

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

Historic name Engine House No. 32
 Other names/site number Hook & Ladder No. 8, Chemical No. 4, Fire Department Repair Shop (original)
 Name of related Multiple Property Listing N/A

2. Location

Street & number 2000 Washington Avenue and 503 North 20th Street

N/A	not for publication
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 City or town St. Louis

N/A	vicinity
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 State Missouri Code MO County Independent City Code 510 Zip code 63103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

 national statewide local
 Applicable National Register Criteria: A B C D

Signature of certifying official/Title Toni M. Prawl, Ph.D., Deputy SHPO Date _____
Missouri Department of Natural Resources
 State or Federal agency/bureau or Tribal Government

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

Signature of commenting official _____ Date _____

 Title _____ State or Federal agency/bureau or Tribal Government

4. National Park Service Certification

I hereby certify that this property is:

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

Signature of the Keeper _____ Date of Action _____

Engine House No. 32
Name of Property

St. Louis, Independent City, MO.
County and State

5. Classification

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

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

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

<input checked="" type="checkbox"/>	private
<input type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

<input checked="" type="checkbox"/>	building(s)
<input type="checkbox"/>	district
<input type="checkbox"/>	site
<input type="checkbox"/>	structure
<input type="checkbox"/>	object

Contributing	Noncontributing	
2		buildings
		sites
		structures
		objects
2		Total

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT/Fire Station

GOVERNMENT/Public Works

Current Functions

(Enter categories from instructions.)

COMMERCE/Business

DOMESTIC/Single Dwelling

VACANT

7. Description

Architectural Classification

(Enter categories from instructions.)

LATE VICTORIAN/Romanesque

LATE 19th & 20th CENTURY REVIVALS/Italian Ren

Materials

(Enter categories from instructions.)

foundation: Limestone

walls: Brick

Sandstone

roof: Asphalt

other: Concrete

Terra Cotta

NARRATIVE DESCRIPTION ON CONTINUATION PAGES

Engine House No. 32
Name of Property

St. Louis, Independent City, MO.
County and State

8. Statement of Significance

Applicable National Register Criteria

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

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

Areas of Significance

POLITICS/GOVERNMENT

Period of Significance

1892-1929

1919-1965

Significant Dates

1892

1919

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

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

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Annan, Thomas B. (Attributed 1892)

Heimberger, George U. (1919)

STATEMENT OF SIGNIFICANCE ON CONTINUATION PAGES

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
- previously listed in the National Register
- previously determined eligible by the National Register
- designated a National Historic Landmark
- recorded by Historic American Buildings Survey # _____
- recorded by Historic American Engineering Record # _____
- recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository: **St. Louis Fire Department**

Historic Resources Survey Number (if assigned): _____

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10. Geographical Data

Acreage of Property Less than one acre

Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>38.633805</u> Latitude:	<u>-90.208050</u> Longitude:	3	_____ Latitude:	_____ Longitude:
2	_____ Latitude:	_____ Longitude:	4	_____ Latitude:	_____ Longitude:

UTM References

(Place additional UTM references on a continuation sheet.)

____ NAD 1927 or ____ NAD 1983

1	____ Zone	____ Easting	____ Northing	3	____ Zone	____ Easting	____ Northing
2	____ Zone	____ Easting	____ Northing	4	____ Zone	____ Easting	____ Northing

Verbal Boundary Description (On continuation sheet)

Boundary Justification (On continuation sheet)

11. Form Prepared By

name/title Matt Bivens/Historic Preservation Director
organization Lafser & Associates, Inc. date 5.8.15;6.26.15
street & number 1215 Fern Ridge Pkwy., Suite 110 telephone 314-560-9903
city or town St. Louis state MO zip code 63141
e-mail msbivens@lafser.com

Additional Documentation

Submit the following items with the completed form:

- **Maps:**
 - A **USGS map** (7.5 or 15 minute series) indicating the property's location.
 - A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Photographs**
- **Owner Name and Contact Information**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

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

Engine House No. 32

Name of Property

St. Louis, Independent City, MO.

County and State

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photo Log:

Name of Property: Engine House No. 32

City or Vicinity: St. Louis

County: Independent City State: Missouri

Photographer: Matt Bivens

Date

Photographed: 5-1-2015

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

- 1 of # 11: Primary Elevation of 1892 building facing north at Washington; camera south.
- 2 of # 11: 20th Street elevation (left) and primary (right); camera west.
- 3 of # 11: Primary Elevation of 1919 building facing east at 20th (left) and east wall of 1892 building (right); camera NW.
- 4 of # 11: Loading dock and west wall of 1892 building; camera east.
- 5 of # 11: East wall (right) and primary (left) of 1892 building; camera southeast.
- 6 of # 11: Interior 1st floor of 1892 building; camera south.
- 7 of # 11: Interior 1st floor ceiling wood coffer of 1892 building; camera up towards east wall.
- 8 of # 11: Interior 1st floor ceiling wood fire pole hole opening of 1892 building; camera up.
- 9 of # 11: Interior 2nd floor of 1892 building; camera northeast.
- 10 of # 11: Interior 2nd floor front north-facing wall with window infill of 1892 building; camera north.
- 11 of # 11: Basement structure reported to allow horses passage into basement from street; now blocked-in; camera NE

Figure Log:

- Figure 1** (page 5): First floor. Current plan at top. Source: Fendler + Associates, Inc. Architects, 2015. Early layout design at bottom. Source: City of St. Louis, Division of Bridges and Buildings, 1919.
- Figure 2** (page 6): Second floor. Source: Fendler + Associates, Inc. Architects, 2015.
- Figure 3** (page 6): Basement. Source: Fendler + Associates, Inc. Architects, 2015.
- Figure 4** (page 7): 1919 Building 1st floor as designed (top); after 1990s (bottom). Source: City of St. Louis, 1919 (top); site visits and verifications by author and fore department historian (bottom).
- Figure 5** (page 8): 1919 Building 2nd floor as designed (top); after 1990s (bottom). Source: City of St. Louis, 1919 (top); site visits and verifications by author and fore department historian (bottom).
- Figure 6** (page 10): Original (left side) versus current (right side) conditions. Top images show the Engine House medallion; the bottom shows the primary façade- each of the 1892 building. Source: Historic photographs from the St. Louis Fire Department Archives and Matt Bivens images from 2015.
- Figure 7a** (page 13): The Great Fire of the City in color etching, 1849. Source: Missouri Historical Society archives.
- Figure 7b** (page 13): Thomas Easterly daguerreotype of the aftermath of the Great Fire of 1849. Source: Missouri Historical Society archives.
- Figure 8** (page 18): Whipple Fire Insurance Map of St. Louis. Volume 2, plate 82, 1892.
- Figure 9** (page 19): Whipple Fire Insurance Map of St. Louis. Volume 2, plate 82, 1897. Although the base dates to 1897, portions were pasted over into the early 1900s. Reports of the Fire Department confirm that the 3 story addition did not exist still in 1901. 1904 drawings indicate that the third story was designed and approved for construction.
- Figure 10** (page 21): Firemen from No. 32 fighting the Missouri Athletic Club/Boatmen's Bank fire of March 9, 1914 from the roof of the Baumann Safe Company building. Source: Missouri Historical Society photo archive.
- Figure 11** (page 22): Firemen controlling flames of the MAC/Boatmen's Bank fire in March of 1914. Source: "History of the St. Louis Fire Department." (St. Louis: Central Publishing Company, 1914), Chapter III, page 140.
- Figure 12** (page 22): Firemen hose wagon in use 1914 (left) and "modern" horse-drawn fire engine (right). Source: "History of the St. Louis Fire Department." (St. Louis: Central Publishing Company, 1914), page 241.
- Figure 13** (page 23): District Chief No. 4 outside Engine No. 32 in 1914. Source: City of St. Louis Fire Department
- Figure 14** (page 24): Station as it appeared in 1909 (left). Source: Sanborn Fire Insurance Map of St. Louis. Volume 2, plate 32, 1909. Station lay-out in 1904 (right). Source: Phil Nauman and Robert Pauly. Arrow indicates north.
- Figure 15** (page 25): The men of No. 32 fight fire. Source: St. Louis Fire Department Archives (no date).
- Figure 16** (page 27): Site conditions in 1932. Source: Sanborn Fire Insurance Map of St. Louis. Volume 1W, plate 32, 1932.

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Figure 17 (page 28): Site conditions in 1950. Source: Sanborn Fire Insurance Map of St. Louis. Volume 1W, plate 32, 1950.

Figure 18 (page 32): "Engine House No. 32 Boundary Map." Source: Google Earth and Matt Bivens mapping.

Figure 19 (page 33): Photo Key, Matt Bivens, 2015.

DRAFT

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Engine House No. 32
Name of Property
St. Louis (Independent City), Missouri
County and State
N/A
Name of multiple listing (if applicable)

ARCHITECTURAL DESCRIPTION

Summary

The Engine House No. 32¹ at 2000 Washington Avenue and 503 North 20th Street in St. Louis (Independent City), Missouri, is comprised of two attached fire department buildings completed in 1892 and 1919 respectively. Constructed of Missouri granite, red brick and sandstone, the 1892 two-story complex was executed in the Romanesque style; the 1919 building was designed in the Renaissance Revival style and constructed with buff brick and white glazed terra cotta accents over a concrete foundation. Essentially original in design with modern fenestration alterations and infill, these two abutting (but not inter-connected) buildings retain original construction materials, ornamentation, functional garage bays, and original interior designs including an ornamental wood ceiling (in the 1892 building), open apparatus storage, and fire pole access holes from the second story. Portions of tin ceiling remain in the second floor dorms of the 1892 building as well as historic millwork. A minor rear addition to the 1892 building was demolished by 1919 and a three-story addition built as an ancillary structure was demolished by the 1950s; loss of these buildings does not negatively impact the integrity of the buildings extant today. The complex has integrity of location, design, setting, materials, workmanship, feeling and association.

Site

The city block containing the subject building complex is bound by Washington Avenue at the north, 20th Street to the east, St. Charles Avenue to the south and the western half of city block 2005 and the historic Emerson Electric Company building (1920; National Register listed) to the west. The buildings are set at sidewalk level along Washington Avenue and 20th Street (See boundary map in Section 10). Although research within the St. Louis City Hall building division does not indicate that the grade of the street has been changed since the 1890s, there is evidence that a ramp or a lift was situated in at least two spaces along the east wall of the 1892 building and allowed access into the basement space.²

¹ The nominated building housed the newly-created Engine Company No. 32 (No. 32), Hook & Ladder Company No. 8 (H&L8), the re-activated Chemical Company No. 4 (C4), and Fuel Wagon No. 8 (F8); for purposes of this nomination the building is hereafter referred to as the "No. 32" when referenced in general. Where its departments are described specifically that applicable name is used.

² Additional research at the St. Louis Fire Department archives indicates that the basement area provided storage of horses; physical evidence of heavy lintels spanning wide openings in the basement (photo 11) also suggests that there were openings wide enough to accommodate a horse or large equipment.

