

United States Department of the Interior  
National Park Service

# National Register of Historic Places Registration Form



1040

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. 1

other names/site number \_\_\_\_\_

## 2. Location

street & number 101 East Third Street

☐ N/A not for publication

city or town Duluth

☐ N/A vicinity

state Minnesota code MN county St. Louis code 137 zip code 55802

## 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

Signature of certifying official/ Title Britta L. Bloomberg, Deputy State Historic Preservation Officer Date 12/5/11

Minnesota Historical Society

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

Name of Property

County and State

**5. Classification****Ownership of Property**

(Check as many boxes as apply)

<input type="checkbox"/>	Private
<input checked="" type="checkbox"/>	public – Local
<input type="checkbox"/>	public – State
<input type="checkbox"/>	public – Federal

**Category of Property**

(Check only one box)

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

**Number of Resources within Property**

(Do not include previously listed resources in the count)

Contributing	Noncontributing
2	buildings
	district
	site
	structure
	object
2	<b>Total</b>

**Name of related multiple property listing**

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

N/A

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

1

**6. Function or Use****Historic Functions**

(Enter categories from instructions)

GOVERNMENT: fire station

**Current Functions**

(Enter categories from instructions)

EDUCATION: education-related

**7. Description****Architectural Classification**

(Enter categories from instructions)

LATE VICTORIAN: Richardsonian

Romanesque

**Materials**

(Enter categories from instructions)

foundation: STONE

walls: STONE/BRICK

roof: COMPOSITION

other:

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**Narrative Description**

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

**Summary Paragraph**

Engine House No. 1 is located on a corner lot in a predominantly residential neighborhood north of the central business district of Duluth. The property fronts east toward East Third Street, and First Avenue East extends along the property's south side. An alley extends along the property's rear; the lot adjacent on the north side is vacant. The engine house complex is comprised of two structures—the engine house itself and a stable/shop building situated beside and behind the engine house. Both were built in 1889. The engine house is a two-story, brick masonry structure with a rectangular footprint and a flat roof. Originally configured with a garage on the ground floor and a meeting room for firefighters on the floor above, it features a Richardsonian Romanesque architectural style, with round-arch window openings framed by heavy rock-faced stone surrounds. The stable/shop building is configured with an el-shaped footprint, which wraps around the side and rear of the engine house. Like the engine house, it features brick masonry construction and a flat roof. The stable/shop is comprised of open stable/shop/storage spaces on both of its two floors and is much more plainly detailed than the engine house. The two structures are connected at one point by a second-story passageway—constructed after the period of significance—that extends over the alley between them. The buildings are presently used for offices, shops and storage by the Duluth School District and are in physically good condition.

**Narrative Description**

As the first engine house built for the newly formed Duluth Fire Department, Engine House No. 1 was strategically located in this central Duluth neighborhood to be able to dispatch firefighting crews to the residential district north of the city's downtown commercial area. Immediately north of the property along East Third Street are several brick rowhouses, which were built in 1891 soon after completion of the engine house. Across East Third Street is a parking lot where Washington Elementary School (1882) once stood. A block south of that stands the Duluth Central High School (1892; NR 1972).

Further out in the neighborhood are rowhouses and detached dwellings, almost all two-story brick buildings situated within typically landscaped residential lots. The two structures of the engine house complex occupy two city lots almost completely, with a fifteen-foot-wide, el-shaped alley

separating the two structures and a sloped concrete apron providing access in front. This paving precludes any aesthetic landscaping on the property.

The two structures that comprise Engine House No. 1 are similar in scale, materials, function, design and construction date [Photo 1]. Their defining elements are largely intact today. Both are two-story rectangular structures, built with masonry exterior walls supported by stone foundations. The bricks have been laid in running or common bond, with red brick employed on the east-facing façades of both buildings and the south street side of the engine house, and buff-colored brick on the secondary walls. The roofs are flat, covered with composition roofing and lined with brick parapets. The structural systems of both buildings are comprised of masonry exterior bearing walls with wood floor and ceiling joists supported by wood and/or steel beams.

Designed by Duluth architect Oliver Traphagen and constructed in 1889, the engine house employs a pared-back version of the Richardsonian Romanesque style. The style is directly attributable to Boston-based architect Henry Hobson Richardson, who is generally regarded as one of the three greatest American architects (along with Louis Sullivan and Frank Lloyd Wright). The Richardsonian Romanesque style eschewed the smooth surfaces and vertical planes of its predecessors in favor of more richly textured wall finishes and a horizontal emphasis. Richardson's buildings epitomized massiveness, with their heavy stone masonry and deep reveals for the window and door openings. Romanesque round arches appeared everywhere, often with contrasting stone quoins and voussoirs. Columns tended to be short and stubby with massive capitals. In contrast with the horizontal lines of their eaves and masonry joints, most Richardsonian Romanesque buildings feature some sort of vertical projection, either in the form of a tower or prominently placed wall dormers.

Traphagen's interpretation of Richardson's style for the engine house incorporated some—but not all—elements of the Romanesque mode. The building's prominent central tower, steep ogee roof, ganged round-arch windows, rough-hewn stonework around the openings, and general feeling of mass and stability were archetypal for the style. Lacking, however, was Richardson's brooding sense of horizontality. And the building's strong symmetry and use of red brick in lieu of stone for the wall surfaces further distanced it from Richardson's trademark expression.

Engine House No. 1 is a two-and-one-half-story, red brick/sandstone building measuring fifty feet long by ninety feet wide with walls extending thirty feet high to the parapets.<sup>1</sup> Its façade is symmetrically arranged into three bays—a

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<sup>1</sup>The description of the engine house that follows is derived in part from the Section 7 description in the original 1974 National Register Nomination. Hackett, John J. "Fire House Number One: National Register of Historic Places Inventory - Nomination Form," December 1974.



central bay with the main pedestrian entrance on the ground floor that projects slightly beyond the two wider flanking bays, each of which contains a large segmental garage door [Photo 2]. All three openings are framed with Romanesque arches, the voussoirs of which are rock-faced sandstone blocks. These arches spring from brick pilasters with sculptured stone capitals. The façade's second floor is similarly divided into three unequal-width bays. The central bay houses a balcony that arches from the wall plane over an elliptical carved-stone oriel and features a wrought iron balustrade. Small triangular panels over the arch contain sculptured stones depicting crossed fire horns. Set back from the exterior wall is the back wall of the balcony, which features a large wood-framed Diocletian window. The two outer bays house triple windows, with brick-voussoired round arches, stone corbelled sill courses and double-hung wood sash with round-arched transoms over [Photo 3]. A corbelled brick cornice is surmounted by a brick parapet finishing the top of the building and the central bay of the front façade projects slightly outward from the front elevation. The façade originally featured a round-arched observation deck that extended beyond the parapet. This character-defining feature distinguished the building's architecture as Richardsonian Romanesque; it was surmounted by an ogee dome capped by a flagpole. The tower has since been removed.

The engine house is situated on a steeply sloped hillside, a physical aspect that is manifested in the building's south side [Photo 6]. Asymmetrical by necessity, this elevation is configured with two stories at its downhill (eastern) end and tapers to a single second story at its uphill (western) end. It is divided into five equally spaced bays by brick pilasters; the center bay is subdivided equally in two. As the building's secondary façade, the south side features many of the same Richardsonian Romanesque architectural features as the east-facing façade—red brick walls, evenly spaced fenestration with round-arched, double-hung windows, brick voussoirs and continuous stone sills, and corbelled parapets. The most distinctive element of the south side is a curvilinear pediment above the central bay, which contains a sculptured date stone bearing the date 1889 A.D. [Photo 7] Facing the central alley that separates the engine house from the stable-shop, the north and west sides of the building are architecturally undistinguished [Photos 8-9]. They feature buff-colored brick walls capped with plain brick parapets and punctuated by an asymmetrical assortment of double-hung windows and pedestrian and garage doors. All the openings are plainly framed, with segmental brick arches or iron loose lintels.

