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United States Department of the Interior
National Park Service

National Register of Historic Places
Registration Form

OCT 15 1993

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in *How to Complete the National Register of Historic Places Registration Form* (National Register Bulletin 16A). Complete each item by marking "x" in the appropriate box or by entering the information requested. If an 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 entries and narrative items on continuation sheets (NPS Form 10-900a). Use a typewriter, word processor, or computer, to complete all items.

1. Name of Property

historic name Station 28 Minneapolis Fire Department

other names/site number Lake Harriet Fire Station

2. Location

street & number 2724 W 43rd Street not for publication N/A

city or town Minneapolis vicinity N/A

state Minnesota code MN county Hennepin code 053 zip code 55410

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 nationally statewide locally. (See continuation sheet for additional comments.)

Nina Archabal 10/7/93

Signature of certifying official/Title Nina Archabal Date

State Historic Preservation Officer

State of Federal agency and bureau Minnesota Historical Society

In my opinion, the property meets does not meet the National Register criteria. (See continuation sheet for additional comments.)

Signature of certifying official/Title _____ Date _____

State or Federal agency and bureau _____

4. National Park Service Certification

I hereby certify that the property is:

- entered in the National Register. See continuation sheet.
- determined eligible for the National Register See continuation sheet.
- determined not eligible for the National Register.
- removed from the National Register.
- other, (explain:)

Signature of the Keeper

entered in the
National Register

Date of Action

Delores Byers

11/12/93

Name of Property

County and State

5. Classification

Ownership of Property

(Check as many boxes as apply)

- private, public-local, public-State, public-Federal

Category of Property

(Check only one box)

- building(s), district, site, structure, object

Number of Resources within Property

(Do not include previously listed resources in the count.)

Table with columns: Contributing, Noncontributing, buildings, sites, structures, objects, Total. Values: 1, 0.

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

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

Government: fire station

Current Functions

(Enter categories from instructions)

Work in Progress

7. Description

Architectural Classification

(Enter categories from instructions)

No style

Materials

(Enter categories from instructions)

foundation Concrete

walls Brick

Limestone

roof Rubber

other Terra cotta

Narrative Description

(Describe the historic and current condition of the property on one or more continuation sheets.)

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.)

Areas of Significance

(Enter categories from instructions)

Community Planning and Development

Period of Significance

1914-1943

Significant Dates

1914

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

N/A

Architect/Builder

Downs and Eads (architect)

Downs, Harry T. & Eads, Harold H.

Criteria Considerations

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

Property is: N/A

- 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 of age or achieved significance within the past 50 years.

Narrative Statement of Significance

(Explain the significance of the property on one or more continuation sheets.)

9. Major Bibliographical References

Bibliography

(Cite the books, articles, and other sources used in preparing this form on one or more continuation sheets.)

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:

Station 28 Minneapolis Fire Department
Name of Property

Hennepin, Minnesota
County and State

10. Geographical Data

Acreage of Property Less than 1 acre

UTM References

(Place additional UTM references on a continuation sheet.)

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Zone Easting Northing

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See continuation sheet

Verbal Boundary Description

(Describe the boundaries of the property on a continuation sheet.)

Boundary Justification

(Explain why the boundaries were selected on a continuation sheet.)

11. Form Prepared By

name/title Susan Granger and Patricia Murphy

organization Gemini Research date May 11, 1993

street & number 15 E. 9th Street telephone (612) 589-3846

city or town Morris state MN zip code 56267

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

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.

Photographs

Representative **black and white photographs** of the property.

Additional items

(Check with the SHPO or FPO for any additional items)

Property Owner

(Complete this item at the request of SHPO or FPO.)

name _____

street & number _____ telephone _____

city or town _____ state _____ 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. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 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 Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Projects (1024-0018), Washington, DC 20503.

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7. NARRATIVE DESCRIPTION

Station 28 Minneapolis Fire Department (MFD), is a two story brick fire station located at 2724 W. 43rd Street in Minneapolis. The station stands one-half block east of the intersection of 43rd Street and Upton Avenue, the main commercial intersection of the Linden Hills neighborhood, and approximately two blocks west of Lake Harriet. The fire station is part of a small neighborhood cluster located within a much larger residential neighborhood.

A single door station, Station 28 MFD is rectangular in plan with a poured concrete foundation and 18 inch thick masonry walls. It has a flat roof with brick parapet walls. On either side of the building are driveways which lead to a rear parking area. Flanking the station are two brick commercial buildings of comparable scale and vintage.

