exhibits stepped brick piers around each vehicular opening, which are quite like the piers found on Engine House No. 25 at 2179 West University Avenue (1919; RA-SPC-3931; extant; determined NRHP-eligible), an example of Hausler's two-bay prototype. The vehicular openings and personnel entrance on the north end of the façade are segmental arched and surmounted by rectangular windows. The cornice is composed of horizontal corbelled brick courses and a stone projection. This is the most stylistic of the Hausler-era designs, perhaps due to its downtown location.

[31] Patricia Murphy, "RA-SPC-0186 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1982.

Figure 26. Engine House No. 2 at 412 North Wacouta Street, 2016

ARCHITECTS

Only a handful of architects have been identified as designers of engine houses built during this time. Not all building permits for the engine houses built in the nineteenth century have yet been found; therefore, it may be possible to identify other architects of these earlier engine houses through future research.[32]

Abraham M. Radcliffe

According to historian Larry Millett, Abraham M. Radcliffe designed the first Engine House No. 5 at 486 Selby Avenue (1882; RA-SPC-3248; extant). His other local work included a circa 1880 enlargement of the Joseph Forepaugh House at 276 South Exchange Street in the Second Empire style, design of the Philip Reilly-Engelbrecht Hobe House at 565 Dayton Avenue (1881) in the Eastlake style, and design of the Judson and Mary Bishop House at 193 North Mackubin Street (1882) in the Second Empire style, which is located one block north of the first Engine House No. 5.[33] Cass Gilbert worked in Radcliffe's architectural office when he was 18 and was likely influenced by Radcliffe's work.[34]

Edward P. Bassford

Edward P. Bassford designed Chemical House No. 5/Engine House No. 10 (1885; RA-SPC-3110; extant).[35] Bassford was one of Saint Paul's earliest trained architects, having studied architecture in

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[32] Research was conducted at the Ramsey County Historical Society and using the Historic Sites Survey of Saint Paul and Ramsey County.

[33] Millett, *AIA Guide*, 433, 472-473.

[34] Minnesota Historical Society, "Abraham M. Radcliffe," 2010, accessed August 22, 2016, http://www.placeography.org/index.php/Abraham_M._Radcliffe.

[35] Susan Granger, "RA-SPC-3110," and Millett, *AIA Guide*, 347, 351, 434.

Boston prior to moving to Saint Paul. His career in Saint Paul spanned from 1866 to 1912.[36] He also designed the original Saint Paul City Hall/Ramsey County Courthouse in 1884-1886, among numerous other commercial and governmental buildings, churches, and residences in Saint Paul, including the NRHP-listed Armstrong-Quinlan House at 225 Eagle Parkway (1886); the NRHP-listed Merchants National Bank (Brooks Building) at 366-68 Jackson Street (1892); and the NRHP-listed Walsh Building at 189-91 East Seventh Street (1888).[37] He also designed buildings outside of Saint Paul, including the Holy Rosary Seminary at 1819 Fifth Street South in Minneapolis (1879); the Nicollet County Courthouse in Saint Peter (1880); and the Redwood County Courthouse in Redwood Falls (1891).[38] Bassford also designed an addition to old Engine House No. 2 at 412 North Wacouta Street in 1886 (non-extant).[39] Historian Susan Granger has suggested that Bassford designed an additional engine house in Saint Paul, but no information was found to attribute any additional engine houses to Bassford.[40] However, based on representative three-dimensional models, the design of Chemical House No. 3 (1885; RA-SPC-1468; extant) does closely resemble that of Chemical House No. 5/Engine House No. 10.[41]

Havelock Hand

Havelock Hand designed Engine House No. 11 (1890; RA-SPC-0321; extant) and at least one other engine house in the City, according to historian Susan Granger. No additional information was found to attribute any additional engine houses to Hand.[42] According to a previous inventory form, this is one of the few designs attributed to Hand.[43] Hand arrived in Saint Paul in 1882 from Buffalo, New York, as part of a surge in the arrival of architects with established portfolios looking to capitalize on rapid expansion in the Midwest.[44] Hand also designed the Frederick Banholzer House at 681 Butternut Avenue in 1889, in the Victorian style.[45]

