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United States Department of the Interior  
National Park Service

**SEP 16 1988**

NATIONAL REGISTER OF HISTORIC PLACES  
REGISTRATION FORM

**NATIONAL  
REGISTER**

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in Guidelines for Completing National Register Form (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries on a letter quality printer in 12 pitch, using an 85 space line and a 10 space left margin. Use only 25% or greater cotton content bond paper.

1. Name of Property

historic name Chief Lippert Fire Station  
other name/site number Chemical Engine House No. 1

2. Location

street & number 642 West North Avenue N/A not for publication  
city, town Milwaukee N/A vicinity  
state WI code WI county Milw. code 079 zip code 53212

3. Classification

Ownership of Property	Category of Property	No. of Resources within Property	
		contributing	noncontributing
<input checked="" type="checkbox"/> private	<input checked="" type="checkbox"/> building(s)		
<input type="checkbox"/> public-Local	<input type="checkbox"/> district	<u>1</u>	<u>0</u> buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	<u>0</u>	<u>0</u> sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	<u>0</u>	<u>0</u> structures
	<input type="checkbox"/> object	<u>1</u>	<u>0</u> objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing:  
N/A

No. of contributing resources previously listed in the National Register 0

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this x 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 xmeets      does not meet the National Register criteria. See continuation sheet.

x *[Signature]*  
Signature of certifying official

July 19, 1988  
Date

State Historic Preservation Officer- WI  
State or Federal agency and bureau

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

\_\_\_\_\_  
Signature of commenting or other official

\_\_\_\_\_  
Date

\_\_\_\_\_  
State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this 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:)

*Beth Boland* 10/28/88

\_\_\_\_\_  
Signature of the Keeper      Date

6. Functions or Use

Historic Functions  
(enter categories from instructions)

Current Functions  
(enter categories from instructions)

Government/ fire station  
Education/ library

Social/ civic

7. Description

Architectural Classification (enter categories from instructions)	Materials (enter categories from instructions)
Italianate	foundation Limestone
	walls Brick
	roof Asphalt
	other Sandstone
	Wood

Describe present and historic physical appearance.

**Description**

The Chief Lippert Fire Station is located on the northeast corner of West North Avenue and North Seventh Street on a 42-foot by 115-foot city lot. West North Avenue in the vicinity of the fire station is a neighborhood commercial strip of small one- and two-story stores that is surrounded by modest late nineteenth century, working-class, wooden cottages and houses. The city's Central Business District lies about two miles to the south. An entrenched section of the I-43 freeway was constructed during the 1960's on cleared land immediately to the west of the fire station. The main elevation facing West North Avenue abuts the concrete city sidewalk. Landscaping is limited to a three-foot-wide swath of grass that buffers the North Seventh Street elevation from the sidewalk and a small, grassed, rear yard.

The fire station is a rectangular, two-story, cream brick, Italianate style, hip-roofed structure with a boldly pedimented front gable. The stubby, three-story remnant of the corner watch tower projects from the east elevation. Built in 1876 according to the designs of Milwaukee architect Thomas N. Philpot, the principal elevations of the station facing south and west are trimmed with extensive ornamental brickwork, dressed sandstone, and massive Italianate-style bracketed wooden cornices.

The main elevation facing south towards West North Avenue is composed of a symmetrical, two-story, gabled block abutted at the southeast corner by the stubby, three-story watch tower. The most outstanding feature of the main elevation is a bold, projecting pedimented gable and a massive overhang trimmed with Italianate-style wooden moldings and large, jig-sawn brackets with turned drop pendants. The watch tower, which has a two-story brick base designed to match the Italianate style of the main building, was probably added during an 1883 renovation and was originally a slender shaft seven stories tall. From the third story up, the tower was built of frame construction with clapboard siding and double-hung windows. The top story was an open, timber-framed observation deck capped with a pyramidal roof.

X See continuation sheet

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The frame upper part of the tower was removed in the 1930's and replaced with a small, wooden third story about ten feet square, capped with a pyramidal roof. The first story of the main elevation features a series of four round-arched window and door openings trimmed with raised brick banding, sandstone impost blocks, and keystones with carved trefoil designs. Originally a set of tall, double leaf, paneled wagon doors set in a broad, segmentally-arched opening was centered on the facade, but the doors have been removed and the opening filled with modern glazing. These doors were flanked by round-arched openings that contained a tall sash window on one side and two entry doors on the other side. The easternmost entry door opened into the watch tower while the other was a service door that provided access to the engine house.