The fire station's symmetrical main (southern) facade is distinguished by fine detailing. The facade is faced with elaborate brown textured brick, much of it laid in stretcher bond with colorful blue, red, and green glazed tile geometric trim. The brick is contrasted by smoothly dressed gray limestone trim. The top of the main facade is marked by a stepped and arched parapet, with brick piers creating the impression of corner towers. A lighter brown brick is used in the recessed areas on the main facade and for accents.

The main facade has a wide central bay which encompasses the main fire equipment doorway with massive heavy wood panelled hinged double doors recessed within a wide segmental arched opening. The arched opening has a cut stone surround with medieval-inspired foliated springing blocks. The brick patterning is particularly elaborate between the top of the arched opening and the stone belt course at the second floor window sill level, with bricks forming two circular motifs and a rectangular panel of diagonal brickwork. The rectangular multiple pane inward-swinging casement windows on the main facade are set within header surrounds. Between the first and second floors of the corner piers are rectangular panels of patterned brickwork with glazed tile accents. Square glazed tiles are also used on the piers above the second story windows and at the parapet level. A row of brick corbels runs above the middle three second story windows, and above the corbels is a large panel of header brickwork topped by the stone-edged stepped parapet. Within the panel is a stone block with the inscription "Station 28 MFD." There is a flagpole on the roof, directly behind this name plaque. The stone-capped parapet on the corner piers is enlivened by a

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semi-circular motif on the southern facade and side walls.

The side and rear walls of the building are much more utilitarian in design. These walls have exposed cream colored common brick laid in six course American bond. The side and rear walls have rectangular 1/1 double hung windows with brick sills, some of which are paired. The rear facade has an irregular profile with a tall rear exterior endwall chimney. The eastern side wall has one single leaf wooden door with a four pane light.

The interior of the fire station retains its original pressed metal ceiling on the first floor. The interior walls are lined with washable, glazed light brown brick with dark brown brick trim. The first floor originally housed the apparatus room and the firemen's quarters were located on the second floor.

The exterior of the building is remarkably intact and in good condition. There have been minor alterations to the rear entrance area and aluminum combination windows replace the original wooden screens.

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8. NARRATIVE STATEMENT OF SIGNIFICANCE

Station 28 MFD, built in 1914, is eligible for the National Register under Criterion A, significance to the broad patterns of our history, in the area of Community Planning and Development. The fire station is a significant representative of the final expansion of the city of Minneapolis into its present boundaries through its association with the spread of city services to the outlying areas, and is a significant representative of Linden Hills' change in character from a remote lakeside community into a fully integrated Minneapolis neighborhood which had been engulfed by the expanding city. Station 28 MFD is also significant to the history of city services for its associations with the conversion of the Minneapolis Fire Department from horse-drawn to motorized equipment, a major turning point in the history of fire fighting in the city. The fire station is significant within the statewide historic context entitled "Urban Centers, 1870-1940" and is associated with the Minneapolis Heritage Preservation Commission's historic context entitled "Civic, 1872-present."

Located four and one half miles from the center of downtown Minneapolis in the southwestern corner of the city, Linden Hills first developed as an isolated resort community on the western shore of Lake Harriet, which was located at the end of a streetcar line. The physical beauty of the Lake Harriet area had been attracting summer vacationers and lakeside picnickers from Minneapolis since before the Civil War (Walking Tour, n.d., n.p). Streetcar service from downtown Minneapolis was extended as far as Lake Harriet in 1880. The line was heavily used during the summer months when there were 11 round trips daily between Lake Harriet and downtown Minneapolis, a 35 minute one-way trip (Minnegazette 1984, 10). The line was horse-drawn between 1880 and 1891 and then electrified.

The streetcar line served the Lake Harriet picnic areas as well as a cluster of summer cottages which were built in the 1880s and 1890s on the southeastern side of Lake Calhoun and the northwestern side of Lake Harriet. The tracks were first built with a terminus loop at Linden Hills just southeast of the intersection of 43rd and Uptown (one half block southeast of Station 28 MFD) where streetcars looped around for the return trip to Minneapolis. Tracks were soon extended to run westward from this point between today's 43rd and 44th streets out of Minneapolis enroute to Excelsior, Deephaven, and Tonka Bay. Four popular streetcar lines simultaneously used the tracks through Linden Hills. The Lake Minnetonka lines (1881-1887, 1906-1932) connected the resort communities of Excelsior,

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Deephaven, and Tonka Bay with Minneapolis; the Como-Harriet line (1891-1954) became the Twin Cities' second interurban line in 1898 and linked downtown St. Paul with Lake Harriet and, after 1925, turned south on France Avenue at the western edge of Linden Hills to serve downtown Edina; the Como-Hopkins line (1906-1951) served the town of Hopkins; and the Oak-Harriet line (1913-1954) turned south at Xerxes Avenue in Linden Hills to serve the southern city limits of Minneapolis (Minnegazette 1984, 6-18).