Buechner & Orth

The architectural firm of Buechner & Orth appears to have designed all the engine houses constructed between 1901 and 1910, including Engine House No. 15 (1901; non-extant); Engine House No. 18 (1908; RA-SPC-3887; extant; determined NRHP-eligible); and Engine House No. 20 (1909; RA-SPC-3414; extant). It has also been suggested that the firm designed Engine House No. 21 (1910; RA-SPC-4767; extant; determined NRHP-eligible), due to the similarities in form to Engine House No. 18 (1908; RASPC-3887; extant; determined NRHP-eligible) and Engine House No. 20 (1909; RA-SPC-3414;

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[36] Alan K. Lathrop, *Minnesota Architects* (Minneapolis: University of Minnesota Press, 2010),14.

[37] Granger, "St. Paul's Nineteenth Century."

[38] Lathrop, *Minnesota Architects,* 15, and Millett, *AIA Guide,* 149.

[39] Susan Granger, "RA-SPC-5463 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.

[40] Granger, "St. Paul's Nineteenth Century." Research was conducted at the Minnesota Historical Society and the following sources were also consulted: Heath, *St. Paul Fire,* and Hennessey, *History*.

[41] Extra Alarm Association of the Twin Cities, Inc., "Extra Alarm Association of the Twin Cities, Inc."

[42] Granger, "St. Paul's Nineteenth Century." Research was conducted at the Minnesota Historical Society and the following sources were also consulted: Lathrop, *Minnesota Architects,* and Millett, *AIA Guide*.

[43] Patricia Murphy, "RA-SPC-0321."

[44] Jeffrey A. Hess and Paul Clifford Larson, *St. Paul's Architecture* (Minneapolis: University of Minnesota Press, 2008), 56.

[45] Millett, *AIA Guide,* 423.

extant); however, no additional information was found to confirm this attribution.[46] Buechner & Orth was founded in 1902 by Charles William Buechner (1859-1924) and Henry W. Orth (1866-1946). This firm was a significant and productive architectural firm in Saint Paul in the early twentieth century, designing numerous prominent institutional and public buildings as well as commercial buildings and residences. Buechner & Orth often designed high-style buildings based on classical precedents, as is evident in its engine house designs in Saint Paul.[47] Although each of the three extant Beaux Arts engine houses is distinctive, they all display polygonal towers on the side elevation, projecting beyond the main blocks of the buildings.[48]

Charles A. Hausler

Charles A. Hausler (1889-1971), as City Architect, designed Engine House No. 24 (1918; RA-SPC-5401; extant); Engine House No. 25 (1919-20; RA-SPC-3931; extant; determined NRHP-eligible); and Engine House No. 2 (1922; RA-SPC-5463; extant). The City Architect of Saint Paul designed the second Engine House No. 23 (1922; RA-SPC-3433; extant), which might have been Hausler since it is like Engine House No. 24; however, he was dismissed from his position that year.[49] Hausler, a Saint Paul native, worked in the offices of Clarence H. Johnston, Sr., and Harry W. Jones, as well as the Chicago offices of Solon Beman and Louis Sullivan.[50] Hausler introduced a new type of engine house design with a modernized appearance and updated plan to accommodate motorized equipment. Hausler developed one bay, two-bay, and three-bay prototypes, with each vehicular bay opening framed by pilasters.[51]

Charles Bassford

Charles Bassford (1879-1945), the son of Edward P. Bassford, was appointed as City Architect in 1930 and was originally attributed as the designer of the second Engine House No. 7 (1930; RA-SPC-3219; extant), according to a previous inventory form. However, this engine house would later be attributed to Clarence W. "Cap" Wigington.[52] Bassford remained as City Architect until his death in 1945 and is particularly well known for designing Roy Wilkins Auditorium (1932); Cleveland Junior High School (1936); and Holman Field Administration Building (1938).[175] Although draftsmen in the Office of the City Architect often designed buildings, numerous designs are instead credited to Bassford since he would have approved them.