Three raised-letter sandstone plaques above the wagon doors are inscribed with the original name and number of the fire station. "Chief Lippert" is inscribed on one rectangular plaque centered above the doorway, and near the sides two additional round plaques are inscribed with "NO." and "1" respectively to signify that Chemical Engine Company No. 1 was originally housed in the station.

The facade is divided horizontally by a limestone belt course resting on brick corbelling at the second floor window sill level. The fenestration of the second floor consists of five bays of round-arched, two-over-two, double-hung windows each trimmed with raised brick banding and sandstone keystones and coved capital blocks. The construction date of the building, "1876," is carved in raised letters on a round sandstone plaque that is centered in the gable.

The west elevation consists of two parts: the original, hip-roofed, 1876 building and a utilitarian, two-story, flat-roofed, cream brick rear addition built in 1908 to the designs of Sebastian Brand, a fire department employee. The addition has a corbelled brick cornice and is fenestrated with two bays of flat head, one-over-one, double-hung windows on each story of the west elevation that contrast with the arched windows of the adjacent original building. It was originally used as a stable and hayloft and was apparently built as a replacement for an earlier, attached stable. The first story of the original 1876 portion of the building features two bays of round-arched, two-over-two, wooden, double-hung windows that flank a bricked-in door opening. The second floor sandstone sill course, supported by brick corbelling, is continued around to this elevation from the North Avenue facade. The second floor fenestration consists of four bays of round-arched windows with brick-and-stone detailing identical to those on the second floor

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of the main elevation. The two-foot overhang of the hip roof with its built-in gutter shelters the moulded and bracketed wooden cornice that wraps around from the front elevation.

The original rear elevation of the 1876 building has been completely obscured by the two-story, flat-roofed, 1908 addition. This elevation is utilitarian in character and consists of an unarticulated brick wall with first floor fenestration consisting of two double-hung windows flanking the rear entry door. There are no windows on the second floor.

The east elevation is utilitarian in character and consists of three parts: the two-story 1908 addition, the original 1876 two-story block, and the 1883 three-story corner watch tower. The elevation contains several windows placed randomly to respond to interior needs. A concrete block addition was built in 1951 on the rear of the corner watch tower to enclose a new staircase.<sup>1</sup> This non-contributing addition is not visible from the street.

The exterior is well-preserved but some changes have been made. On the West North Avenue facade, the original wagon doors have been replaced with a large window and a brick spandrel panel. The pedestrian door to the engine room has also been replaced with a modern window. The arched top of the watch tower door in the base of the tower has been bricked-in to accommodate a modern entry door. It is believed that the upper stories of the 1883 wooden watch tower were dismantled in the early 1930's and the present wooden third story dates from that time. In 1984 the entire west elevation facing North Seventh Street was painted with a colorful mural that depicts performing artists.

The building is now entered through a small vestibule in the base of the watch tower, which also contains a U-shaped staircase to the second floor. The first floor consists of one major room, which was originally used to garage the fire engine. The simply-finished space retains its original, 14-foot high, painted, beaded wood ceiling. The only other room on the first floor is a rear storage room about 12-feet by 24-feet in plan in the 1908 stable addition. The first floor is presently used as an office for the Inner City Arts Council, Inc., the current owner of the building. Originally, the rear portion of the first floor contained horse stalls. They had been removed by the late 1920's and replaced with a kitchen and storage room. When the building was converted to use as a public library in 1951, the first floor was remodeled to its present plan.<sup>2</sup>

The main wooden staircase, which was apparently added when the 1908 addition was built, extends in a straight run to the second floor along the

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east wall of the former engine room. The second floor consists of three principal, consecutive rooms that retain their simple finishes from the 1951 remodeling for the public library. Some partition walls have been moved, but the plan is probably close to the original one which consisted of a living room, bunk room, and a bathroom. Today the largest second floor room is located at the front of the building and is about 25 feet by 30 feet in plan. It has been used for many years as a dance studio and was probably the original bunk room. A door in the southeast corner of the room leads to the small staircase to the third story of the watch tower. The center and rear second floor rooms are considerably smaller and have been substantially remodeled. Two bathrooms are located in the center of the east half of the floor.