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St. Louis (Independent City), Missouri
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N/A
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Exterior

The primary, north facing elevation of the 1892 station faces Washington Avenue. The first story is framed with both rusticated and polished Missouri red granite which supports a double arch of the same material (Photo 1). The two-bay first floor contains an early wood overhead garage bay door with row of glass windows at the right side. The left side contains a recessed, bricked-in bay with pair of metal windows; the original arch entry bay is intact and clearly evident. Red sandstone block arranged in a squared rubble pattern above the granite arches continues to the second floor where a projecting sill course supports an arcade of six, semi-circular sandstone arch windows. Between the first floor arches is a sandstone plaque which originally bore the station's company names—it has since eroded leaving only traces of letters. The second floor contains round sandstone columns with block bases and carved capitals that originally framed semi-circular arch, one-over-one, double-hung windows, since removed and infilled with recessed red brick. Again, original fenestration patterns are evident. The red sandstone squared rubble cladding continues above the second story arched windows and is framed at both building edges by deep red brick which extends to the parapet. A similar color red brick, plain cornice above the second floor supports a lighter color red brick parapet at the attic story.

Continuing along the eastern-facing, 20th Street elevation the 1892 building has a rounded corner comprised of red brick, Missouri granite sills and lintels, press brick ornamentation, and glass block window infill at the first and second floors (Photo 2). At the roof line is a raised parapet with stone cap and brick corbelling which extends above the east roofline. A pedestrian entry is set within an arched brick opening and has original millwork (and replacement door) within the first bay closest the north elevation. Five, paired window bays are situated on the first and second floors adjacent the entry. A cut limestone foundation is exposed at grade and contains (from right to left and corresponding to each of the five bays aforementioned): a section with limestone arch and keystones (relating to one of the former basement openings containing post and beam supports visible in photo 11); paired fenestration with split-face concrete block infill set under massive stone lintels; and finally three additional pairs of similar window openings with concrete block infill.

The first floor contains four bays with paired windows that are infilled with glass block (photo 2). Segmental arch brick headers have new brick infill below where wood panels originally sat above flat head windows. The second story contains four corresponding bays, each with a tripartite, modern period metal window assembly with brick infill above. Despite the infill, all of the original window fenestration is evident.

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Above at the roof line is a decorative brick cornice supporting a side gable, high pitch roof with asphalt shingles. Historic maps indicate that the original roof had dormer windows which were removed at a very early period. At the rear of the 1892 building is the original hose tower; its roof projects above the main building mass and contains a similar decorative brick cornice over which is placed a stone cap. The tower contains two bricked-in openings at the first floor and a single infilled opening at the second floor (photo 3). A small one-story addition once attached to the south wall, historically demolished to make way for the 1919 station, was an ancillary structure which provided additional storage space.

The south wall of the 1892 building completely abuts the 1919 station; both buildings are separate buildings with no internal connections. The west-facing wall contains multiple window bays at the first and second floors which have been infilled (photo 5). The first floor contains two wide infilled bays. Five bays of varied sizes are infilled at the second floor and six bays are infilled at the attic story. At the south west edge is a loading dock of unknown construction period with metal roof and concrete floor (photo 4).

Abutting the south wall of the 1892 building is the east-facing, primary façade of the 1919 fire station. It is constructed of variegated brick laid in an English bond with terra cotta detailing, (photo 3) front gable roof, and ornamental parapet. A symmetrical façade faces 20th Street and contains what appears to be the original wood garage door. Above, three square stucco panels separate the first and second floors and are framed by pilasters with carved stone capitals. The second story has a tripartite replacement window assembly over a limestone sill; above brick headers are stucco panels set under semi-circular arch bays. Pilasters with stone capitals frame the windows while additional pilasters flanking the windows support a wide arch above the windows; under the arch is a field of diagonally-laid brick with cut brick forming an ornamental swag with centrally-placed terra cotta ornament (photo 3).

The south elevation of the 1919 building has a smooth concrete foundation with ornamental brick coursing just above. A series of eight rectangular, one-over-one, flat head replacement windows with stone sills flank an entry with metal hood at the southwest building corner (photo 3). The second floor contains three, tripartite, similar window assemblies—most closed in with metal panels or boards. The building edges project slightly higher than the rest of the elevation. An ornamental brick cornice with terra cotta parapet continues around the roofline. The western elevation of the complex faces the neighboring building, has two bays at the first and three at the second (with replacement windows), and has limited visual exposure. The north wall

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abuts the 1892 station and is only slightly visible behind the loading dock; the visible portion has concrete stucco (photo 4, right side). A single metal door accesses the loading dock.

Interior

The interior of the 1892 building is accessible while the 1919 building is privately owned and no access has been allowed; the author of this nomination has however been inside of the structure on multiple occasions. The 1892 building is reached via an original Washington Avenue garage bay, a pedestrian door located along North 20th Street, or a wide entry set under the sheltered loading dock nearest the south west wall. The first floor has a finished concrete floor (not original but early) and is a wide open space with glazed brick along the walls (photo 6). The ceiling is original and is composed of wood coffering separated by massive, metal clad beams which rest on the east and west walls (photo 7). Multiple round openings which are either an active or a reserve access for a fire pole from the second floor are intact in the ceiling array (photo 8); however poles have since been removed. The first floor contains a new build office at the northeast corner as well as a rear mechanical and work room closest the south wall (Figure 1).

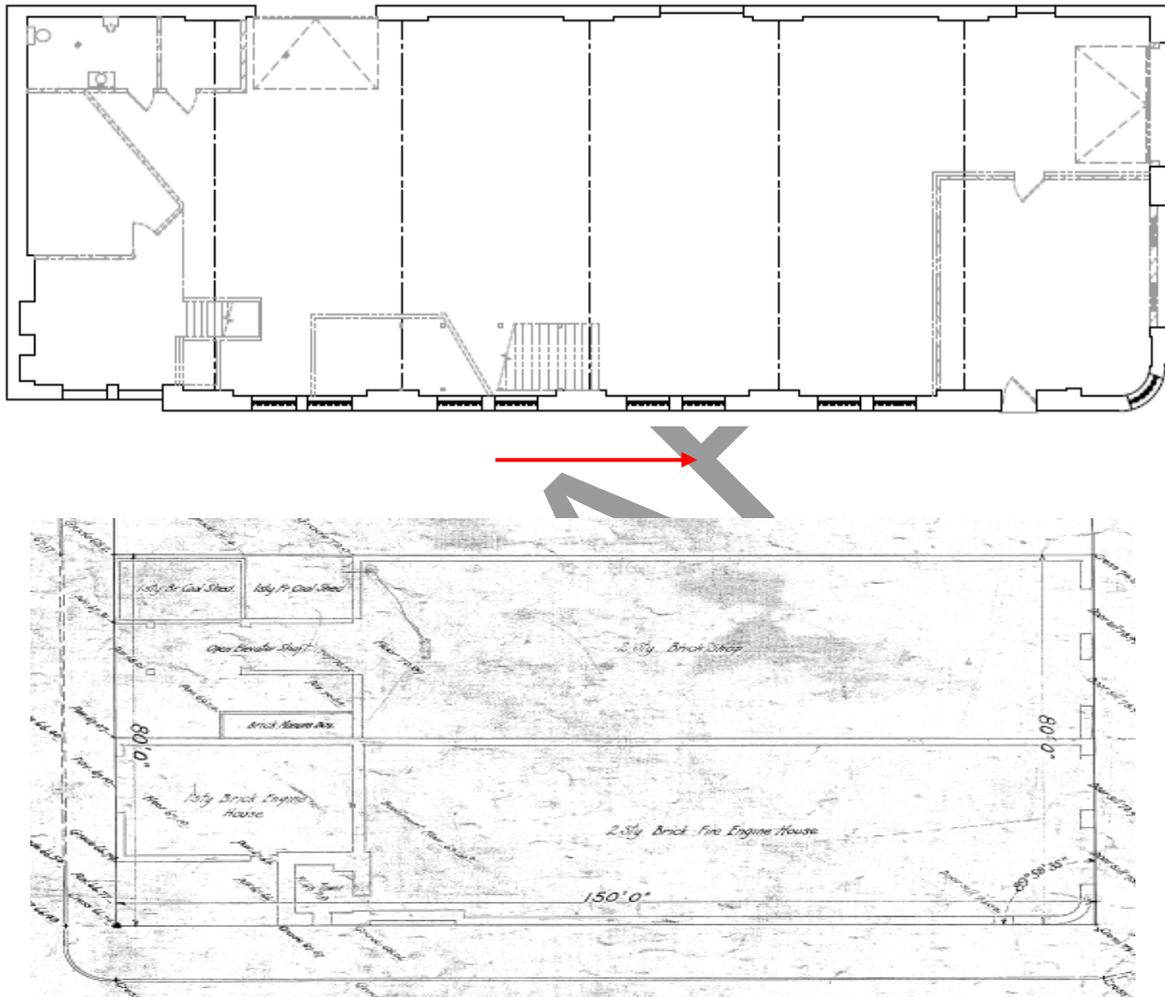
The second floor (Figure 2) is reached by a replacement stair situated along the east wall. Original wood flooring bears signs of over one-hundred years of activity (photo 9). Portions of original or early room divisions comprised of wood frame and plaster lathe contain sections of original wood millwork. Ceilings are primarily plaster in poor condition with a section of tin ceiling intact nearest the north wall. The original window bays along the Washington Avenue elevation are intact with red brick infill (photo 10). The attic story (no figure) is primarily open space with massive wood trusses; the tower portion rises higher than the main roof and hose drying racks are situated along the trusses. The 1892 building reads as a fire station on each floor.

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Name of multiple listing (if applicable)

Figure 1: First floor. Current plan at top. Source: Fendler + Associates, Inc. Architects, 2015. Early layout design at bottom. Source: City of St. Louis, Division of Bridges and Buildings, 1919.