The stable/shop lacks the Richardsonian Romanesque detailing of the engine house. Its façade, like that of the engine house, faces east toward East Third Street. Two stories tall and four bays wide, it is a simply detailed brick face, without any planar relief or applied ornamentation [Photo 3]. The four first-floor window openings feature one-over-one double-hung sash and straight, loose-linteled heads and are framed by corbeled brick hoodmolds and stone lug sills. The second-floor windows align over the first-floor's; these feature

similar brick hoodmolds and stone lug sills, but the heads are distinguished by semi-circular arches. The symmetry of the wall is broken by a single-leaf doorway on the ground floor located awkwardly between the southernmost two windows. The parapet provides what little architectural detailing that can be found here, with its corbeled brick panels and courses and ceramic-tile coping.

The north wall extends along the property line. It reflects the building's staged construction with its different masonry and window treatments in the two sections [Photo 4]. The eastern front of the building, constructed ca. 1924, features a two-story buff-colored brick wall that extends to ground level without benefit of a water table. It contains eight first-floor windows and six larger second-floor windows. Six of the first-floor openings have been bricked up, but the remaining first- and second-floor windows contain one-over-one double-hung sash, linteled heads and stone lug sills. The western rear section of the building, constructed in 1889, is three feet shorter in height than the front, a difference that is manifested by a step in the parapet. Built into the hillside slope, it features a single above-grade story made up of buff-colored brick supported by a stone ashlar foundation wall. The wall contains seven large window openings, four of which have been bricked up. As a party wall, this side lacks any corbeled brickwork, with only the ceramic-tile coping to cap the parapet.

The west wall of the stable/shop abuts the alley along the rear of the property. Like the north party wall, it is a plain brick face, lacking architectural distinction [Photo 5]. The wall is punctuated by a sectional garage door, two single-leaf pedestrian doors and six large windows, all of which have been infilled with brick. The south wall contains the single original garage-door opening—now bricked in—which is situated asymmetrically with an apron that extends to First Avenue East [Photo 6]. Because it faces toward a street in close proximity with the engine house, this wall is given the corbelled brick treatment. The two brick walls on the inside of the building's el contain an assortment of sectional garage doors, single-leaf pedestrian doors and double-hung windows, reflecting the building's staged construction and evolution of uses [Photos 8-9]. A wood-frame, second-floor skyway extends from the engine house to the front section of the stable/shop over the alley between the two buildings [Photo 10]. It features a shallowly-pitched shed roof, grooved plywood siding and a single window (covered over on the inside) on its east wall.

The engine house has undergone a complete remodeling of its interior finishes, with the result that virtually all original walls, floors and ceilings have been removed or covered. The original wood/iron truss for the first floor ceiling, which intrudes into the second-floor space, has been left exposed as a decorative feature in the second-floor office space [Photo 11]. The stable/shop is comprised of several open spaces that have been partitioned in places to accommodate the various shop and storage functions it has housed over time

[Photos 12-15]. Because the rooms were never finished with plaster or wood trim, nothing serious has been lost during these changes. Today, as originally, the interior spaces are characterized by bare brick walls, typically painted, exposed wood and steel ceiling framing and concrete or tongue-in-groove wood floors. The one noteworthy interior detail that dates to the building's 19<sup>th</sup> century construction is a wrought iron ring used for tethering horses, which is held by an iron pintle attached to the rear wall of the stable.

As indicated by the numerous sections of patched or replaced brickwork on the exterior walls, both buildings have undergone a large number of relatively minor alterations to their exterior fabric. These have apparently been made on an impromptu basis, and only one or two have been recorded in any fashion. The most substantial alteration to either of the two structures is the demolition of the bell tower on the façade of the engine house. The tower, with its ogee domed roof, flagpole and railed promenade was removed down to the parapet level of the adjacent walls sometime after the building was vacated by the fire department in 1918. The most substantial alteration to the stable/shop was the demolition of the original front section and construction of a larger two-story brick addition ca. 1924. Some of the other alterations to the two structures include: truncation of the brick chimney on the south wall of the engine house, infilling windows on the west wall of the engine house, replacement of the garage doors and pedestrian entrance on the façade of the engine house, replacement of windows on the engine house, replacement of the door and brick surround and construction of a new concrete stairway on the rear of the engine house, extension of the rear wall of the engine house above the roofline to create a parapet, addition of sectional garage doorways on the rear and side walls of the shop/stable, infilling the garage door with brick on the south wall of the stable/shop, and infilling of numerous windows with brick on both structures. The interior finishes of the engine house were all replaced or covered in a 1979 remodeling; those on the stable/shop are apparently largely unaltered.

#### *Aspects of Integrity*

**Location:** Location is the place where a property was built and occupied during its period of significance. Both the engine house and the stable/shop were built on this site and were occupied on this site during their period of significance (1889-1918). They both thus exhibit integrity of location.

**Design:** Design is the combination of elements that create the form, plan, space structure and style of a property. The engine house has undergone substantial alterations to its design, particularly with regard to the demolition of its character-defining central tower and the extent of the remodeling of its interior spaces. It had thus lost a considerable degree of integrity of design. Similarly, although the design of the stable/shop lacks the degree of sophistication shown on the engine house, it has undergone substantial alterations, particularly with regard to the construction of the



new two-story front section after the period of significance (1889-1918). It has thus lost a considerable degree of integrity of design.

**Setting:** The setting is the area of environment in which a historic property is found. The engine house building was constructed in a setting that was primarily residential, with two major school buildings situated within a block of its site. One of the two schools has since been demolished, replaced with a parking lot, but the other school is still in place and is, in fact, a National Register-listed property (Duluth Central High School[1892; NR 1972]). The residential neighborhood that surrounds the building maintains its character-defining houses and landscaping. The engine house has therefore retained a relatively high degree of integrity of setting. Similarly, the stable/shop immediately adjacent to the engine house is situated in the same neighborhood and thus also retains a relatively high degree of integrity of setting.

**Materials:** Materials are the physical elements that were combined during a particular period and in a particular pattern or configuration to form a historic property. The engine house was constructed as a brick building with wood windows and doors and, presumably, a composition roof. It is today still a brick building with wood windows and doors and a composition roof, but its configuration has been changed over time with the demolition of the central tower, bricking-in of windows, etc. The interior has undergone considerably greater changes as part of the 1979 remodeling. The building's integrity of materials has therefore undergone a moderate diminution. The stable/shop was similarly built as brick building with wood windows and doors and, presumably, a composition roof. Like the engine house, it has undergone alterations to its exterior that have had a moderate impact on the integrity of materials. Although the interior spaces of the stable/shop have also changed over time, they maintain a relatively high integrity of materials.

**Workmanship:** Workmanship is the physical evidence of the crafts of a particular culture or people during any given period in history. It is sometimes mistakenly interpreted to mean the level of craftsmanship or artistry of the individual builder. The two buildings in the Engine House No. 1 complex have different construction provenances, with the engine house built by a professional contractor and the stable/shop built by the city's firemen. Both buildings exhibit the workmanship of their builders' particular cultures (professional contractor, semi-skilled craftsmen), though both have suffered from subsequent alterations that have diminished their level of workmanship.