In Linden Hills streetcars stopped at the Lake Harriet Station at 42nd Street and Queen Avenue on the western shore of Lake Harriet (two blocks northeast of Station 28 MFD). A succession of streetcar waiting platforms and stations were built here beginning in the 1880s. The most recent station, built in 1912, had a platform, waiting room, small store, and basement lock-up room used by the police for lakeside crowd control (razed 1954) (Minnegazette 1984, 11). Streetcars also stopped at 39th-40th street at "Cottage City," and near Linden Hills' commercial intersection of 43rd and Upton (stopping about one block southwest of the fire station) (Minnegazette 1984, 9).

The City of Minneapolis Park Board acquired most of the land around Lake Harriet in 1884. Recreational use of Lake Harriet was stimulated by a succession of three lakeside pavilions (1887-1891, 1891-1903, 1904-1925) built near the intersection of Queen Avenue and Linden Hills Boulevard, adjacent to the Lake Harriet streetcar station. Formal concerts and dances were held at the pavilion and it housed an excellent restaurant. South of the pavilion were stored hundreds of rowboats and canoes. As many as 15,000 people visited the pavilion on July 4, 1904, an evening which was particularly memorable because a streetcar line power shortage stalled all streetcar service, stranding most of the picnickers at Lake Harriet until dawn (Thevenin 1979, 24-25).

In addition to those visiting the lake for an afternoon, Linden Hills attracted a number of seasonal and permanent residents who built summer cottages and year-round homes on the western side of the lake beginning in the 1880s. One development known as Cottage City was platted in 1883 on the northwestern corner of Lake Harriet and the southwestern corner of Lake Calhoun (north of 40th Street and east of Washburn Avenue). The Linden Hills neighborhood was annexed by the city of Minneapolis in 1883 and 1887. Year-round houses were built on high ground south of Cottage City on the western shore of Lake Harriet, among the largest standing along Linden Hills Boulevard and Queen Avenue.

While there were only a few houses in Linden Hills in the 1880s, by 1903 the full scale residential development which marked the burgeoning expansion of

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the city of Minneapolis had begun. Cottage City, for example, was only lightly built up with summer cottages in the 1880s and 1890s, and experienced much more development in the first decade of the 20th century (Lanegran and Sandeen 1979, 102-105). Between 1900 and 1920 the blocks west of Lake Harriet became filled with middle and upper middle class Queen Anne and Colonial Revival style houses. Linden Hills' heaviest development occurred in the 1910s-1930s when Craftsman, Prairie School, and Period Revival style homes were built, most for the middle class. The newest portions of the neighborhood, farther south and west of Lake Harriet, were built up with expensive ramblers after World War II (Borchert et al 1984, 92). A planning study conducted in 1965 reported that 22 percent of Linden Hills houses north of 46th Street predated 1920, 62 percent were built between 1920 and 1940, and 14 percent postdated 1940. Almost all of the houses built between 46th and 54th streets southwest of Lake Harriet dated from 1920-1939 and almost all of the houses south of Diamond Lake Road dated from 1940-1961 (Minneapolis City Planning Commission 1965, 33).

Commercial activity in Linden Hills began in 1884 with the construction of a lakeside hotel and boat club called the Bellevue House, but was largely limited to a few such structures. Until after the turn of the century, Linden Hills residents shopped in downtown Minneapolis and at the small commercial center just developing at Hennepin Avenue and Lake Street (Sieber 1988, 14). Linden Hills' primary commercial district at 43rd and Upton (where Station 28 MFD is located) started in 1903 with the construction of Weber's Grocery. Another grocery store built in 1909, five years before Station 28 MFD was completed, was "the first substantial building in the area" (Sieber 1988, 14). By 1914 when the fire station was completed, there were about 10 commercial structures in the cluster, most of them woodframe (Atlas 1914).

The years between 1900 and 1920, when the development of Linden Hills was in full force, marked a tremendous period of population growth for the city of Minneapolis as its agricultural, banking, wholesaling, and retailing industries flourished and added to the city's previous economic power in lumbering and flour milling. Minneapolis grew by 49 percent between 1900 and 1910 and another 26 percent between 1910 and 1920, rising from 202,718 to 380,582 people in 20 years (Borchert et al 1984, 64).