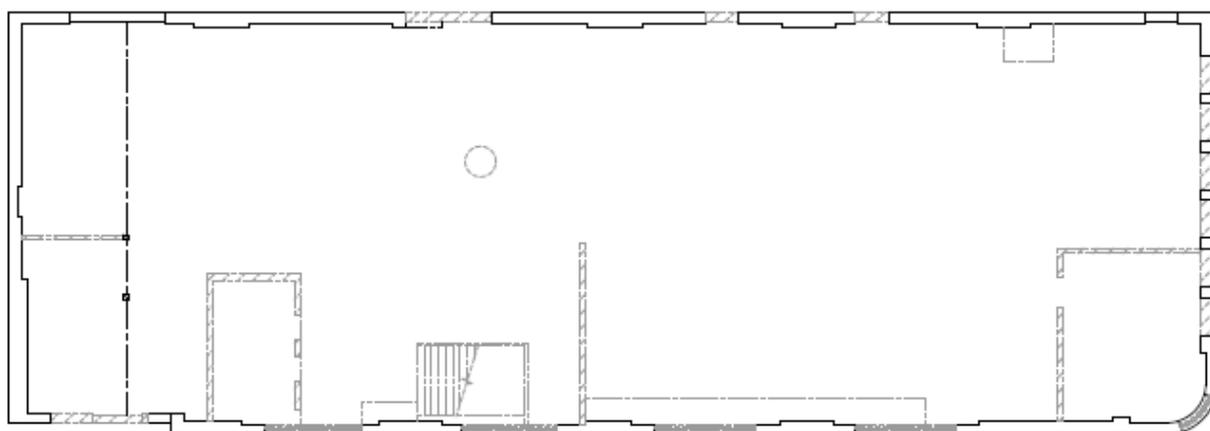


National Register of Historic Places
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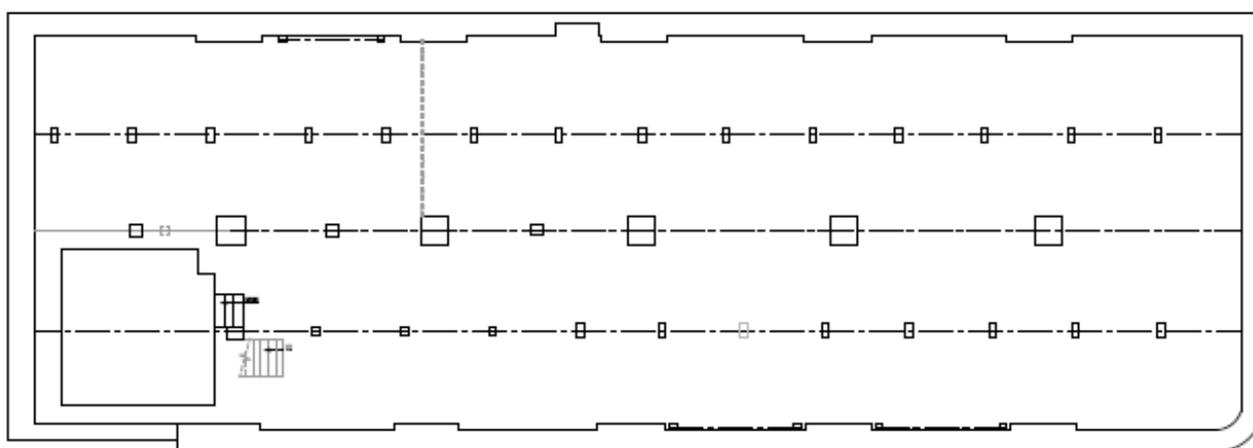
Engine House No. 32
Name of Property
St. Louis (Independent City), Missouri
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N/A
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Figure 2: Second floor. Source: Fendler + Associates, Inc. Architects, 2015.



The basement is reached via an older stair system near the south portion of the building. The floor is concrete and several wood and brick columns or posts are situated in strategic locations (photo 11). Fire hose drying racks as well as wood post and beam structures along the eastern wall are intact. A massive boiler is set in a sub-basement reached by an open stair in the basement at the south wall.

Figure 3: Basement. Source: Fendler + Associates, Inc. Architects, 2015.



The interior of the 1919 building is not accessible but has been inspected by the author several times during the 1990s at which time it contained original features as well as contemporary finishes. The author also verified these drawings with the fire department historian who visited the building more recently. No subsequent building permits have been issued for interior or exterior modifications to the structure. The original floorplan of the building as constructed is included in Figures 4 and 5 on the following pages;

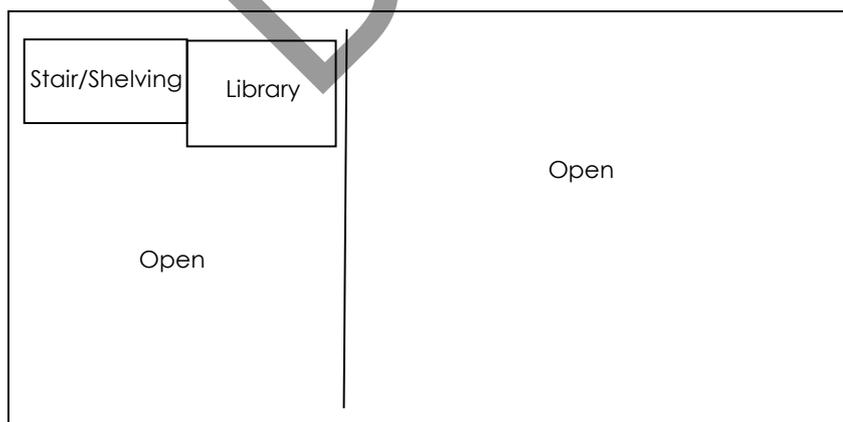
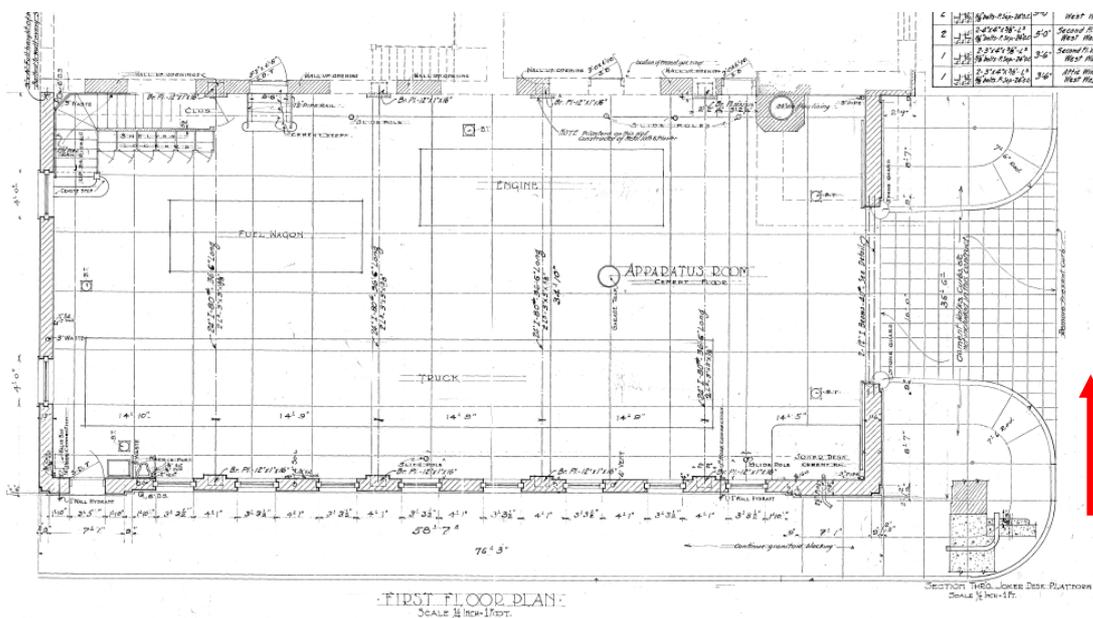
National Register of Historic Places
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N/A
Name of multiple listing (if applicable)

below them are the current floor plans. The first floor remained garage space as originally designed. The stair was retained and a library was constructed with low walls adjacent the stair; a division wall separated this space from the open garage. The original lockers and shelves were retained and reused.

Figure 4: 1919 Building 1st floor as designed (top); after 1990s (bottom). Source: City of St. Louis, 1919 (top); site visits and verifications by author and fore department historian (bottom).



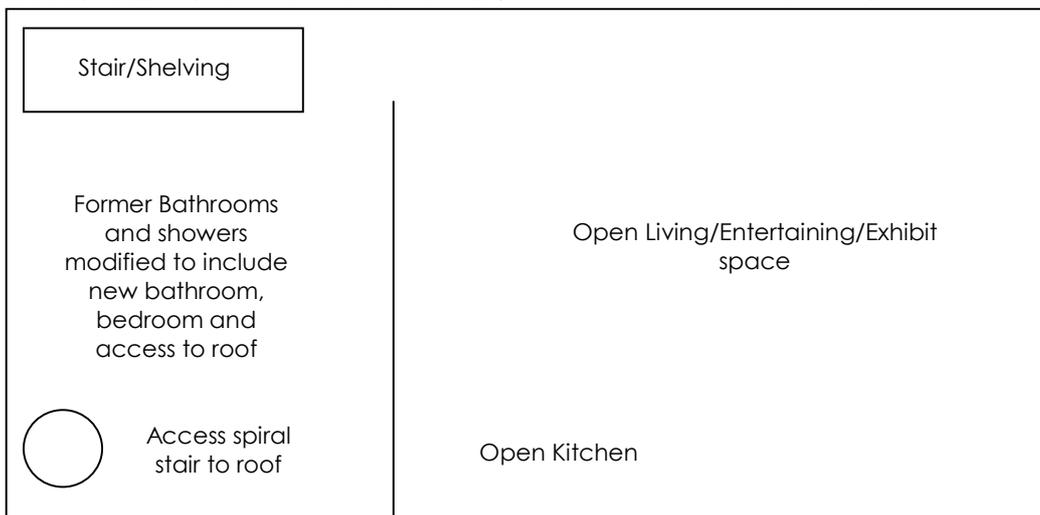
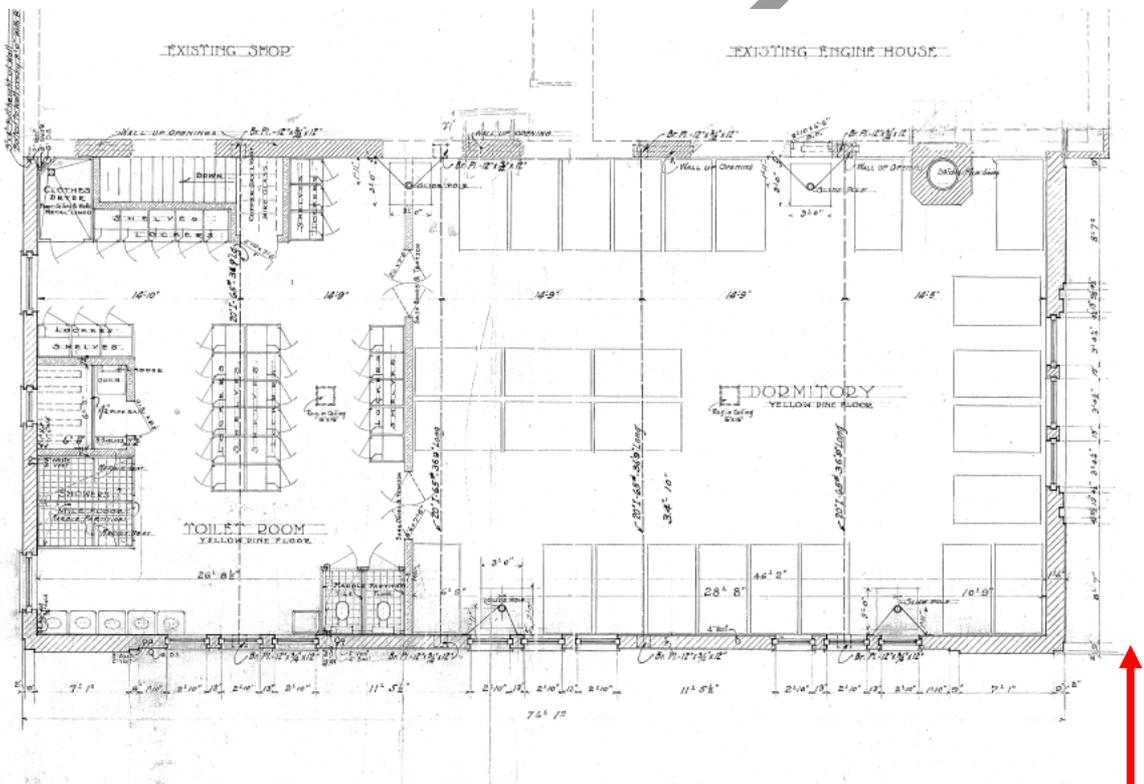
National Register of Historic Places
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N/A
Name of multiple listing (if applicable)

The second floor also remained relatively unchanged with modifications located in the bathroom and shower portion of the building. The former dormitory was left open and a kitchen was built along the south wall had a modernized kitchen and some private rooms. Despite the minor changes noted, the 1919 building can be identified as a fire station on each floor.