**Feeling:** Feeling is the property's expression of the aesthetic or historic sense of a particular period of time. The two buildings that comprise Engine House No. 1 exhibit much the same scale, materials and general configuration as they did during the historic period (1889-1918). Although there have been changes, they portray the feeling of an engine house and ancillary structure with a relatively high degree of integrity.



Association: Association is the direct link between an important historic event or person and a historic property. The engine house ceased functioning as a fire department facility in 1918 and has been used subsequently by the City of Duluth and the School District for a variety of non-fire-department uses. Its integrity of association has therefore been broken by more than ninety years of unrelated usage. The stable/shop also ceased functioning as a fire department facility in 1918, though it was apparently used by the City of Dubuque partially for non-fire-department purposes during the historic period (1889-1918) as well. Its integrity of association has thus diminished by the years of unrelated usage, though not as much perhaps as the engine house.

**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**

(Enter categories from instructions)

POLITICS/GOVERNMENT

**Period of Significance**

1889-1918

**Significant Dates**

1889 (completion of construction)

**Significant Person**

(Complete only if Criterion B is marked above)

**Cultural Affiliation****Architect/Builder**Traphagen & Fitzpatrick, Duluth MN,  
architects**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.

**Period of Significance (justification)**

The period of significance extends from 1889, the year that Engine House No. 1 was completed, until 1918, the year that the building was turned over by the Duluth Fire Department to the Duluth Board of Public Works and ceased functioning as an engine house.

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**Narrative Statement of Significance**

(Provide a summary paragraph that includes the level of significance and applicable criteria. Elaborate on the property's history and argue the property's significance according to the criteria selected.)

**Summary Paragraph**

Built in 1889, Engine House No. 1 is historically significant under Criterion A for its role as an important component of the city's early infrastructure. The nominated property is comprised of two structures—an engine house that accommodated the men and their equipment and a stable/shop that housed the horses. The engine house was designed by Duluth's most prestigious architectural firm at the same time as the city hall and jail. The stable/shop was built soon after by the firemen themselves. Before 1887 Duluth had been served by a largely volunteer fire company. Although the volunteers meant well, their record of firefighting was checkered at best. As stated by the *Duluth Tribune* after a dozen buildings burned in March 1883, "Twenty trained men will do more in fighting a fire than two thousand untrained men, where everybody is a captain and there are no privates to obey orders." Formation of a professional fire department and construction of the fire station to house their equipment and horses marked a significant turning point in the development of Duluth city government because it reflected the awareness of a greater need for fire protection for the city's expanding population. As such, Engine House No. 1 is significant on a local level under the area of Politics/Government as a formative component of Duluth government services. As stated elsewhere, its period of significance is 1889-1918.

Note: Engine House No. 1 was individually listed in the National Register in 1975 for its historical and architectural significance. At that time, the Stable/Shop—which has played an integral role in the operation of the facility, is situated on the engine house property, and is physically attached to the engine house building—was not included in the nomination. This new nomination is intended to update the 1975 document and correct the omission of the stable/shop.

**Narrative Statement of Significance**

On February 28, 1870, the Minnesota State Legislature granted the town of Duluth a charter designating it as a city. Within a week city residents began agitating for a fire department. They met on the evening of March 5 to discuss the formation of a volunteer ladder company, with an auxiliary bucket company that could form a bucket brigade long enough to extend from the lake to the downtown district. "Capt. [Thomas] Pressnell was of the opinion that we had better take time by the forelock and prepare for immediate action, in case of emergency," the *Duluth Minnesotian* reported. The newspaper continued:

Of course the department would be under the control of the city government—but it would be some time yet ere that government would be perfected. Meanwhile, would it not be better to form a company and equip it with the necessary implements—hooks, ladders and buckets—so that should a fire break out we could go to work systematically for its subjugation. He was willing to purchase a bucket and would promise to make his appearance, bucket in hand, when an alarm was given, and use it until flames were quenched. Let every man who is willing to be in an organization of this kind make the same determination and a fire would have a small chance for destroying property in Duluth.<sup>1</sup>

Twenty men, including Pressnell, signed up that night to establish Duluth's first volunteer fire troop. The city council soon passed its first fire ordinance, requiring permits for open burning of trash or wood. In August 1870 the volunteer brigade fought its first fire at a furniture store near Minnesota Point on Lake Superior. Aided by a nearby resident with garden hoses and pumps, the men formed a bucket brigade, using water drawn from St. Louis Bay to douse the blaze before it spread to adjacent structures. When a second fire was discovered in a liquor sample room an hour later, city authorities realized that an arsonist was afoot. The culprit was never apprehended, and later that month the city attorney drafted another, more broadly stated, fire ordinance.<sup>2</sup> To enforce the new law, the city hired a full-time fire warden, Michael Chalk, who patrolled the streets looking for incipient fires and ordinance violators. The council also purchased a small hand pumper, which could be operated by a four-man team to spray water over a blaze.

In November the city took delivery of a new steam-powered fire engine to replace the hand pumper. Built by the Silsby Manufacturing Company of Seneca Falls, New York, it cost some \$10,000, including hoses. The Silsby Third Class Engine weighed 4,500 pounds fully loaded and could pump up to 450 gallons per minute of water drawn from the lake. It was kept in a small frame structure near the lake on First Avenue East. There it could be fired up and connected to hoses to pump water onto buildings in the downtown commercial district. With its burnished brass steam engine and exquisitely painted wooden wheels and carriage, the new fire engine was a source of pride for the city. To man it, another group of volunteers formed Duluth Hose Company No. 1. Membership in the 75-man company was by invitation only, and the members maintained a strict code of discipline. They turned to the city council for funds to purchase matching hats, belts and a bell for use when fighting fires. When the

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<sup>1</sup> *Duluth Minnesotian*, 6 March 1870.

<sup>2</sup> *Duluth Minnesotian*, 8 October 1870:

There must be brick or stone chimneys; no stovepipe must be run through a roof; hay nor straw must not be within fifteen feet of fireplace where hay is kept; secure lanterns must be used in buildings where hay or straw is deposited; all chimneys must be plastered inside; no bonfire must be started within 200 ft. of any building; carpenter shops must remove shavings once a week; nor use any but combustible candle sticks.



city refused, they bought their natty uniforms—red flannel shirts, blue trousers and flashy metal helmets—themselves.

On July 15, 1871, the new fire department was called to its first alarm—a blaze in a large frame house between Second and Third Avenues West. The men pulled the steamer quickly into place but experienced difficulty getting water. The house was destroyed. This prompted the editor of the *Duluth Minnesotian* to argue for construction of a system of hillside cisterns, which could be used to bank water against the possibility of fires. Nothing became of the proposal, however. Duluth's next major fire involved, ironically enough, the fire station itself. In October 1871 the building that housed the Silsby fire engine caught fire when coals spilled onto the wood floor from a stove and, before it was even paid for, the new fire engine was reduced to a molten pile.<sup>3</sup> The *Minnesotian* argued against purchasing another engine, calling it "Silsby's third class abortion" and instead renewed the call for a system of underground water lines and hydrants. But the city soon placed an order with Silsby for another, larger engine, this model weighing 7,200 pounds and costing \$15,000.

A week after the fire, the Duluth city clerk advertised for bids for construction of a new—ostensibly more fireproof—engine house. Located on East Second Street between Lake Avenue and First Avenue East, the new structure was to be built of brick masonry, with a two-stall garage on the ground floor and a meeting room on the floor above. A small wooden platform was to be mounted on the roof from which a bell could be rung to summon firefighters to meetings or fires. Costing \$500, the new building was completed early in 1872. It housed the new horse-drawn Silsby engine, a hand-drawn hose cart and hand-drawn hook-and-ladder wagon. Eventually, the fire brigade raised enough money to purchase the alarm bell for the roof.