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[46] F. Taraba, "RA-SPC-3887 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, n.d., and Bradley et al., "Phase II Architecture History," 170.

[47] Bradley et al., "Phase II Architecture History," 224-225.

[48] Ibid., 170.

[49] M. Mingo, "RA-SPC-3433 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.

[50] Bradley et al., "Phase II Architecture History," 172.

[51] Ibid., 170.

[52] Lathrop, *Minnesota Architects*, 12-13, and G. Phelps, "RA-SPC-3219 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission\, Saint Paul, Minnesota, 1982.

[175] Lathrop, *Minnesota Architects*, 13-14.

Clarence W. "Cap" Wigington

As mentioned above, the second Engine House No. 7 has now been attributed to Clarence W. "Cap" Wigington (1883-1967), who was the head draftsman in the Office of the City Architect and the first African-American municipal architect in the country.[53] He also designed the second Engine House No. 17 (1930; RA-SPC-5529; extant) and the second Engine House No. 5 at 860 West Ashland Avenue (originally Ladder Co. No. 3; 1930; extant). He has been proposed as the architect of the second Engine House No. 19 (1930; RA-SPC-0186; extant; determined NRHP-eligible). Given his position in the Office of the City Architect and his work on other structures in Highland Park, it is likely that Wigington was at least consulted on the design of the second Engine House No. 19, due to its similarity to the Highland Park Water Tower and Pavilion, and the second Engine House No. 5, both constructed in the Mediterranean Revival style and designed by Wigington.[54]

BUILDERS/CONTRACTORS

A variety of builders or construction companies have been identified in connection to various engine houses in Saint Paul. Available information about each builder varies. In rare cases, one builder may have worked on more than one engine house. For example, George H. Fletcher built both Chemical House No. 3 (1885; RA-SPC-1468; extant) and Chemical House No. 5/Engine House No. 10 (1885; RA-SPC-3110; extant).[55] No additional information could be found about George H. Fletcher.[179] Other builders associated with engine houses in Saint Paul include J.A. Clark, who did an addition to the first Engine House No. 5 at 486 Selby Avenue in 1886 (1882; RA-SPC-3248; extant); A.J. Hoban, who was the builder for Engine House No. 11 (1890; RA-SPC-0321; extant); A.M. Sanberg, who built the second Engine House No. 23 (1922; RA-SPC-3433; extant); L.W. Baumeister and Sons, who was the contractor for the second Engine House No. 7 (1930; RA-SPC-3219; extant); William Selby, who built the second Engine House No. 17 (1930; RA-SPC-5529; extant) and the second Engine House No. 19 (1930; RASPC-6169; extant; determined NRHP-eligible); and John Krumhout, who built the second Engine House

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[53] Millett, *AIA Guide*, 334.

[54] Summit Envirosolutions, Inc., "RA-SPC-6169," 3.

[55] A. Katata, "RA-SPC-1468 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1982, and Granger, "RA-SPC-3110."

[179] Research was conducted at the Minnesota Historical Society.

[180] Patricia Murphy, "RA-SPC-3248," Granger, "RA-SPC-0321 Historic Inventory Form," Mingo, "RA-SPC-3433," Phelps, "RA-SPC-3219," Minnesota Historical Society, "Water Tower N, Highland Parkway, Saint Paul, Minnesota," 2010, accessed August 22, 2016, http://www.placeography.org/index.php/Water_Tower_N,_Highland_Parkway,_Saint_Paul,_Minnesota, L. Scott, "RA-SPC-5529 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981, and Patricia Murphy, "RA-SPC-0186." [181] Research was conducted at the Minnesota Historical Society.

[182] Nelson et al., "Fire Station No. 18," Section 8, Page 20, and F. Taraba, "RA-SPC-3887." [183] Nelson et al., "Fire Station No. 18," Section 8, Page 20.

[184] M. Mingo, "RA-SPC-3414 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission., Saint Paul, Minnesota, 1981.