Figure 5: 1919 Building 2nd floor as designed (top); after 1990s (bottom). Source: City of St. Louis, 1919 (top); site visits and verifications by author and fore department historian (bottom).



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N/A
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Integrity

Over one hundred years of active use of these structures has resulted in some expected exterior integrity issues including window infill, however the primary elevation of the 1892 building is readily apparent and primarily intact and the 1919 exterior is entirely intact (with replacement windows). The 1st floor, left side garage bay of the 1892 building was infilled with brick but was sympathetically recessed back to preserve the original opening (Figure 6). The original Engine House medallion is extant but has worn down due to erosion of the sandstone; letters are still however visible. The second floor of the 1892 building had its windows removed in the early 1970s and infilled with brick; the brick was again respectfully recessed back from the window bays in order to preserve the ornamental arches, columns, and capitals. The original fenestration is intact and apparent. The parapet was damaged at some point but the curved side bay and pressed brick are intact; additional press brick is stored in the basement. The east elevation has modified window bays at the 1st and 2nd floors however the original openings are clearly evident on the 1st and sections of the 2nd floor. Regardless of these issues the building is clearly identified as a fire station.

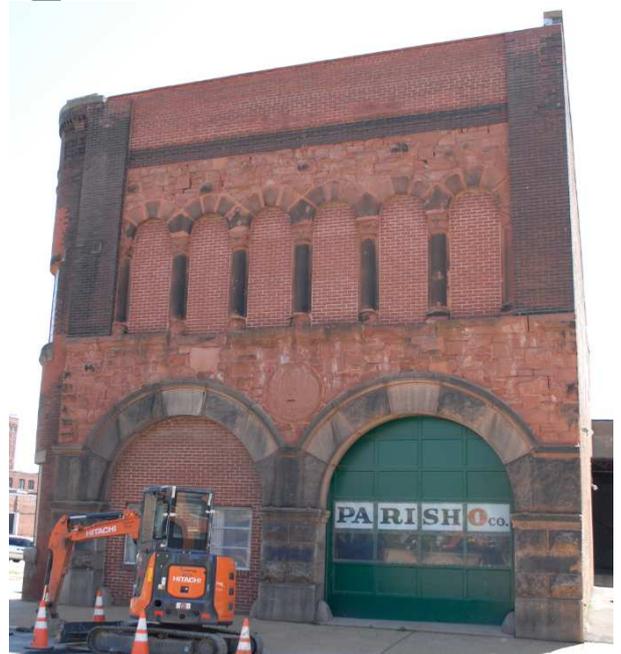
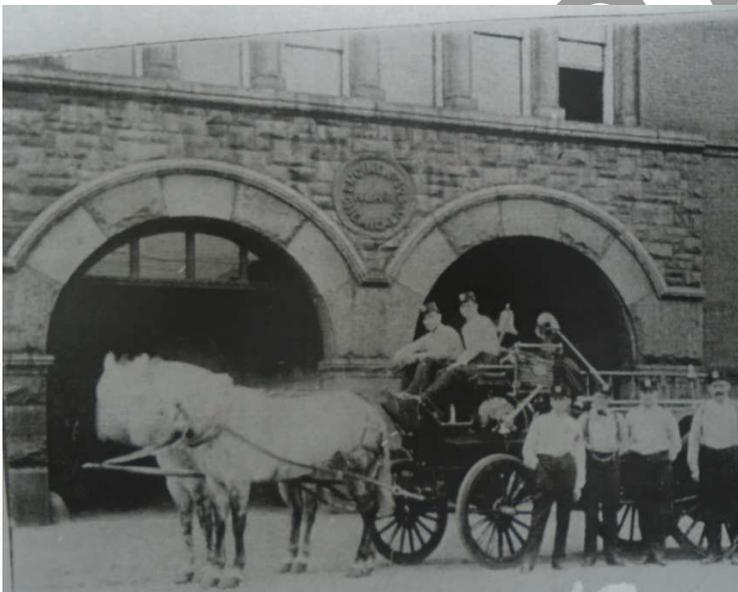
The interior of the 1892 station is wholly intact at the basement and attic floors and nearly intact at the 1st floor including an impressive wood ceiling with all original millwork and pole access holes which are detailed; the 2nd floor was opened historically but locations of missing walls are evident. The 1919 building has a slightly modified interior but the changes were made in secondary spaces thus preserving the character of the stair, storage, engine, and dorm areas. Both buildings read very distinctly as fire stations. Demolition of a small one-story rear, south wall addition of the 1892 building in 1919 (to make way for the nominated 1919 Engine House) as well as a three-story ancillary structure to the west of the 1892 building (during the period of significance) have no negative affects relative to the integrity of the nominated buildings.

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N/A
Name of multiple listing (if applicable)

Figure 6: Original (left side) versus current (right side) conditions. Top images show the Engine House medallion; the bottom shows the primary façade- each of the 1892 building. Source: Historic photographs from the St. Louis Fire Department Archives and Matt Bivens images from 2015.



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Engine House No. 32
Name of Property
St. Louis (Independent City), Missouri
County and State
N/A
Name of multiple listing (if applicable)

STATEMENT OF SIGNIFICANCE

Summary

The Engine House No. 32³ at 2000 Washington Avenue and 503 North 20th Street in St. Louis (Independent City), Missouri, are eligible for local listing in the National Register of Historic Places (NRHP) under Criterion A in association with POLITICS/GOVERNMENT. Expansion of the population of the City of St. Louis as well as explosive growth of new businesses, factories, and industry in the late 1880s began to directly affect the extant city police and fire departments who were then already under great stress. Discussion of the desperate need for new fire stations in strategic locations throughout the city to address the rapid growth began in 1888 but nothing new would be built for a few more years. Passed by a City Ordinance in 1892, Engine House No. 32 was to be one of three new stations, however the department's most significant to date, as it sat in a crucial location immediately adjacent Washington Avenue—the undisputed center of St. Louis' leading wholesale and light manufacturing district (National Register listed). St. Louis became one of the Nation's leading suppliers of dry goods, clothing, glass, hats, shoes, boots and other products between 1890 and 1910 and any threat of loss by fire would be detrimental to the city's status. Relative fire protection along Washington Avenue and surrounding streets, in great part provided by the No. 32, resulted in St. Louis maintaining several leading roles in varied industry into the 1950s.

During the fiscal year spanning 1908-1909, the No. 32 responded to a total of 457 fire alarms...ranking as the first busiest station in the city; of this number the firemen extinguished 100 medium to major fires in 112 hours; those extinguished by chemicals were at least three times more than the typical station.⁴ The No. 32 saw increased activity over its active use, being one of the first companies to arrive on the scene of the infamous Missouri Athletic Club/Boatmen's Bank catastrophe in 1914. Continued increase in fires led the city to construct a second station abutting the old No. 32 in 1919; the old station would then serve as the city's only repair shop until 1929 after which time it was used for city storage. By 1922, the Fire Department classified the No. 32 as one of four most important stations in the city (three remain today in similar

³ The 1892 nominated building originally housed the newly-created Engine Company No. 32 (No. 32), Hook & Ladder Company No. 8 (H&L8), the re-activated Chemical Company No. 4 (C4), and Fuel Wagon No. 8 (F8) and Water Tower No. 1; the 1919 nominated building was constructed to support the increased need for No. 32 which was converted to the departments service garage and ultimately relocated to an extant reorganized station in 1971. For purposes of this nomination the two buildings are hereafter referred to as "No. 32."

⁴ "Mayor's Message: Accompanying Documents to the Municipal Assembly of St. Louis." (St. Louis: 1909), page 297.

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condition).⁵ New No. 32 on the other hand continued to serve the fire department until 1971 when the Engine Company relocated to a reorganized station at 3500 South Grand Boulevard. The buildings remain the last standing stations of their original district and help to tell the story of the early evolution of the paid fire department in St. Louis. The 1892 building is the third oldest fire station left extant in the city. The period of significance begins with the completion of the first engine house in 1892 and continues through the completion of the second engine house in 1919; the period terminates in 1965 corresponding to the arbitrary 50-year cut-off in association with the 1919 station as there is no discernable historic end date.

Background – St. Louis Fires & Department History

St. Louis has had its fair share of serious fires over its 250 year old development from a village into a major city. The first reported large fire reduced John Mullanphy's entire north city brewery complex to ashes on November 3, 1829.⁶ Subsequent large fires raged in 1838 near the riverfront wharf and in 1841 along Main Street downtown together totaling \$200,000 in losses.⁷ But perhaps the most infamous fire in St. Louis occurred in 1849.

On May 17, 1849 a burgeoning St. Louis had also provided shelter for hundreds of transients on their way to the gold rush in California; St. Louis, as a major outfitting station along the way, quickly became overcrowded with street traffic as well as boats banking three deep along the riverfront.⁸ Beginning on the steamer named White Cloud, a mass of flames carried by a strong northeast wind engulfed the town, destroying everything in its path. After the smoke lifted an estimated total of fifteen city blocks containing some 430 buildings and comprising the bulk of the riverside commercial district, in addition to at least twenty-three steamboats, amounted to approximately \$6 million in damages-leaving St. Louis temporarily paralyzed (Figures 7a and b, next page). Fortunately St. Louis rebuilt itself and it would not be for another fifty years in 1900 that the city would see another major fire.⁹

⁵ "St. Louis 26th Convention of the American Society for Municipal Improvements." (St. Louis: City of St. Louis, 1922), page 21.

⁶ Fire Department Book Committee. "History of the St. Louis Fire Department." (St. Louis: Central Publishing Co., 1914), Chapter III, page 27.

⁷ Ibid.

⁸ Ibid.

⁹ Ibid, page 29. This fire on February 4, 1900 consumed five city blocks in the business center and resulted in over \$2 million in losses.

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Figure 7a: The Great Fire of the City in color etching, 1849. Source: Missouri Historical Society archives.