What the new engine house did not have, though, was a stable for horses. To haul the heavy steam engine, the hose company hired teams from private stables nearby. According to Duluth fire department historian Robert Vigliaturo:

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<sup>3</sup>*Duluth Minnesotian*, 24 October 1871:

About 2½ o'clock this morning a fire was discovered in the Fire Station at the base of Minnesota Point, and an alarm was immediately given, but before assistance could arrive the building and Engine were in flames and it was impossible to save it, and the Engine House, Engine, Hose Reels, and Hose, and the residence of Wm. Simmons, the engineer of the engine, which adjoined the Engine House, were entirely consumed. Major Bloomer, Foreman of the Hose Company, and Mr. J.F. McLaren were soon on the grounds, and broke open the front door, only to find that the entire building inside was a mass of fire and that the Engine itself was burn-ing, making it impossible to save the Engine or anything else. This being the case, Major Bloomer ordered the fireman, who by this time had assembled in good numbers, to get buckets and form a line from the Lake to the Emigrant House of the Lake Superior and Mississippi Railroad, which stood near. In a few minutes his orders were obeyed and a stream of water by this means was gotten on the roof of this building and it was saved.

When the engine was needed, the nearest team of horses in the vicinity of the hall responded and was hitched to the engine. On February 6, 1872, the City Council established the pay received by teams hauling the engine to a fire. During the day, the first team of horses to arrive would get three dollars, the second team, two dollars. Night rates were six and four dollars, respectively. The foreman of the hose company would present the bill for services rendered to the City for payment.<sup>4</sup>

After the Panic of 1873, Duluth's volunteer fire department continued operating but in a greatly diminished capacity. Its population diminished by some three-quarters, the city had its charter revoked in 1877, and Duluth functioned as an unincorporated village. As the village struggled to make ends meet, it paid the fire department's expenses only intermittently over the next eight years. Finally, after suffering recurring losses of time, health and expenses, the firefighters in October 1885 threatened to retire from the force *en masse* if the village continued its desultory payment practice. The village agreed to pay the department \$250 per month, if the department would guarantee a firefighting force of at least two dozen men and would work all fires until they were completely extinguished. Joseph Mannheim, foreman for the volunteer fire department, became the new fire chief, with a salary of \$60 per month. He oversaw a handful of paid firemen and a crew of volunteers. This included the venerable Michael Chalk, Duluth's first full-time fire warden, who was listed on the payroll as the department's first fire engine mechanic.

During the 1880s, Duluth experienced several major fires, which the volunteer fire department met with mixed success. Grain Elevator No. 1 burned down in March 1880, and in 1881 the Clark House, an immense frame hotel, also burned to the ground. "The fire started in the kitchen," stated fireman Jerome Cooley of the Clark House disaster. "The wind was from the hill and blowing a stiff breeze. The fire ran right through the hall of the House and came out the front doors. As there was no way to get back with the equipment, the fire had to be fought from the front and sides. Plenty of men stood around ready to give advice, but not ready to help."<sup>5</sup> The firefighters were usually content to allow the burning buildings burn and considered their efforts successful if they could prevent the blaze from spreading to nearby structures. In March 1883 they were unable to do even that, as a blaze in a millinery store on Superior Street consumed that building and ultimately burned every other building on the block. The hose company, to its defense, was hampered by strong winds, lack of water, a "sea of flame and a dense volume of smoke," and the fact that onlookers trying to save stock from adjacent stores had spilled large quantities of liquor and kerosene onto the wooden sidewalk. The fire

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<sup>4</sup>Robert J. Vigliaturo, "101 Years of Service: A History of Duluth's Fire Protection." Typewritten report, October 1970, 8.

<sup>5</sup>Quoted in Robert J. Vigliaturo and Jarry Keppers, *Fire and Ice: A History of the Duluth Fire Department* (Duluth: Duluth Fire Department Book Committee, 1993), 14.

crew was able to put out the sidewalk fire, but the buildings were a complete loss.<sup>6</sup>

Thirteen buildings were destroyed in the Superior Street fire. The fact that all were wood-sided frame structures prompted an outcry among Duluth residents for renewed enforcement of the city's fire code. A week later a merchant was arrested for nailing clapboard siding to a three-story storefront. Eventually, brick masonry superseded wood siding on new construction. Additionally, the *Tribune* renewed its campaign for installation of fire hydrants on the city's water mains. Later that year, the first hydrants were installed. Still, Duluth suffered major conflagrations, such as the million-dollar fire in November 1886 that destroyed two grain elevators, a carriage factory, saloon, and several houses, and killed two people.

The hose company operated in this manner until Duluth was reinstated as a city early in 1887. That May the volunteer company was replaced by a full-fledged, professional fire department, administered directly by the municipal government.<sup>7</sup> The municipality at that time restored its original boundaries and soon annexed additional property as the Chester Park and Park Point Additions. This had the effect of expanding the city's footprint and increasing its population to a pre-Panic level. The 1872 fire station had been situated on East Second Street to provide protection principally for the downtown commercial district. The outlying residential areas, particularly those further up the hill and to the north of the downtown district, were essentially out of range of the single pump engine, however, and were thus considerably more vulnerable to fires. Annexation of the two new neighborhoods stretched the engine company even further.

To address this growth, the new city government resolved to build a new engine house, this one located in a residential neighborhood north of the central business district. In 1887 the city purchased two city lots for \$17,000 at the intersection of East Third Street and First Avenue East, and "the first of the fire-halls of the city was ordered built."<sup>8</sup> With Washington Elementary School, St. Luke's Hospital and the proposed Duluth Central High School located within a block and frame dwellings all around, the new engine house would be strategically situated. The building was planned as a masonry structure, two stories in height, with stalls for the fire equipment on the first floor and space for the firemen on the second floor. As the first fire station built for the new municipal fire department, it was to be named, aptly enough, Engine House No. 1.

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<sup>6</sup>*Duluth Tribune*, 25 March 1883.

<sup>7</sup>The original hose company remained in existence until 1889. As its final acts, the group donated its beds and bedding to the city and pledged \$50 to relief efforts for victims of the Johnstown Flood in Pennsylvania.

<sup>8</sup>Walter Van Brunt, *Duluth and St. Louis County: Their Story and People*, Vol. 2 (Chicago and New York: American Historical Society, 1921), 267.



For the design of the engine house—as well as the city hall and jail—the city engaged Duluth architect Oliver G. Traphagen in 1887. As one of only two architectural offices then practicing in Duluth, Traphagen was an obvious choice. Born in 1854 in Tarrytown, New York, he had moved to St. Paul with his parents. Traphagen later worked as a carpenter before moving to Duluth around 1880 with his three brothers, also carpenters. Here he either worked by himself—and still billed himself as a carpenter and/or contractor when design work lagged—or in partnership with George Wirth (1884–1886) or Francis Fitzpatrick (1889–1896). Traphagen was responsible for several prominent Duluth buildings—the C.H. Oppel Block (1885), First National Bank (1888), the Weiland Building (1889), and fifty or more residences by his own reckoning. Fitzpatrick, who had studied architecture in France, had learned his trade as chief draftsman for Minneapolis architect Leroy S. Buffington. He and Traphagen formed their partnership during the construction of Engine House No. 1, and had already established themselves as Duluth's most prestigious architectural office by the time the building was complete.