[185] Millett, *AIA Guide*, 453.

No. 5 (1930; RA-SPC-0186; extant).[180] No additional information could be found about these builders.[181]

Steenberg Brothers

According to its cornerstone, Steenberg Brothers built Engine House No. 18 (1908; RA-SPC-3887; extant; determined NRHP-eligible), and Lieutenant Joseph Devine served as Superintendent of Construction. The Steenberg Construction Company, as it later became known, was established in Saint Paul in 1906 by Paul R. O. Steenberg and Carl Steenberg. This was one of Steenberg Brothers' first buildings.[182] Prior to working on Engine House No. 18, Steenberg Brothers worked on playground shelters and park comfort stations. The company would later build several educational buildings as well as the TriState Telephone Company Building (1935-1936), designed by Clarence H. Johnston; and the First National Bank Building (1930-1931) in Saint Paul.[183]

Ingemann Company

Ingemann Company built Engine House No. 20 (1909; RA-SPC-3414; extant).[184] The company was founded by brothers, Victor and George, in 1884, who worked on hundreds of houses and other buildings across the Twin Cities.[185]

GUIDELINES FOR EVALUATION

NAME OF PROPERTY TYPE: ENGINE HOUSE IN SAINT PAUL

To be eligible for listing in the NRHP, an engine house must retain sufficient integrity to be able to convey its historical significance. The seven aspects of integrity are defined for engine houses as follows:

- Location: the place where the engine house was constructed
- Setting: the physical environment of the engine house
- Design: the combination of elements that create the form, plan, space, structure, and style of the engine house
- Materials: the physical elements that were combined or deposited during a period and in a pattern or configuration to form the engine house

Under NRHP Criterion A, an engine house may be eligible for its association with events that have made a significant contribution to the broad patterns of local history, especially in relation to municipal services or local settlement and development. Additionally, to be eligible under Criterion A, an engine house must have contributed in a meaningful way to the expansion of municipal services, or been significantly integral to the development of the fire protection system in Saint Paul. An engine house needs to retain sufficient integrity of location, setting, feeling, association and other aspects to convey its significance under Criterion A.

This context and research has not identified any individuals who were significant within the development and construction of SPFD engine houses to make an engine house eligible under Criterion B. However, further research may allow for an engine house to be eligible under Criterion B for association with an individual if it can be demonstrated that an engine house illustrates this individual's historic contributions to the SPFD.

Under NRHP Criterion C, an engine house must meet one or more of the following:

- The building must be an excellent example of an architectural style, because engine houses typically followed prevailing styles. Examples of known engine house styles include Italianate, Second Empire; Richardsonian Romanesque; Storefront Style; Victorian Gothic; and Beaux Arts; additional engine house styles may be identified through further research.
- The building must exhibit features of a prototypical design, such as the one-, two-, and three-bay, functional prototypes developed by Charles A. Hausler as City Architect (page 20 & 31). These engine houses may also exhibit characteristics of an architectural style.
- The building must be the best extant example of the work of an architect or builder.

In addition to meeting one or more of the above criteria, an engine house must retain as character-defining features one or more vehicular openings at the street level and two or three stories in height. These elements are critical to conveying the building's historic or ongoing function as an engine house. The building may also retain a vertical component (often a tower or cupola), historically used to dry hose, and may also retain the traditional floor plan consisting of a large open space on the first story where the apparatus would be stored. A vertical component and the large open space are not necessary to achieve eligibility for listing in the NRHP but will enhance the engine house's integrity if retained. An engine house needs to retain sufficient integrity of design, materials, workmanship, and feeling to convey its significance under Criterion C.

This context and research has not identified any engine house that has the potential to answer important research questions about human history such that an engine house would be eligible under Criterion D. However, further research may allow for an engine house to be eligible under Criterion D if it demonstrates the potential to contribute to our understanding of the development of the SPFD and its engine houses.

Based on this context, engine houses in Saint Paul built between 1869 and 1930 have the potential to be eligible for listing in the NRHP under Criteria A and/or C.