Figure 7b: Thomas Easterly daguerreotype of the aftermath of the Great Fire of 1849. Source: Missouri Historical Society archives.



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Almost two decades before the first major city fire in 1829, an effort to enforce special regulations with reference to the "extinguishment of fires" and to organize a fire department in St. Louis occurred in 1810 via an ordinance passed to draft all free male inhabitants above the age of eighteen to serve as firemen.¹⁰ Two Captains, Pierre Didier and Bernard Pratte commanded these men based on the enlistee's location within the city, north and south of a certain property line. Drills were conducted once a month and failure to show resulted in a fine of \$1.00 per incident. In an effort to prevent fires, the early fire department enforced home owners to "keep their chimneys clear of soot" and to provide at least two fire buckets in their home for exclusive use of the firefighters, also punishable by fine if not procured.¹¹ Period paintings of fires in the city show women and children throwing such buckets into the street for the use of firemen on the way to extinguish a building in flames. Inadequate for a growing town, official volunteer fire companies began to raise interest in both north and south St. Louis as early as 1818 with the first official company enlisting in 1822.¹² Also in 1822, the State Legislature recognized the town as a city, and a city required a structured fire department.¹³

Two distinct volunteer fire companies known as the St. Louis South Fire Company and the St. Louis North Fire Company were established in the early 1820s, but coverage was sparse; to ensure wider coverage, subsequent companies were formed in 1841 including the Central, Liberty, Union, Washington, St. Louis, and Missouri companies.¹⁴ An increase in awareness of the importance of these companies resulted in the city appropriating \$300 per company in 1841 in order to provide funding for the maintenance of fire engines and apparatus equipment and by 1842, the city funded the erection of fire hydrants in engine house yards.¹⁵ Just over a decade later in April of 1856 an ordinance was approved by the Mayor which regulated and reorganized the fire department with the first paid department created in 1857-thus striking a major blow to the volunteer fire fighters.¹⁶ St. Louis saw multiple large fires in the 1850s, 1860s

¹⁰ J. Thomas Scharf. "History of St. Louis City and County." (Philadelphia: Louis H. Everts & Co., 1883), Volume 1, Page 788. The ordinance was passed by town trustees Auguste Chouteau, William C. Carr, Edward Hempstead, and Jean P. Cabanne on January 27, 1810.

¹¹ Idres Head. "Historical and Interesting Places of St. Louis." (St. Louis: Public Library, 1909), page 7.

¹² J. Thomas Scharf, page 789.

¹³ "History of the St. Louis Fire Department," 1914, page 152.

¹⁴ J. Thomas Scharf, page 792. The Phoenix, Franklin, Mound, and Laclede were added by 1852.

¹⁵ Ibid.

¹⁶ Ibid, page 793. At this time 11 companies were in active duty. For a decent history of the volunteer fire fighters of St. Louis see Tom Lynch's "The Volunteer Fire Department of St. Louis." (St. Louis: R. & T. A. Ennis, 1880).

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and 1870s which consumed factories, warehouses, hotels, street car sheds, lumber yards, planning mills, and other structures with heavy losses reported.

The first official fire department inspector was appointed under a city ordinance in July of 1850; taxed with a regular examination of each volunteer fire company every three months, the position was awarded \$300 annually.¹⁷ Beginning also in 1850, a city ordinance under Mayor Kennett appropriated \$1,000 annually to each fire company (a substantial increase over \$300 per company in 1841).¹⁸ Early fire equipment was expensive but still somewhat primitive; hand-operated engines were used until 1855 when the first steam engine appeared in St. Louis.¹⁹ Perhaps in response to the Great Fire of 1849 a Fire Association was formed in that year; composed of three prominent members of each volunteer company, rules, regulations, and bylaws were established.²⁰ A premature death of the Association occurred within a decade in 1859 with the advent of the paid fire department established by the city.

Background –Fire Department Expansion

By 1888 it was becoming clear that the existing fire department was at capacity and congested neighborhoods had insufficient protection. Growth of St. Louis' industry and commerce, especially that centered along Washington Avenue (east of Twelfth Street), had also pressed the current limits of the department. Fire Department Chief John Lindsay made recommendations to the City of St. Louis for additional stations to be strategically placed in these areas where they were "absolutely needed."²¹ One key location was the centrally-placed neighborhood immediately west of downtown; the proposed site at Washington Avenue and 20th Street was to contain the department's first "double company" with an engine company, hose reel, hook and ladder truck, and chemical truck as well as twenty men in charge.²² This area was predominantly residential but was also the location of St. Louis' major source of industry housing the garment, glass, dry goods, and shoe houses as well as other manufacturers; by the early 1890s these industries were raising St. Louis to the top in goods produced and dollars earned. Protection of this area was essential. To ensure the location of a future station there, the City ultimately purchased a lot on the southwest corner of the

¹⁷ Ibid, page 792.

¹⁸ "History of the St. Louis Fire Department," page 154.

¹⁹ Idres Head, page 8.

²⁰ "History of the St. Louis Fire Department," page 163.

²¹ "Annual Report of the Chief of the Fire Department." Office of the Chief Engineer, St. Louis, April 1891, page 370.

²² *St. Louis Post Dispatch*. "Dangerous Delay: What the Holding-Up of Engine House Bills Has Cost. The City Suffering by the Condustr of Noonanese Councilmen." September 28, 1891, page 3.

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intersection (the northeast corner of city block 2005) from owner John Meier for \$11,000 in April of 1890.²³

Over a year had passed and no new stations were built although they were introduced earlier in July with sites pre-purchased and construction funding set aside. Local newspapers criticized the Fire Department Committee (FDC), accusing them of blocking public works.²⁴ A total of \$48,500 had been appropriated and approved by both the General Assembly of St. Louis and the Mayor as well as indorsed by the Board of Public Improvements (BPI), and both the House and Council of St. Louis to construct and equip the new stations—only to sit tabled at the FDC.²⁵ Two weeks later the saga only worsened and the newspaper attacked the FDC again touting “Dangerous Delay!” caused by the holding-up of new bills to erect the new stations.²⁶ The source announced severe indictments against public officials, claiming that a pair of major fires in 1891 at the Cabanne Arcade in the city’s northwest section and in downtown St. Louis (amounting in over \$2,000,000 in losses) could have been averted had the city been better protected.²⁷ Chief Lindsay again expressed his concern that the three new stations were absolutely required to provide adequate protection to all parts of the city.²⁸

Just two days after the newspapers lambasted the FDC, the Municipal Assembly of St. Louis (MASL) finally agreed that the need for the new and improved engine houses would be answered. On September 30, 1891, it was formally announced that each of the three new houses would be built.²⁹ Locations of the stations would include the aforementioned lot at Washington Avenue and 20th Street, one on Vernon Avenue between Belt and Goodfellow Avenues, and the third to be located within the Fairgrounds District in North St. Louis. While the latter two were estimated to cost

²³ City of St. Louis Assessor Office. Deed transcriptions. 1200 Market Street, Room 123, St. Louis, Missouri, 63103. John Meier and his wife sold the parcel in two transactions including the following: April 19, 1890 (949/363/61) to the City of St. Louis which included the building lot; and July 2, 1890 (951/543/34) per Ordinance 15658 which included a strip of Washington Avenue. Meier had purchased the lot from Emma Rumsey and Joseph Campbell in 1889. The first land transaction occurred in 1879 when several city blocks were included in a deal between owner Nick Schaeffer and Eugene Kelly of New York.

²⁴ *St. Louis Post Dispatch*. “Tiresome Tactics: The Combine Out of Patience with the Fire Department Committee.” September 14, 1891, page 3.

²⁵ *Ibid*.

²⁶ *St. Louis Post Dispatch*. “Dangerous Delay.”

²⁷ *Ibid* and *St. Louis Post Dispatch*. “Burned Down.” June 29, 1891, page 5.

²⁸ *Ibid*.

²⁹ *St. Louis Post Dispatch*. “Municipal Assembly: The Council Decides that New Engine Houses Will be Built.” September 30, 1891, page 3.

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\$10,000 each (both since demolished), the one on Washington Avenue was estimated at \$25,000.³⁰

Elaboration – Engine House 32 is built

Officially established by City Ordinance 16,569, the engine and truck house at Washington Avenue and 20th Street was approved by the MASL on January 20, 1892.³¹ Giving authority to the BPI to build this new, \$25,000 structure, designs for a Romanesque Revival station were drawn in 1891 and subsequently approved by the City Architect.³² Supposed to house the new Engine Company No. 32 (No. 32), Hook & Ladder Company No. 8 (H&L8), the re-activated Chemical Company No. 4 (C4), and Fuel Wagon No. 8 (F8), the building was to include three stories (including basement) in order to provide sufficient space.³³ Lindsay's insight and experience with fire losses and damage of department equipment resulted in his plan to construct this new station in such a way to be able to efficiently store several thousand feet of firehose to be used as needed; this would be accomplished via multiple heavy ceiling trusses (still intact) located within an attic story.³⁴

Construction began almost immediately: thick limestone foundation walls were set underground to support massive Missouri granite blocks, sandstone, and red brick. Heavy iron beams spanned from the east and west walls to support the second story. Construction commenced through August of 1892; an accident involving a piece of the heavy sandstone used to erect the structure reportedly fell from the second story and hit one of the workers.³⁵ Although placed in service in December of 1892 (Figure 8) the station was not yet completed in matters of comfort and efficiency. Meanwhile Engine 30 at 5524 Vernon Avenue (No. 30 moved to a new station in 1957 and the building was demolished) and Engine 31 at 3945 Kossuth Avenue (moved to a new

³⁰ Ibid.

³¹ City of St. Louis. Ordinance 16,569, volume 31 City Ordinances, Street Commissioner's Office. For proposed Engine House of the St. Louis Fire Department, page 21091. Ordinance 16,568 was for the erection of the station at Vernon Avenue between Belt and Goodfellow Avenues; Ordinance 16,570 was for the Fair Ground district station—both passed in the same year.

³² Research of buildings completed during this period show that the City paid architect Thomas B. Annan for several projects using Missouri Granite and similar architectural style.

³³ Phil Nauman (1959) and/or Robert Pauly (2015). "City of St. Louis Fire Department." Unpublished History, 1959 and 2015.

³⁴ *St. Louis Post Dispatch*. "Dangerous Delay."

³⁵ *St. Louis Post Dispatch*. "Stone Fell on His Head." August 23, 1892, page 3. The stone hit worker James Macklin on the head thus producing a "probable fracture of the skull." He was sent to the City Hospital by way of the Dispensary.