On June 13, 1887, the city issued a permit for the building's construction.<sup>11</sup> Engine House No. 1 was evidently completed in 1889 at a cost of \$25,000.<sup>12</sup> At about the same time, construction began on another building, Engine House No. 2, on West First Street at Rice's Point. Work was delayed on this structure after the original contractor defaulted, pushing its completion back to 1889.<sup>13</sup> One anecdote from the construction of Engine House No. 1, related in the 1910 *History of Duluth and St. Louis County*, has made its way into fire department lore:

When the new No. 1 Engine House was completed and opened, the bell was taken from the old fire hall on Second Street and readied for placement at the new location. A junk peddler was nosing around the building at the noon hour when the watchman noticed him looking over the bell. He told the junkman that if he

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<sup>11</sup>City of Duluth, Building Inspector, Building Permit 526. Located at Duluth Building Safety Division, Duluth City Hall.

<sup>12</sup>There is some confusion regarding the construction date for Engine House No. 1. The original National Register nomination form lists 1899 as the date but has been amended by a handwritten "1889" note. The City of Duluth Assessor's Office lists the building as having been built in 1889. The Sanborn Fire Insurance Map for 1888 shows that the property had not yet been developed at that time. And the 1889 date is incised in stone on the building's parapet. On the other hand, Duluth Fire Warden John Ostman, in a typewritten history, states that the building was constructed in 1887. And historian Robert Vigliaturo, in the official fire department history, variously lists 1886 and 1887 in his book. The annual reports of the fire department are incomplete and inconclusive; from them, we know only that the building predates 1890. The preponderance of evidence (with the Sanborn Map and date stone as the most convincing) suggests that the building was authorized and designed in 1887 and was not completed until 1889.

<sup>13</sup>A two-story brick structure, Engine House No. 2 was similar in size to Engine House No. 1, with a fifty-foot front that housed two garage stalls behind large round-arched double-doors. It cost \$20,000 to build and was opened on January 1, 1889. *Duluth Daily News*, 4 January 1889.



wanted to buy the bell he could have it for \$15. The junkman made the deal and hurried off to get a wagon to load it upon. When he came back with a couple of men and some rope and tackle late in the afternoon, the bell had been hoisted up in the tower of the new fire hall. He claimed it as his property and he and his men prepared to lower it to the ground. They were promptly thrown out and arrested. It took a lawsuit to convince the junkman that he had been trifled with.<sup>14</sup>

The 1872 fire station had been built with no provision for stabling horse teams needed to haul the heavy equipment. Procuring teams from nearby stables on an emergency basis had cost the volunteer hose company valuable time in getting to fire scenes, which had often resulted in property loss and had prompted repeated criticism from the *Tribune*. To remedy the situation, the fire department built a stable structure into the hill behind the new engine house on East Third Street. Constructed by the firefighters themselves in 1889 for \$500, it was built of brick masonry walls over a stone foundation. The structure was configured with a single-story stable along the alley immediately behind the engine house. A garage door on the west endwall faced First Avenue East; the sidewalls were lined with double-hung windows.

The stable was adjoined on the east by a two-story, el-shaped structure, which functioned as a blacksmith shop and storage facility at the rear. The city's print shop occupied the building's second-story front section. The structure was built with a sidehill configuration on the steeply sloped lot, with exterior wagon doors on two different levels. "The stalls are good, sufficiently wide, and the drainage has been very much improved," Department Chief George Hathaway reported in 1890. "Built as No. 1 is into the hill, properly ventilating become [sic] difficult. Although not bad, I think ventilation in this stable can be much improved, and at a very small cost."<sup>15</sup> Unlike the engine house at the front of the lot, the stable/shop featured no applied ornamentation or architectural features to speak of, other than minor brick corbeling at the parapets.

In 1890 the Duluth Fire Department responded to 118 alarms. With almost thirty miles of water mains and 197 fire hydrants in the city, the bucket brigades had long been abandoned. At the beginning of the year, the department owned two brick engine houses—Nos. 1 and 2—as well as the stable/shop behind Engine House No. 1. That April two new wood-frame buildings opened on Fourth Avenue East and 14<sup>th</sup> Avenue East as Fire Stations 3 and 4, respectively. At that point, the department owned two steam fire engines, two hook-and-ladder trucks, three hose wagons and an assortment of hose reels, sleighs and

<sup>14</sup>David E. Woodbridge, and John S. Pardee, eds. *History of Duluth and St. Louis County, Past and Present*, Vol. 2. Chicago: C.F. Cooper & Co., 1910, 426.

<sup>15</sup>City of Duluth, Fire Department Annual Report, 1890.

exercise trucks. Sixty-one men and two dozen horses were in active service.<sup>16</sup> Six of these horses were housed in the No. 1 stable.

During the 1890s, as Duluth continued annexing property around its perimeter, the fire department added to its capacity. After Park Point Addition was annexed, the city opened Engine House No. 5 on 11<sup>th</sup> Street. It was built by firefighters in 1890-1891 for \$2,500 and was used to house a 5,500-pound, horse-drawn Babcock chemical engine. In late 1891 the department built Engine House No. 9 in Duluth Heights, which was used to house a volunteer fire crew. "The volunteer company was organized with approximately fifty-five members, nearly every able bodied male in Duluth Heights," writes Robert Vigliaturo. The engine house sheltered a Champion chemical fire engine. Weighing 2,500 pounds, it was hauled by a two-horse team—when available. Vigliaturo describes the hauling procedure:

When there was a fire alarm, the first team of horses to arrive at the fire station was hitched up to the chemical engine. The owner would be paid five dollars for the use of his horses. If there were no horses available, the men dragged the unit to the fire by hand. Engine House No. 9 also housed two hand-drawn hook and ladder wagons. A small building was later built to house a hand drawn hose carriage so the volunteers did not have to pull the heavy carriage up the hill.<sup>17</sup>

In 1892 the fire department acquired its first aerial ladder truck. That year the department also outfitted two tug boats in the harbor as fire steamers. A year later Lester Park and Lakeside Additions were annexed by the city, and two new fire stations—Nos. 6 and 7—were built. Despite all this additional manpower and equipment, the department was still having difficulties saving buildings in major conflagrations. In July 1892 the Catholic Cathedral and the Clagg house burned to the ground. The following January the St. Louis Hotel, the city's largest, was also destroyed in a fire, killing several guests. And five people died when the three-story Bunnell Block, one of the largest frame buildings in Duluth, burned in June 1893. The fire warden that year urged that something be done to remove the burned hulks of buildings around town, some of which had been left standing for years.

In 1893 the city erected a new fire department headquarters building on First Street between Sixth and Seventh Avenues West. With a 75-foot frontage and 130-foot depth, the three-story, three-bay brick/stone structure housed an assortment of large-capacity engines and stables for fifteen horses on the ground floor. Dormitories, locker rooms, reading room and a large bathroom were situated on the second floor, and offices, sleeping rooms, harness shop and a large gymnasium occupied the top floor. In addition to the department's

<sup>16</sup>Department veterinarian J.G. Harris was concerned that some of the animals had identical names, which would cause confusion. There were three Franks, two Toms, two Harrys and two Princes. No such name conflicts were reported among the men.