The year 1914, when Station 28 MFD was completed, stands just at the transition between what sociologist Calvin Schmid terms the fourth and fifth stages of population growth in Minneapolis. The fourth stage, lasting from 1895 to the end of World War I, began as the city recovered from the Depression of 1893 and was marked by the peak and decline of lumber and flour

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milling. The fifth stage, beginning about 1918, was characterized by the proliferation of the automobile, the disappearance of horse-drawn vehicles, the decline of railroads and streetcars as primary means of transport, and the settlement of suburbs whose development was made possible by the automobile (Schmid 1937, 6, 9-11).

As the number of people living in Minneapolis rose steadily between 1890 and 1930, there was "a constant outward movement of population in all directions from the central sections," which was closely linked in direction and extent by existing transportation facilities (Schmid 1937, 56, 61). Schmid explains that this settlement of Minneapolis' outskirts was driven by several factors including improved transportation; a rising standard of living which allowed the purchase of spaciousness and privacy; a desire to escape the noise, traffic, industry, and crime of the city center; the influence of real estate advertising; and fashion and social custom (Schmid 1937, 61). Between 1890 and 1930, the portions of Minneapolis which grew most rapidly were wards 12 and 13 which encompassed the southwestern and southeastern corners of the city. Linden Hills, located in Minneapolis' southwestern corner, is in Ward 13 (Schmid 1937, 79-83).

As one of the last two fire stations to be established in Minneapolis, Station 28 MFD is representative of the spread of city services into the far corners of the municipal limits. During the first decades of the 20th century, residents of newly developed areas of Minneapolis like Linden Hills put pressure on the city to expand city services, including fire fighting, into outlying areas. During the period of 1910-1920 as the population rose and Minneapolis experienced relative prosperity, services were steadily expanded to cover greater portions of the city. In 1912, for example, 171 miles of streets were paved, 300 miles of sewers laid, 465 miles of water main installed, and 488 miles of curb produced (Parsons 1913, 149). Public library books in circulation broke the one million mark in 1911, with 70 percent of the books going out through the city's branch libraries, rather than its central facility (Benidt 1984, 98).

In Linden Hills, the Lake Harriet public school was one of the earliest city services to be established. The first permanent public school building was constructed in 1898 at 42nd and Sheridan (one block northwest of the fire station). It was replaced by a brick school built in three stages in 1906, 1908, and 1911 (razed). Linden Hills received a city sewer system in 1905. The city opened a branch library in 1911 in leased quarters, and constructed Station 28 MFD in 1914 after several years of lobbying by area residents. (Interestingly, in 1910 the city planned to establish a fire station at 45th and Washburn, a proposition which was blocked by Linden Hills residents who

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apparently opposed the urbanization of the area (Heath 1992, 1). In 1919, the Linden Hills Park at 43rd and Xerxes was acquired. Finally, in 1931, the city built the Linden Hills Branch Library at 43rd and Vincent (extant).

Fire fighting was among the most important of the services which the City of Minneapolis provided. As historian Richard Heath describes in his 1981 book on the history of the Minneapolis Fire Department, the City of Minneapolis significantly rewrote its fire codes in 1903 and conducted Minneapolis' first survey to assess fire protection needs in 1907. As a result of the survey, bond issues were passed circa 1908 and circa 1910 for new stations, and the fire codes were amended again in 1909 and 1911 (Heath 1981, 77-83). After several major fire losses, insurance companies requested another city fire survey in 1911 (Heath 1981, 89). The 1911 survey found that the department had not kept pace with the city's growth and that it was lacking in manpower, the number and location of stations and fire fighting units, and in fire alarm equipment. The city passed four bond issues between 1911 and 1913 to fund new equipment, a replacement of Station 27 at Nicollet and 46th, and the construction of two new stations which had been recommended in the 1911 survey--Station 28 MFD in Linden Hills and Station 29 at 27th Street NE and Johnson Street in northeast Minneapolis (Heath 1981, 89). The construction of Stations 28 and 29 in 1914 and 1916 represented the end of the Minneapolis Fire Department's expansion into outlying, newly populated areas of the city. All future stations would be replacements of existing buildings (Heath 1981, 89-90).

In addition to station construction, the Minneapolis Fire Department's other major response to its call to protect an ever-expanding city was to shift to motorized equipment. Station 28 MFD in Linden Hills was the first fire station in the city to be built solely for the use of motorized equipment, and serves as an important benchmark in the department's transition from horse-drawn to automobile transportation. Motorized equipment was first tested in Minneapolis in 1910 and had been recommended by the 1911 fire survey (Heath 1981, 90). Although horses were found to be more efficient at going through deep snow, motorized equipment could increase the amount of territory a single station could protect and could rapidly concentrate several companies at a single fire (Heath 1981, 91, 100). Motorized equipment also allowed the department to close some stations and increase the territory other stations could protect. Motorized trucks were more durable and were cheaper to operate than horse-drawn rigs because they did not require the space, time, and expense necessary for the care of horses. Motorized trucks took less manpower to run and made possible larger rigs which allowed both pumps and hoses on a single truck (Heath 1981, 91). According to Heath, fire fighting methods and equipment had changed little

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since the 1890s, but the introduction of motorized equipment marked a major turning point in the history of firefighting in the city (Heath 1981, 84, 94).