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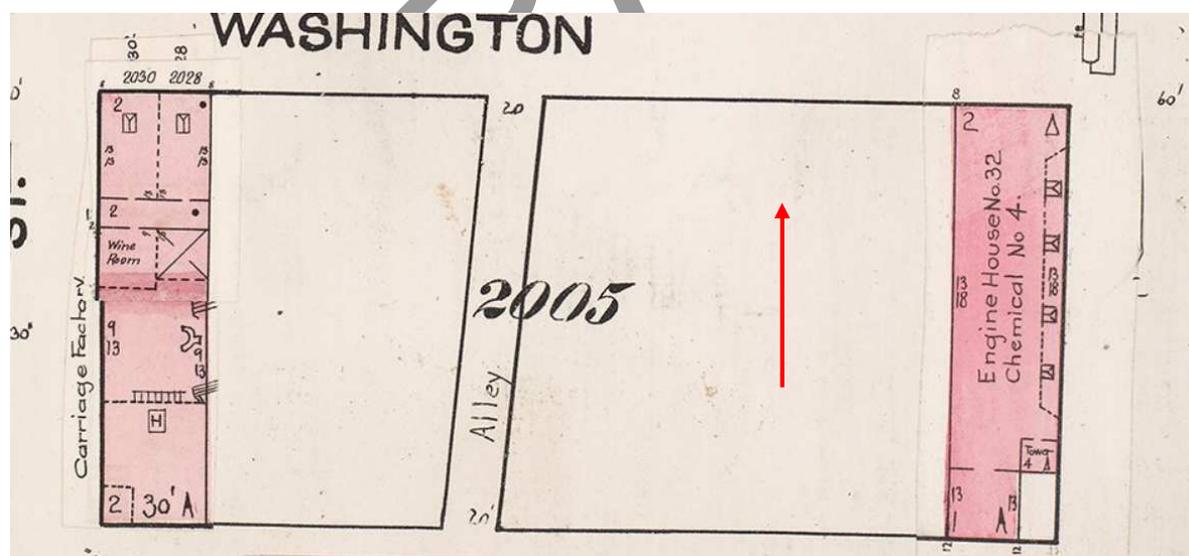
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station in 1953 and demolished) were completed.³⁶ The total number of firefighters numbered 417 with eight officers in charge; 217 horses were in active duty.³⁷

In February, 1893 the BPI submitted to the St. Louis City Council a number of new bonds and contracts—one approved being an ordinance appropriating \$4,500 to complete the engine house at 2000 Washington Avenue (Figure 9).³⁸ Then on March 13, 1893 the MASL approved steam heat in the amount of \$3,000 as well as \$1,000 for “fitting up (horse) stalls,” said money to be shared by the three new stations.³⁹ Additional funds were set aside under this ordinance to build future stations as the need arose. Within two years in 1895, growth of the city’s southern and southwestern portions required three additional stations to be built (one was demolished and the others have been modified). Also in 1895, Charles E. Swingley was promoted to Chief of the Department—a position he would hold for over nineteen years.⁴⁰ Swingley reorganized the fire department into eight districts, boasting that St. Louis’s department was one of the best equipped in the country with 35 engines, 35 hose wagons, 11 hook & ladder trucks, 9 fuel wagons, 11 officer’s wagons, 2 water towers, and a stable of fine horses.⁴¹

Figure 8: Whipple Fire Insurance Map of St. Louis. Volume 2, plate 82, 1892.



³⁶ St. Louis Fire Department Commemorative Book Committee. “History of the St. Louis Fire Department.” (St. Louis: St. Louis Fire Department, 2002), page 103.

³⁷ Ibid.

³⁸ *St. Louis Post Dispatch*. “Council and House.” February 18, 1893, page 2.

³⁹ City of St. Louis. Ordinance 17,073, City Ordinances, Street Commissioner’s Office. For proposed improvements to Engine House 32 of the St. Louis Fire Department, page 22226 (954).

⁴⁰ St. Louis Fire Department Commemorative Book Committee. Page 103.

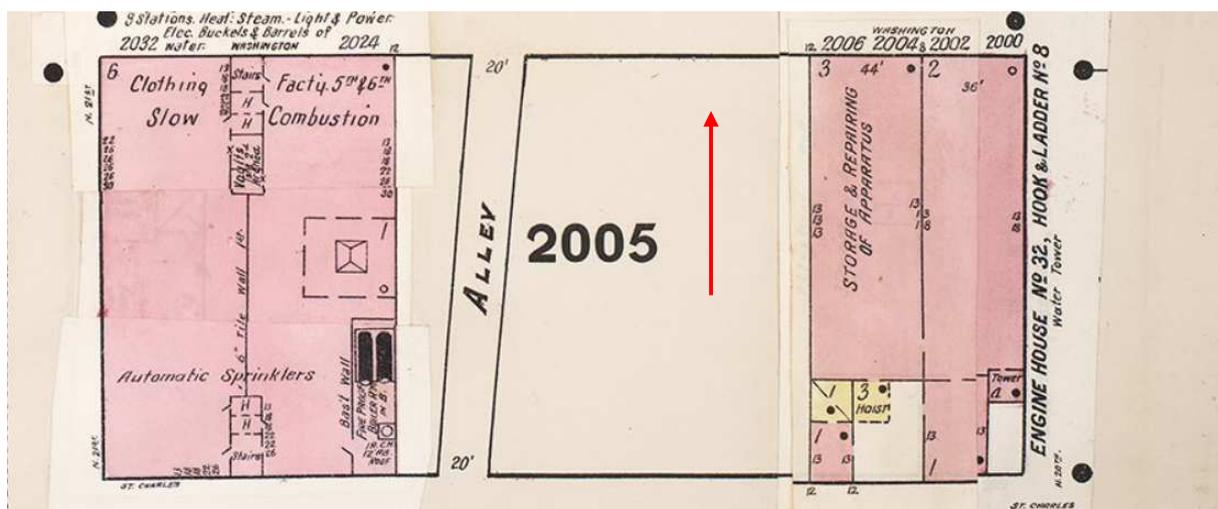
⁴¹ Ibid.

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Figure 9: Whipple Fire Insurance Map of St. Louis. Volume 2, plate 82, 1897. Although the base dates to 1897, portions were pasted over into the early 1900s. Reports of the Fire Department confirm that the 3 story addition did not exist still in 1901. 1904 drawings indicate that the third story was designed and approved for construction.



Expansion of the Engine House to the west included a two-story building to be used for the storage and repair of fire apparatuses (demolished historically). Although proposed as early as 1893, the building was still not completed in 1901.⁴² Engine House 32 was also to have new asphalt & granitoid floors, new horse stalls, new plumbing, as well as a new stair to the second floor—none of which were completed still in 1901.⁴³

Fires Break Out

The No. 32 was a busy station during the 1890s battling multiple fires and saving many more lives. These included the Bethlehem Church on Salisbury and Florissant Streets in 1894 (a total loss), the total destruction of the terminal system of the fire alarm in 1895, fires occurring in conjunction with the 1896 tornado, and an eight-story furniture

⁴² "Mayor's Message: Accompanying Documents to the Municipal Assembly of St. Louis." (St. Louis: 1901). Internal changes in 1896 resulted in C4 taken out of service and replaced by the newly established Water Tower Company No. 2 (W2) in the building.

⁴³ Ibid. The 1893 roster for No. 32 included the following men: J. Sayers (foreman), C. Swingley (asst. Foreman), J. Fisher (engineer), A. Sheridan (fireman), J. Welch (driver), J. Brannigan (driver), T. Sullivan (pipeman), E. Schlesinger (pipeman), & J. Merrill (watchman).⁴³ Chemical Engine No. 4 included R. Walsh (foreman), P. Shay (driver), W. Gannon and R. Cronin (both pipemen).⁴³ H&L No. 8 included A. P. Christie (foreman), E. T. Lynch (asst. foreman), J. F. Maloney (driver), laddermen A. Drain and P. Buttermore, J. P. Dwyer, W. J. Roche, J. J. O'Brien, J. W. McQuoid, & F. J. Fitzgerald.⁴³ And finally Fuel Wagon No. 8 occupied the building with members T. L. Prout and M. Dufore.

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warehouse at 1711 Olive.⁴⁴ One of the largest fires to arrive on the scene to date occurred in February 1900; several firemen were injured and one perished fighting a four block blaze in the North Broadway retail district—a loss of property in the amount of \$1,500,000.⁴⁵ Each year continued to see increased activity with three riverfront commercial blocks destroyed and the loss of 300 fire department horses in early 1901 and on June 20, 1901, an explosion of natural gas created by cured leather in the basement nearly destroyed the Sickles Saddlery Company at Washington Avenue and 21st Street.⁴⁶ No. 32, located just to the east of the building, arrived first and quickly began to extinguish the flames. The fire spread across St. Charles Street and destroyed a building owned by the Lambert Pharmacal Company. Increases in fires and damage to department equipment caused the FDC and BPI to allocate more money to improve and expand existing stations as well as construct new ones.⁴⁷ This effort included a west-side addition to the No. 32 completed in 1902; Fire Department drawings indicate that a third story was planned in 1904.⁴⁸

By 1908 the eight districts of the St. Louis Fire Department had been further divided to include eleven fire districts each comprised of at least four engine companies; No. 32 belonged to the fourth district with supporting stations Nos. 9, 13, and 25 (all except No. 32 since demolished).⁴⁹ The No. 32 also proudly housed Water Tower No. 1—one of two towers used by the department in addition to two fuel wagons (one of two stations to have a pair) and two hook and ladder companies. During the fiscal year spanning 1908-1909, the No. 32 responded to a total of 457 fire alarms...ranking as the first busiest station in the city.⁵⁰ Of this number the firemen extinguished 100 medium to major fires in 112 hours; those extinguished by chemicals were at least three times more than the typical station.⁵¹

Then on March 9, 1914 the burning of the Missouri Athletic Club (MAC) in the Boatmen's Bank Building at Washington Avenue and Fourth Street was at that time the second most serious fire in the city relative to fatalities.⁵² No. 32 climbed to the roof of a nearby four-story building equipped with hoses to attempt to control the flames (Figures 10 and

⁴⁴ St. Louis Fire Department Commemorative Book Committee. Page 103.

⁴⁵ Ibid.

⁴⁶ "History of the St. Louis Fire Department," page 78.

⁴⁷ "Mayor's Message," 1901-1902.

⁴⁸ Phil Nauman and Robert Pauly, no page. By 1909, the additional story was completed (see Figure 13).

⁴⁹ "Mayor's Message: Accompanying Documents to the Municipal Assembly of St. Louis." (St. Louis: 1909), page 297.

⁵⁰ Ibid, page 298.

⁵¹ Ibid.

⁵² Phil Nauman and Robert Pauly, page 138.

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11). Touted as one of the most difficult fires to fight in the city—due mostly to its slow-combustion construction—thousands of citizens came to watch as the seven-story building fell. At the end nearly \$500,000 in damages was estimated and dozens of lives were lost.⁵³

Figure 10: Firemen from No. 32 fighting the Missouri Athletic Club/Boatmen's Bank fire of March 9, 1914 from the roof of the Baumann Safe Company building. Source: Missouri Historical Society photo archive.



The fire raged on into the night and recovery efforts were made the following day. No. 32 had seen one of its first major conflagrations. Compared to today's hi-tech efficiency equipment, No. 32 was using horse-drawn wagons and steam engines (Figure 12) until receiving its first motorized apparatus in 1915.