<sup>17</sup>Quoted in Vigliaturo and Keppers, *Fire and Ice*, 20-21.

administrative offices, the new building housed the relocated Engine Company No. 1, Hose Company No. 1, Hook and Ladder Company No. 1 and Chemical Company No. 1. It was named the Headquarters Fire Station, though with the No. 1 companies all stationed here, it soon became alter-nately known as Engine House No. 1. The original Engine House No. 1, now commonly known as the Old Headquarters, became home to the No. 5 Hose Company and the No. 5 Hook and Ladder Company. In a series of retrenchments in the late 1890s, several fire companies were moved to different stations, and more than two dozen men were discharged in an effort to cut costs. In October 1897 the city sold Engine House No. 3 for \$125, and moved the No. 3 Engine Company to the old headquarters building. At that time the department renamed the 1889 facility Engine House No. 3.

After the turn of the 20<sup>th</sup> century, the Duluth Fire Department employed ninety people, stationed at eight engine houses around town. The department then owned six steam fire engines, three chemical engines, an aerial ladder truck, three hook-and-ladder trucks and six hose wagons. Motive power for the heavy wagons was still provided by two- and three-horse teams, most of which were stabled at the engine houses. Over the next decade the fire department made additions to its roster of stations—No. 4 Engine House (1903) and No. 5 Engine House (1907)—alterations to existing buildings—No. 2 Engine House (1909) and Headquarters Station (1910)—and acquisitions of new equipment—a hook-and-ladder carriage for No. 3 Engine House, a steam engine for No. 8 Engine House.

In August 1910 Duluth Fire Chief Joseph Randall attended a fire engineers' convention, where he saw, for the first time, internal combustion-powered fire equipment. Randall soon purchased a five-passenger, gas-powered Kissel Kar for use as the department's command vehicle. "From tests made with auto fire apparatus," he reported, "I am of the opinion that it has come to stay. Duluth may well be proud of her automobile."<sup>18</sup> Later that year the department acquired its first gasoline-powered fire engine. The pump was gas powered, but the carriage on which it rode was still pulled by a two-horse team. Over succeeding years, the department replaced its horse-drawn engines with gasoline-powered trucks, so that by 1917 the city owned nine motor-driven vehicles. On March 1, 1918, the department took delivery of its tenth truck, an American LaFrance, which it stationed at its Headquarters Station. That same day the department closed Engine House No. 3 (the original Engine House No. 1), on East Third Street. Located only nine blocks from Headquarters, it had fallen prey to the greater reach and decreased response time afforded by the motorized trucks and was thus determined obsolete.

Less than 40 years old, the engine house and its stable/shop were still in relatively good condition—too good to demolish—so they were turned over to the City Board of Public Works for use as a maintenance/storage facility. The bell tower on the engine house was no longer needed and had become a maintenance

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<sup>18</sup>City of Duluth, Fire Department Annual Report, 1910.



liability, so, rather than repair it, the city razed it. And around 1924 the public works department replaced the two-story front section of the stable/shop with a larger two-story brick structure. At that time the city used the original 1889 engine house as the Duluth City Garage, with the ground-floor carriage house used to store up to ten cars and the second floor used as a club room. The 1889 stable housed a blacksmith shop. The lower rear section of the 1889 shop was used to store wagons; the upper rear section was a carpenter shop. The c.1924 lower front section was used as a tool house, and the upper front was used as an automobile repair shop. As indicated by the Sanborn maps, sometime between 1925 and 1940 a second-floor passageway was built to join the engine house with the front section of the stable/shop. It was constructed using wood framing and siding and canted slightly.

In 1953 the city sold the property and buildings to the Duluth Board of Education for \$18,000. The school district at that time converted the first floor of the engine house into a maintenance shop and used the building's second floor to store furniture. The ground floor of the front of the el-shaped building housed a printing workshop; the ground floor rear housed a plumbing workshop. The second floor of the el-shaped building was given over to a woodworking shop. The stable was used for general storage. The engine house has more recently undergone an extensive rehabilitation to convert its upper level into offices for school district staff and its lower level into general storage. The stable/shop still houses storage and maintenance facilities.

During the 1920s, 1930s and 1940s, the fire department continued its incremental development, building and rehabilitating its engine houses and upgrading its communication and firefighting equipment. As the department's functional center, the Headquarters underwent periodic improvements to its spaces and finishes. The third floor was removed in 1934, and in 1964 the building was demolished, replaced with a new headquarters building located immediately across Second Street.<sup>19</sup> The original Engine House No. 1 on East Third Street, with its ancillary stable, has undergone a number of alterations and no longer functions as an engine house, but it retains its historical significance as the harbinger of city-supported and city-wide fire protection network. MetroPlains Development of St. Paul plans to acquire and rehabilitate the property for a residential adaptive reuse. Sensitively rehabilitated, the

<sup>19</sup>Almost all of the other early engine houses have been demolished, as reflected in the following list:

Engine House No. 2	1720 West 1 <sup>st</sup> Street	extant; remodeled in 1907, 1909, 1928
Engine House No. 3	Fourth Avenue East and 6 <sup>th</sup> Street	demolished
Engine House No. 5	1102 Astor Street (11 <sup>th</sup> Street)	demolished; replaced in 1931
Engine House No. 6	51 <sup>st</sup> Avenue East and Grand Avenue	demolished; rebuilt in 1911
Engine House No. 7	2140 Princeton Avenue	demolished
Engine House No. 8	Central Avenue and Cody Street	unknown
Engine House No. 9	113 West Myrtle Street	demolished
Engine House No. 10	311 Commonwealth Avenue	demolished; replaced in 1928



Engine House No. 1 will again offer an opportunity for preservation and interpretation of this important aspect of Duluth history.

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**9. Major Bibliographical References**

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St. Louis County Assessor's Office. Property record for 101 East Third Avenue, Duluth, Minnesota.

Name of Property

County and State

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Woodbridge, David E., and Pardee, John S., eds. *History of Duluth and St. Louis County, Past and Present*, Vol. 2. Chicago: C.F. Cooper & Co., 1910.

**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 # \_\_\_\_\_

**Primary location of additional data:**

☒ State Historic Preservation Office  
☐ Other State agency  
☐ Federal agency  
☐ Local government  
☐ University  
☐ Other

Name of repository: Minnesota Historical Society

Historic Resources Survey Number (if assigned): SL-DUL-0081

**10. Geographical Data**

**Acreage of Property** less than one

(Do not include previously listed resource acreage)

**UTM References**

(Place additional UTM references on a continuation sheet)

1 15 568660 5182280  
 Zone Easting Northing

2 \_\_\_\_\_  
 Zone Easting Northing

3 \_\_\_\_\_  
 Zone Easting Northing

4 \_\_\_\_\_  
 Zone Easting Northing

**Verbal Boundary Description** (describe the boundaries of the property)

Engine House No. 1

St. Louis County,  
Minnesota

Name of Property

County and State

Lots 17 and 19, First Division of City of Duluth Proper, Minnesota.

**Boundary Justification (explain why the boundaries were selected)**

The boundaries of the nominated area coincide with the legal and historical boundaries for the property.

**11. Form Prepared By**

name/title Clayton B. Fraser, Principal

Organization FRASERdesign

date 31 May 2011

street & number 5700 Jackdaw Drive

telephone 970.669.7969

city or town Loveland

state Colorado zip code 80537

e-mail cbfraser@aol.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**
- **Additional items:** (Check with the SHPO or FPO for any additional items)

**Photographs**

(Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.)