By 1916 one-third of the department was motorized. As budget problems slowed the conversion during and after World War I, the fire department in 1920 began to convert used Pierce-Arrow automobiles into fire rigs (Heath 1981, 100). The transformation was nearly complete by April, 1922, when only 35 horses remained. The last horses were retired in 1923 (Heath 1981, 105).

Station 28 MFD, also known as the Lake Harriet Fire Station, officially opened in May of 1914 at a large celebration at which the governor, the mayor of Minneapolis, and other dignitaries spoke, and which was followed by a grand opening dance. Before it was established in 1914, the nearest stations to Linden Hills were Station 8 at 28th and Blaisdell and Chemical Company 2 at 42nd and Lyndale, both quite distant, particularly for horse-drawn equipment (Heath 1992, 1). Station 28 MFD was equipped with the first motorized pumper bought by the Minneapolis Fire Department, a Nott 530 manufactured by the Nott Fire Engine Company of Minneapolis (Heath 1992, 2. See Heath's 1987 article in Minnesota History for information on the Nott Company). The station's Engine Company 28 was first staffed by eight fire fighters who manned the station around-the-clock in two 4-men shifts.

The transition to motorized equipment required relatively few initial changes in fire station design, thus Station 28 MFD closely resembles the city's earlier stations which were designed for horse-drawn rigs. Motorized equipment was initially somewhat smaller, but was heavier and required extra reinforcing of the floor. Haylofts, stalls, feed rooms, and tack rooms could be eliminated and stations were more sanitary and cleaner smelling (Zurier 1982, 160). Station 28 MFD continues the earlier tradition of a two-story station which separated firemen's quarters from the horses' stables, an arrangement eventually abandoned in fire station design (Zurier 1985, 78-79). The first story of the building housed the apparatus room and repair shop, while the second story housed the firemen's quarters. A firemen's pole extending through a circular opening and two stairwells linked the first and second floors.

According to Heath, Engine Company 28, because it was located in an outlying district, was charged with protecting a comparatively large territory characterized by long runs. The company's territory was increased when the southern portion of Minneapolis, south of 54th Street, was annexed in 1927. Among Station 28's responsibilities were frequent fires in the Hennepin and Lake commercial district (Heath, 1992, 2).

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Station 28's ability to serve the southwestern portion of Minneapolis was improved when Engine Company 28 was joined by Ladder Company 12 and its Pierce Arrow ladder truck in 1922. Both rigs were squeezed into the station until 1929 when the ladder company was dissolved due to a manpower shortage (Heath 1992, 3). Southwestern Minneapolis' scarcity of water mains and fire hydrants, and its abundance of vacant grassland which frequently caught fire, were an early challenge for Engine Company 28. Between 1933 and 1947 the company was assigned a booster truck which could haul an extra 300 gallons of water to a fire (Heath 1992, 3). Engine Company 28 staffed the Lake Harriet Fire Station from 1914 until 1992.

Station 28 MFD was designed by the Minneapolis architectural firm of Downs and Eads. Harry T. Downs (1868-1929) lived in Linden Hills at 42nd and Upton about one block from the fire station. Downs was a native of St. Peter, Minnesota, who worked as a draftsman for F. Orff and Long and Kees before practicing alone in Minneapolis from 1894-1905. For most of his career, from 1905-1928, Downs was in partnership with Harold H. Eads (1872-1936). A number of Minneapolis residences and commercial buildings are known to have been designed by the firm.

9. MAJOR BIBLIOGRAPHICAL REFERENCES

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Minneapolis, Hennepin, MN

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Zurier, Rebecca. "Firehouses." In Built in the U.S.A.: American Buildings from Airports to Zoos. Ed. by Diane Maddex. Washington: The Preservation Press, 1985.

10. GEOGRAPHICAL DATA

VERBAL BOUNDARY DESCRIPTION

The Southeasterly 42 feet of Lots 22-23, Block 5, First Division of Remington Park.

BOUNDARY JUSTIFICATION

The boundary of the nominated property includes the parcel of land historically associated with the fire station.

STATION 28 MPLS. FIRE DEPT.
MINNEAPOLIS, MINNESOTA