⁵³ "History of the St. Louis Fire Department." Page 144.

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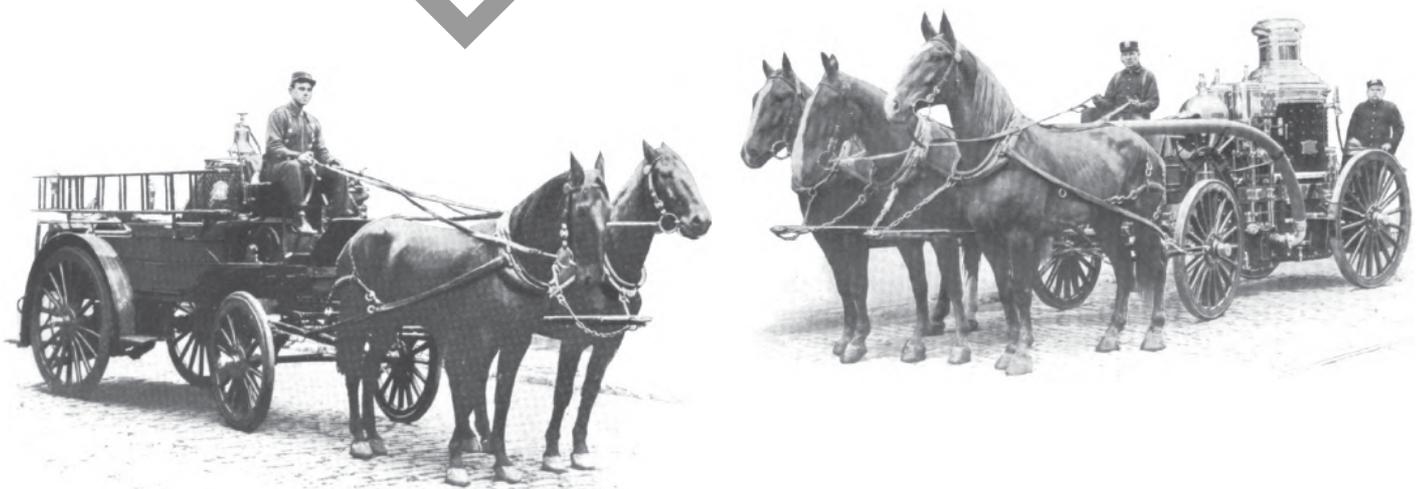
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Figure 11: Firemen controlling flames of the MAC/Boatmen's Bank fire in March of 1914. Source: "History of the St. Louis Fire Department." (St. Louis: Central Publishing Company, 1914), Chapter III, page 140.



Figure 12: Firemen hose wagon in use 1914 (left) and "modern" horse-drawn fire engine (right). Source: "History of the St. Louis Fire Department." (St. Louis: Central Publishing Company, 1914), page 241.



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In 1914, the St. Louis Fire Department reported 52 engine and 17 truck companies and began a system of thorough reporting for building inspections.⁵⁴ No. 32 was led by Captain J. Boland and Lieutenant J. LePage (both of H&L No. 8). Water Tower No. 1 there was managed by Captain P. Smith. Frequent visits from district chiefs and other officials were common (Figure 13). During this period the side addition to No. 32 was always filled with fire department equipment in need of repair and maintenance. The following year in 1915, No. 32 received its first motorized apparatus, the 1915 Robinson capable of 1,000 gallons per minute (GPM); it also housed a Robinson Tractor as well as an earlier 1905 American La France 85' Aerial.⁵⁵ A second Robinson 1,000 GPM arrived in 1916. The Fire Department added twenty-two new stations between 1895 and 1919 (seven since demolished and the others modified to meet modern needs)⁵⁶ and had amassed a fleet of vehicles and apparatus. By 1919, the No. 32 had been completely annexed by the repair shop of the department and its role as an active fire station was secondary to the new No. 32 that would be erected immediately behind it to the south at 503 North 20th Street.⁵⁷

Figure 13: District Chief No. 4 outside Engine No. 32 in 1914. Source: City of St. Louis Fire Department.



⁵⁴ "History of the St. Louis Fire Department," page 192.

⁵⁵ Phil Nauman and Robert Pauly.

⁵⁶ Ibid.

⁵⁷ St. Louis Fire Department Commemorative Book Committee. Page 106.

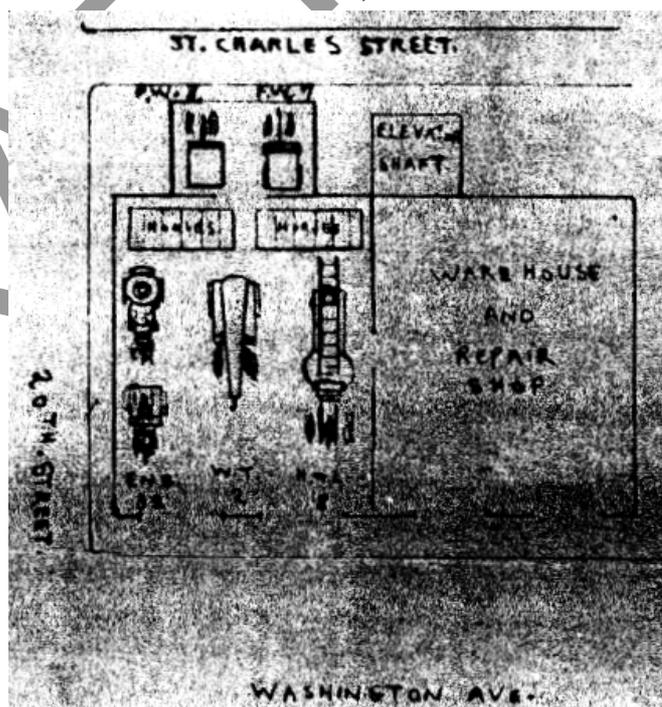
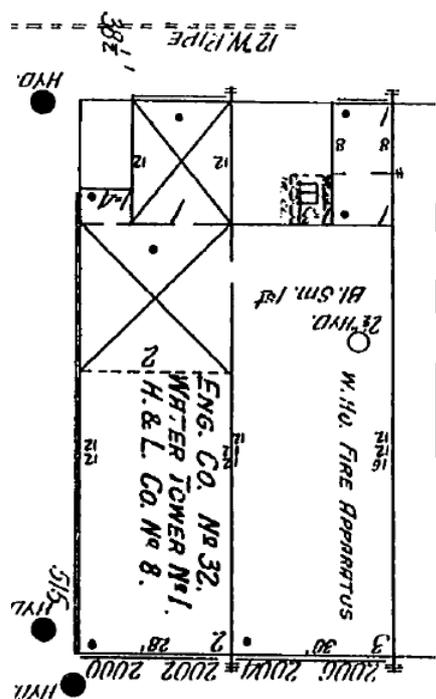
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Before 1919, the original No. 32 had evolved to include a sizable western addition executed in brick and slightly set back from the 1892 building (see Figure 13, previous page). Initially used for storage of department equipment, and being the most centrally-located facility of the department, the addition as well as the original station became the Fire Department's primary repair shop (Figure 14) until being replaced in 1929 by the completed Municipal Service Building at Tucker and Clark Streets (National Register listed); a Master Mechanic was stationed at the No. 32 and placed in charge of Fire Department inventory. Costs of construction and improvements totaled \$11,000.⁵⁸ Use of the No. 32 was efficient and organized (Figure 14, right side).

Figure 14: Station as it appeared in 1909 (left). Source: Sanborn Fire Insurance Map of St. Louis. Volume 2, plate 32, 1909. Station lay-out in 1904 (right). Source: Phil Nauman and Robert Pauly. Arrow indicates north.



With the change in use of the No. 32 in 1919 also saw a need to construct an additional station there; changes in technology—from horse drawn to motor apparatuses—resulted in a new No. 32 being constructed behind the southern wall of the original 1892 building.⁵⁹ A south addition to the 1892 building of unknown construction date was demolished to make way for the new station; the original hose tower was left intact

⁵⁸ Phil Nauman and Robert Pauly.

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and in use. Plans were drawn by City Architect George U. Heimberger in early 1919 and construction cost \$26,561.07 upon completion.⁶⁰

Fires continued to rage in St. Louis and the brave men of the No. 32 rushed to the scene (Figure 15). Historic events which occurred during the early 1920s included firemen propositions for eight-hour work days with time on duty followed by time off and the first appointment of African American firefighters on May 21, 1921⁶¹ (eventually leading to the organization of the first all-African American Fire Company, the No. 24, in 1922 but since demolished). A new Chief was promoted in May of 1925 and the following year a training school for firemen was organized in St. Louis by Joseph Morgan.⁶²

Figure 15: The men of No. 32 fight fire. Source: St. Louis Fire Department Archives (no date).



⁵⁹ Ibid. And "St. Louis 26th Convention of the American Society for Municipal Improvements." (St. Louis: City of St. Louis, 1922), page 21.

⁶⁰ Ibid.

⁶¹ St. Louis Fire Department Commemorative Book Committee. Page 106.

⁶² Ibid, page 107.

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The new No. 32 had been in active duty since 1919, tending to the devastating fire which destroyed the Missouri Pacific Railroad Machine Shops at Montrose and Chouteau Avenues in February of 1921.⁶³ A few years later between midnight of January 4 and January 5, 1924, the No. 32 answered multiple alarms and major fires in temperatures under five degrees below zero.⁶⁴

Historic maps show that the building which housed the original No. 32 was vacant in 1932 (Figure 16, next page) after which time it had been used by the city through 1951 (Figure 17, next page). Sometime prior to 1951 the western addition to the original No. 32 was demolished; it is likely that the extant loading dock was constructed during this time. Meanwhile in 1938, a proposition was on the City agenda which addressed the need for improvements within the Fire Department.⁶⁵ The Committee explained that fire apparatus had limited life-expectancy and performance tables were provided to illustrate that this range was just fifteen years; No. 32 had not received any new equipment since 1928 but at least it was still running efficiently.⁶⁶ Also under the Proposition, a consolidation of the fire houses was suggested; aged over fifty-years in most cases, the Committee exclaimed that these stations could not serve present needs.⁶⁷ It was only a matter of time before the original No. 32 would take a hit; it was already vacated and then ultimately taken over by the city during the 1940s and 1950s for storage and then used as a facility for vermin control during the 1960s.⁶⁸ The 1950s also saw a shift towards new strategies, techniques, and new technologies ensuring the demise of the older stations.⁶⁹

In 1944, a bond issue was passed which called for eleven older fire stations to be demolished and replaced with newer, more efficient stations better equipped to house new apparatus as well as more fire-fighters.⁷⁰ The plan also called for an appropriation of \$3,075,000 for improvements to the fire department.⁷¹ During this demolition scheme each of the supporting stations originally comprising the fourth district were demolished

⁶³ Ibid.

⁶⁴ Ibid.

⁶⁵ Citizen's Fire Department Bond Issue Committee. "Trapped: Five Great Fires and Their Lessons." Proposition No. 1 for November 8, 1938 bond election.