**Name of Property:** Engine House No. 1

**City or Vicinity:** Duluth

**County/State:** St. Louis County, Minnesota

**Photographer:** Clayton B. Fraser, FRASERdesign

**Photo date:** November 2010

**Description of Photograph(s) and number:**

**Photo 1 of 15:** Overall view of Engine House No. 1 and East Third Street. View to northeast.

**Photo 2 of 15:** East front of Engine House No. 1, with Engine House at left and Stable/Shop at right. View to north.

**Photo 3 of 15:** East front of Engine House No. 1, with Engine House at left and Stable/Shop at right. View to west.

**Photo 4 of 15:** North side of buildings, with Stable Building in foreground and Engine House behind. View to southwest.

**Photo 5 of 15:** West rear and north side of Stable Building. View to south.

**Photo 6 of 15:** South side and west rear of buildings, with Stable Building at left and Engine House at right. View to east.

**Photo 7 of 15:** Detail of parapet and chimney on south side of Engine House. View to north.

**Photo 8 of 15:** Alley between two buildings, with Stable Building at left and Engine House at right. View to southeast.

**Photo 9 of 15:** Alley between two buildings, with Stable Building at left and Engine House at right. View to northeast.

**Photo 10 of 15:** Detail of second-floor bridge between two buildings, with Engine House at left and Stable Building at right. View to northwest.

**Photo 11 of 15:** Second-floor interior of Engine House. View to northwest.

**Photo 12 of 15:** First-floor interior of front section of Stable Building. View to northwest.

**Photo 13 of 15:** Second-floor interior of front section of Stable Building. View to northwest.

**Photo 14 of 15:** First-floor interior of rear section of Stable Building. View to north.

**Photo 15 of 15:** Second-floor interior of rear section of Stable Building. View to southwest.



Engine House No. 1

St. Louis County,  
Minnesota

Name of Property

County and State

**Property Owner**

name

street & number

telephone

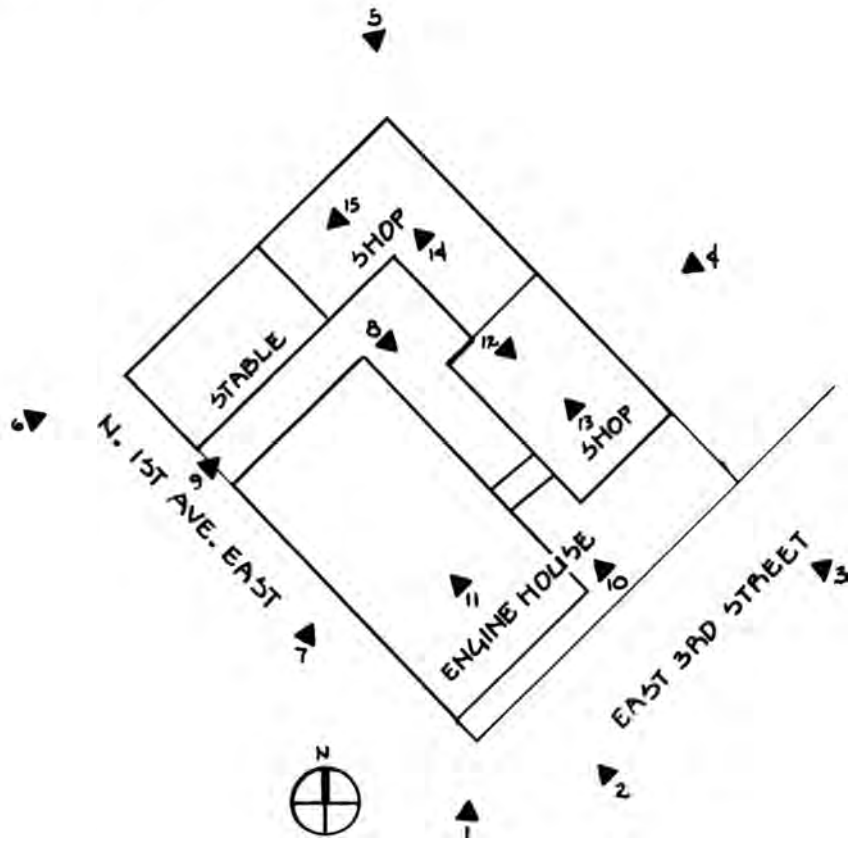
City or town

zip code

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

**Estimated Burden Statement:** Public reporting burden for this form is estimated to average 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.

**Additional Documentation**



Sketch Map Not to Scale

UNITED STATES DEPARTMENT OF THE INTERIOR  
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES  
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Engine House No. 1 (Boundary Increase + Additional Documentation)  
NAME:

MULTIPLE  
NAME:

STATE & COUNTY: MINNESOTA, St. Louis

DATE RECEIVED: 12/09/11 DATE OF PENDING LIST: 1/05/12  
DATE OF 16TH DAY: 1/20/12 DATE OF 45TH DAY: 1/24/12  
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 11001040

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N  
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N  
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

☒ ACCEPT ☐ RETURN ☐ REJECT 1.20.12 DATE

ABSTRACT/SUMMARY COMMENTS:

Entered in  
The National Register  
of  
Historic Places

RECOM./CRITERIA \_\_\_\_\_

REVIEWER \_\_\_\_\_ DISCIPLINE \_\_\_\_\_

TELEPHONE \_\_\_\_\_ DATE \_\_\_\_\_

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 1 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 2 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 3 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 4 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 5 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 6 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 7 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 8 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 9 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 10 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 11 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 12 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 13 OF 15





ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 14 OF 15



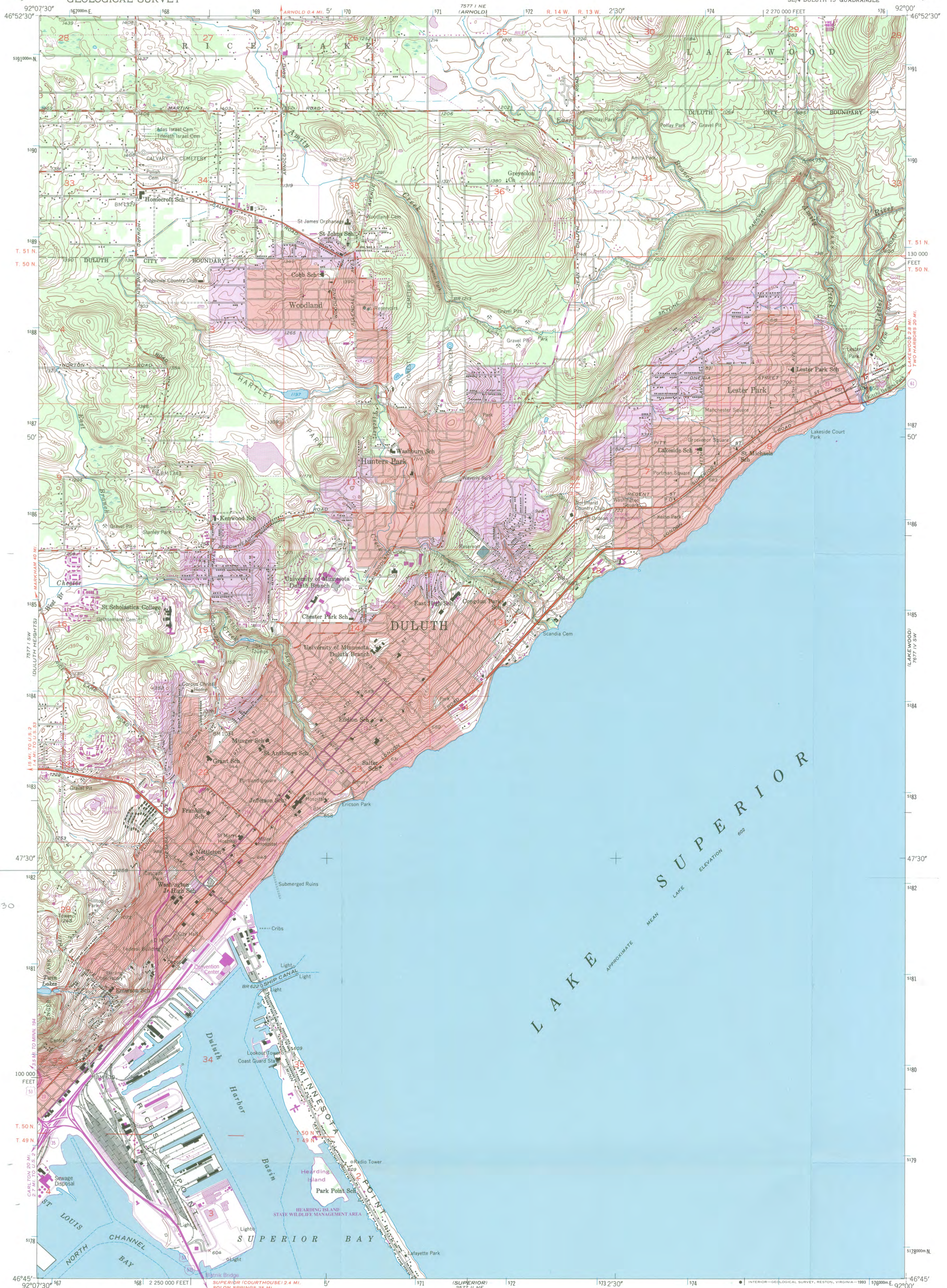


ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
PHOTO 15 OF 15



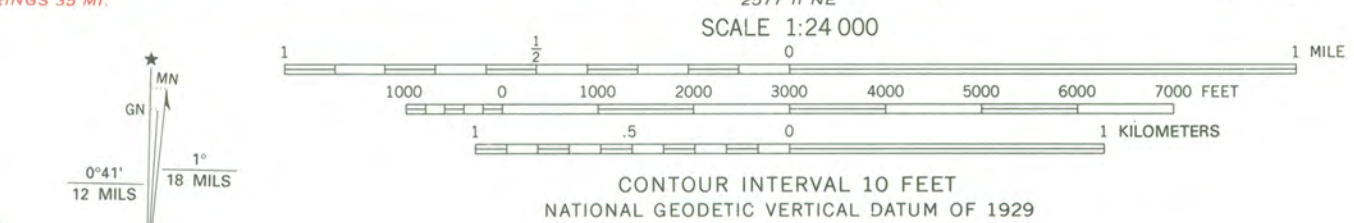
UNITED STATES  
DEPARTMENT OF THE INTERIOR  
GEOLOGICAL SURVEY

DULUTH QUADRANGLE  
MINNESOTA-ST. LOUIS CO.  
7.5 MINUTE SERIES (TOPOGRAPHIC)  
SE/4 DULUTH 15' QUADRANGLE



ENGINE HOUSE NO. 1  
ST. LOUIS CO., MN  
UTM : 15.568720, 5182030

Produced by the United States Geological Survey  
Control by USGS, NOS/NOAA, and U.S. Lake Survey  
Topography by photogrammetric methods from aerial photographs  
taken 1952. Field checked 1953  
Projection and 10,000-foot grid ticks: Minnesota coordinate  
system, north zone (Lambert conformal conic)  
1000-meter Universal Transverse Mercator grid ticks, zone 15, shown in blue  
1927 North American Datum (NAD 27)  
North American Datum of 1983 (NAD 83) is shown by dashed corner ticks  
The values of the shift between NAD 27 and NAD 83 for 7.5-minute  
intersections are given in USGS Bulletin 1875  
Red tint indicates areas in which only landmark buildings are shown  
Fine red dashed lines indicate selected fence and field lines where  
generally visible on aerial photographs. This information is unchecked  
Purple tint indicates extension of urban area



ROAD CLASSIFICATION  
Primary highway, hard surface  
Secondary highway, hard surface  
Light-duty road, hard or improved surface  
Unimproved road  
Interstate Route  
U.S. Route  
State Route  
DULUTH, MINN.  
SE/4 DULUTH 15' QUADRANGLE  
46092-61-TF-024  
1953  
REVISED 1993  
DMA 7577 I SE - SERIES V872





City of Duluth  
Planning Division

411 West First Street • Room 208 • Duluth, Minnesota 55802-1197  
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September 28, 2011

Ms. Britta L. Bloomberg  
Deputy State Historic Preservation Officer  
Minnesota Historical Society  
345 Kellogg Boulevard West  
St. Paul, MN 55102

Re: CLG comment on the nomination of Engine House No.1, Duluth, to the National Register of Historic Places

Dear Ms. Bloomberg:

The Duluth Heritage Preservation Commission reviewed the nomination of the above property at our meeting of September 27. We believe that the property meets the criteria for listing on the National Register of Historic Places and support the nomination.

Sincerely,

*Carolyn Sundquist*

Carolyn Sundquist, chair  
Duluth Heritage Preservation Commission





City of Duluth  
Don Ness, Mayor

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Ms. Britta L. Bloomberg  
Deputy State Historic Preservation Officer  
Minnesota Historical Society  
345 Kellogg Boulevard West  
St. Paul, MN 55102

Re: CLG comment on the nomination of Engine House No.1, Duluth, to the National Register of Historic Places

Dear Ms. Bloomberg:

The City of Duluth is very supportive of historic preservation efforts in our community. I am glad to support the nomination of the Engine House No. 1 as the renovation of this property in a historic manner will accomplish one of our City's Charette goals, which is the reinvestment in eligible properties within our core neighborhoods, like Central Hillside. This project will provide much needed housing within the neighborhood and will lead to further investment into similar historic structures like this one that have the potential for a new use that is of a benefit to the residents of Duluth.

I also concur with the Duluth Heritage Preservation Commission's finding that the property meets the criteria for listing on the National Register of Historic Places and therefore support the nomination.

Sincerely,

Don M. Ness  
Mayor

Minnesota Historical Society  
State Historic Preservation Office  
345 Kellogg Blvd West, St. Paul, Minnesota 55102  
651/259-3451



**TO:** Carol Shull, Keeper  
National Register of Historic Places

**FROM:** Denis P. Gardner, National Register Historian

**DATE:** December 5, 2011

**NAME OF PROPERTY:** Engine House No. 1

**COUNTY AND STATE:** St. Louis County, Minnesota

**SUBJECT:** National Register:  
☒ Nomination  
☐ Multiple Property Documentation Form  
☐ Request for determination of eligibility  
☐ Request for removal (Reference No. )  
☐ Nomination resubmission  
☐ Boundary increase/decrease (Reference No. )  
☒ Additional documentation (Reference No. 75002089)

**DOCUMENTATION:**

- ☒ Original National Register of Historic Places Registration Form
  - ☐ Multiple Property Documentation Form
  - ☒ Continuation Sheets
  - ☐ Removal Documentation
  - ☒ Photographs
  - ☒ CD w/ image files
  - ☒ Original USGS Map
  - ☒ Sketch map(s)
  - ☒ Correspondence
  - ☐ Owner Objection
- The enclosed owner objections  
Do ☐ Do not ☐ constitute a majority of property owners

**STAFF COMMENTS:**

This property was listed in the National Register in May 1975. The current documentation is an updated nomination that includes more thorough information, including information on the Stable Building, which was not part of the original nomination. Additionally, in 1975, the building was referenced as "Fire House No. 1." Today, the historic name has been determined as "Engine House No. 1."