⁶⁶ Ibid and Robert Pauly.

⁶⁷ Citizen's Fire Department Bond Issue Committee.

⁶⁸ Sanborn Fire Insurance Map Company. Volume 1W, plate 32, November 1968. *Gould's St. Louis City Directory*.

⁶⁹ Frank C. Schaper and Betty Burnett. "Images of America: St. Louis Fire Department." (St. Louis: Arcadia Publishing), page 63

⁷⁰ *St. Louis Globe-Democrat*. "11 Old Firetrap Fire Stations to Be Razed Under Bond Issue Plan." April 23, 1944, section B, page 1.

⁷¹ Ibid.

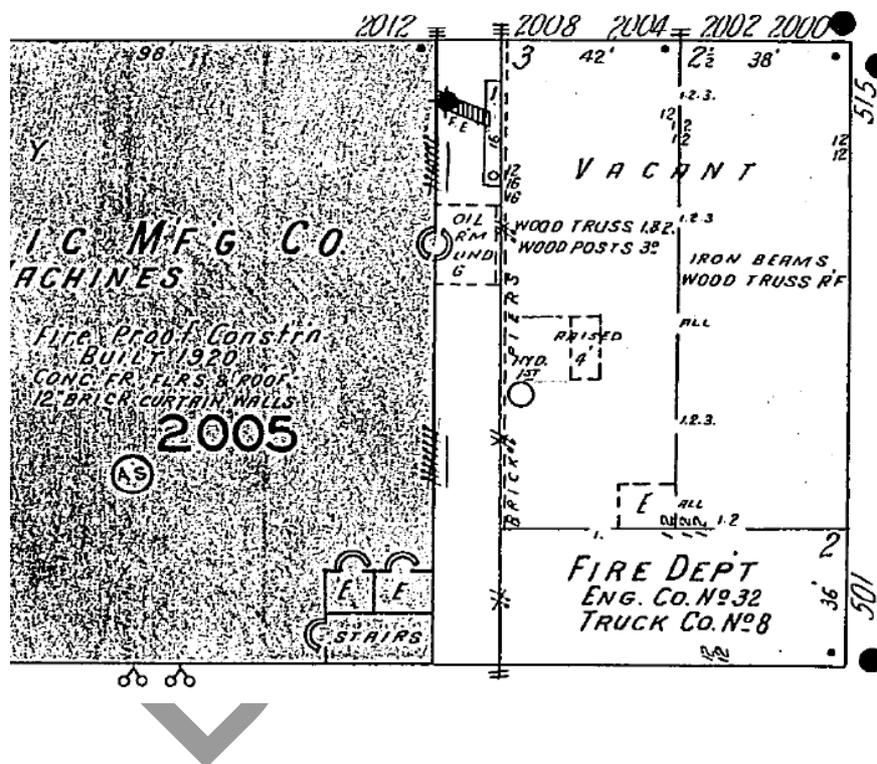
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leaving the 1892 and the 1919 No. 32 stations as a reminder of the days passed. The 1919 No. 32 continued in active duty, seeing typical action, until being decommissioned entirely and relocated in 1971.⁷²

Figure 16: Site conditions in 1932. Source: Sanborn Fire Insurance Map of St. Louis. Volume 1W, plate 32, 1932.



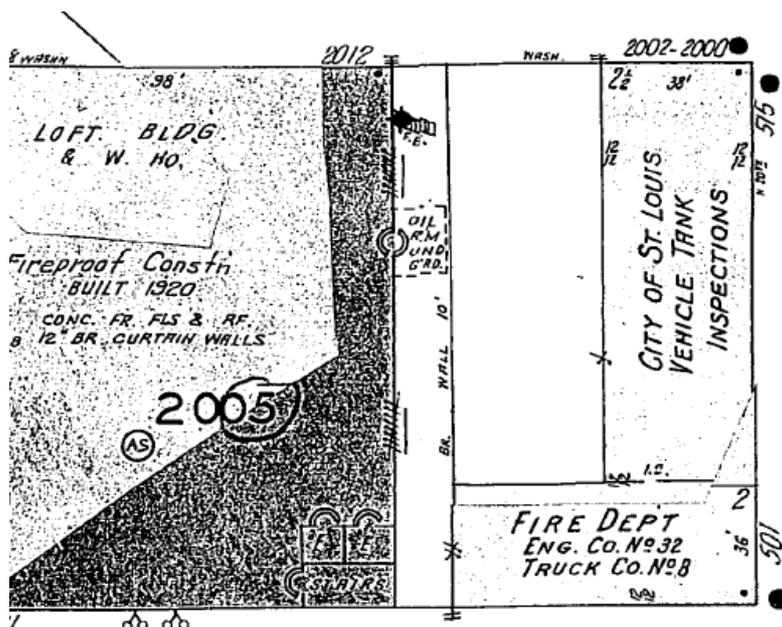
⁷² Robert Pauly.

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Figure 17: Site conditions in 1950. Source: Sanborn Fire Insurance Map of St. Louis. Volume 1W, plate 32, 1950.



Conclusion

The Engine House No. 32 at 2000 Washington Avenue and 503 North 20th Street were established as an essential city requirement to fulfill the fire protection needs of a growing community and rise of St. Louis as one of the Nation's largest manufacturers and distributors of varied goods during the 1890s and 1910s. The existing system was comprised of only 31 fire stations; challenged with a growing population and expansion of factories, businesses, and industry amidst an increasingly crowded city, fire could easily reduce those things that contributed to the wealth and success of St. Louis. Completed in 1892 along Washington Avenue adjacent the major core of goods production with a newer station completed adjoining it at 503 North 20th Street in 1919, the No. 32 helped to limit potential threats to St. Louis' prime source of prosperity. Ultimately the old No. 32 was converted by the city for the repair of its fire department (until 1929) and then other city vehicles (into the 1950s) and by February of 1971, all of the No. 32's responsibilities were transferred to 2600 LaSalle Street. Eventually by July of 1971, No. 32 was entirely relocated to an extant station located at 3500 South Grand.⁷³ These two structures remain today as some of the earliest, extant, and representative examples of the early paid, professional St. Louis Fire Department and are worthy of recognition for their historical significance.

⁷³ John Pauly.

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Verbal Boundary Description

The Engine House No. 32 located at 2000 Washington Avenue and 503 North 20th Street in St. Louis (Independent City), Missouri, is located on city block 2005 and includes two individual parcels comprised of Parcel 1: Washington, Bounded east by 20th Street and Parcel 2 of U. S. Surveys 1278 & 1473, and legally known by the St. Louis City assessor's office as parcel 2005; and Parcel 2: 20th Street of US Surveys 1278 & 1473, bound south by St. Charles and legally known by the St. Louis City assessor's office as parcel 200500040. A dotted line on the accompanying map entitled "Engine House No. 32 Boundary Map" indicates the boundary of the nominated property.

Boundary Justification

The nominated property includes both the 1892 and the 1919 fire stations and thus including the full parcels historically associated with Engine Company No. 32.

Figure 18: "Engine House No. 32 Boundary Map." Source: Google Earth and Matt Bivens mapping.

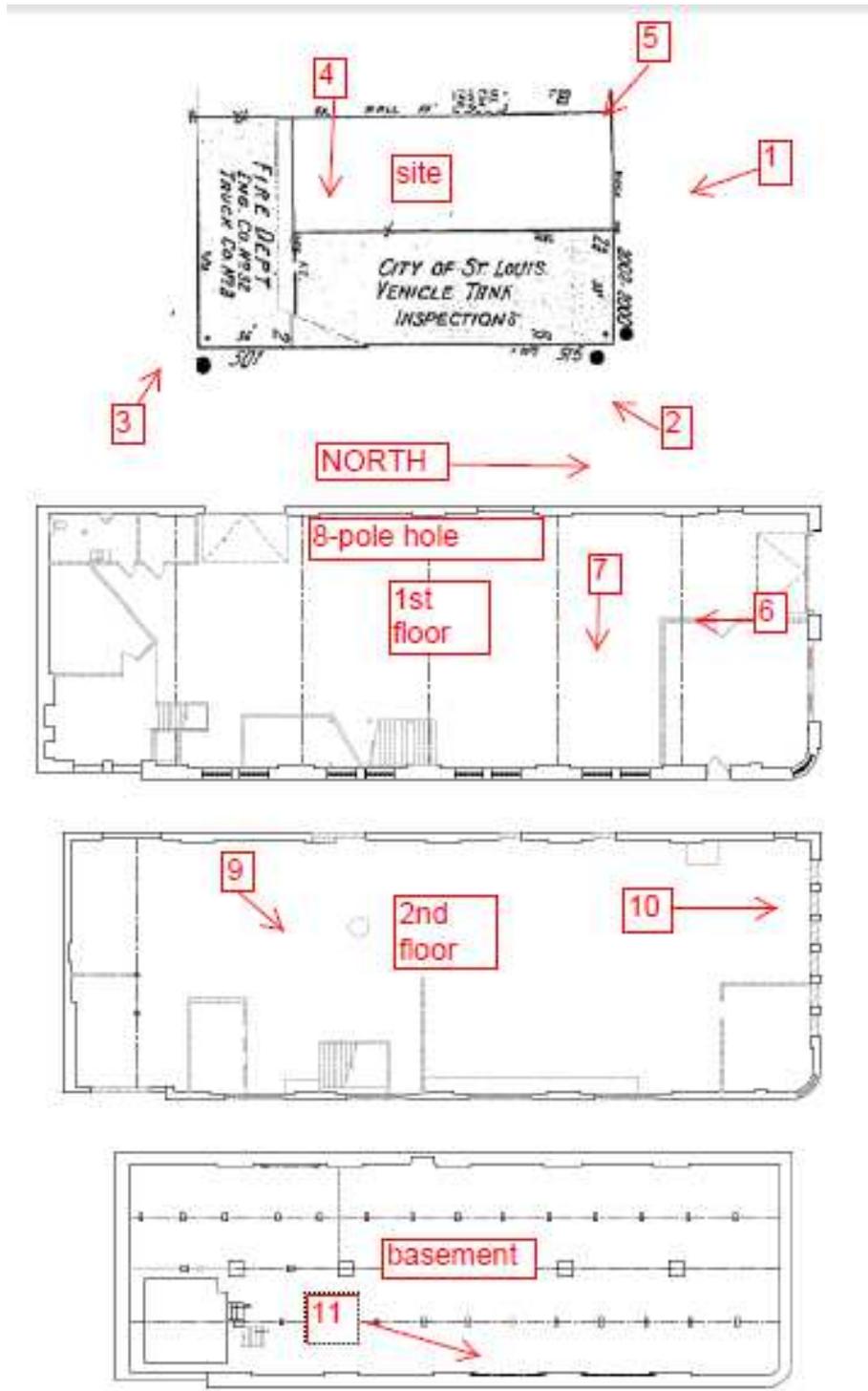


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Figure 19: Photo Key, Matt Bivens, 2015.





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