The Chief Lippert Station was built a few years before the advent of the fire pole, which became a feature of Milwaukee fire stations in 1879. The fire pole was reportedly invented in 1878 in Chicago. By the 1930's, three fire poles had been installed in the Lippert Station. Two were located in the bunk room on the east and west walls, and another was located at the top of the rear staircase. All have now been removed and the floors patched.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:  nationally  statewide  locally

Applicable National Register Criteria  A  B  C  D

Criteria Considerations (Exceptions)  A  B  C  D  E  F  G

Areas of Significance

(enter categories from instructions) Period of Significance Significant Dates

Architecture	1876	1876 <sup>3</sup>
		1883 <sup>4</sup> (watchtower)
	1908 <sup>5</sup>	(rear addition)

Cultural Affiliation

N/A

Significant Person

Architect/Builder

N/A

Philpot, Thomas N.<sup>6</sup>

State significance of property, and justify criteria, criteria considerations, and areas and period of significance noted above.

**Significance**

The Chief Lippert Fire Station was determined eligible for listing in the National Register of Historic Places in 1978, as a result of its local architectural significance (criterion C). The building is the best preserved remaining example of an early Milwaukee fire station.

The Wisconsin Cultural Resource Management Plan has identified fire stations as an important resource associated with the development of municipal government services.<sup>7</sup> The Chief Lippert Fire Station is architecturally significant as the city's oldest well-preserved fire house exemplifying an important stage in the development of the fire station as a distinct building type. It is also important as a good example of an Italianate style public building of the 1870's. It was named for Henry Lippert, who became fire chief in 1871 and who has<sup>8</sup> been credited with laying the basis for the modern fire department of today.

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In terms of the development of the fire house as a building type, the Lippert Station represents the middle period in the evolution of the fire station from a mere wagon shed to a carefully planned, specialized facility incorporating a garage, a stable, and living quarters for a full-time crew. The Lippert Fire Station is the oldest well-preserved example of the basic fire station building type that developed in Milwaukee after the Civil War with the establishment of a paid force of professional fire fighters. It is the only intact example to survive from the period before the technical innovations of the 1880's incorporated the auxiliary features associated with the mature period of firehouse design in Milwaukee including fire watch towers, more ample living quarters, separate stables and specialized equipment storage rooms. The Lippert Station was remodeled to incorporate some of these features between 1883 and 1908, but the original 1870's firehouse still remains clearly identifiable today.

The most notable alteration to the original building other than the improved brick stable wing built in 1908, was the soaring wooden watch tower built in 1883. The tall watch tower of the Lippert Station and its contemporaries represented a significant innovation in fire fighting in the nineteenth century. They were rivaled in prominence on the city's skyline only by the spires of the city's churches. The towers were built primarily to aid the department in spotting fires, not for drying fire hoses. Contrary to popular belief, wet fire hoses were generally strung along the walls of the engine room to dry and were not suspended in the watch tower. Nearly all of the city's fire houses built before 1900 had a tall watch tower. The towers became obsolete as the alarm box system was expanded and telephones were installed in homes and businesses. By the early 1930's the towers had fallen into disuse and disrepair, and Works Progress Administration crews made a project of dismantling all of them during the Great Depression.

The Chief Lippert Station is also important as a fine example of the Italianate style architecture favored for the city's public buildings from the 1850's to 1880. Like the original city hall, all of the other fire stations built in the 1860's and 1870's, and all of the public schools of that era, the Chief Lippert Station was designed in the dignified and highly ornamental Italianate style. It is not just the only intact firehouse to survive from this era, it is, in fact, the only Italianate style public building to survive intact in Milwaukee. The original city hall, and all of the contemporary firehouses and public schools have been razed or remodeled beyond recognition of their original appearance.



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Together with schoolhouses, firehouses such as the Chief Lippert Station were among the best-built early municipal structures because fire protection and public education were two of the most important nineteenth century municipal services. The elaborate Italianate style detailing of the Chief Lippert Station, which includes massive jig-sawn brackets with turned drop finials, serves as a reminder of the importance of the fire department as a vital public service and the pride that the city took in its public buildings.

The architect who designed the Chief Lippert Station was Thomas N. Philpot, a native of New York state who apparently came to Milwaukee about 1875. He first appeared in the 1875-76 Milwaukee City Directory as a draftsman, and in the following directory issued for 1876-77 his occupation was listed as architect. Nothing is known about Philpot's training, but like most architects of his day he probably entered his profession after working for a number of years as an apprentice draftsman.<sup>10</sup>

Philpot worked in Milwaukee for approximately ten years before closing his practice in the city during the summer of 1887. On August 7, 1887, the Milwaukee Sentinel reported that "T. N. Philpot the well-known architect is closing up his business on account of ill health and will take a two years' rest."<sup>11</sup> Philpot never appeared in the Milwaukee City Directory after that, indicating that he either died or continued his practice elsewhere.

Little is known about Philpot's work in Milwaukee. Other than the Chief Lippert Fire Station, the only known extant building that Philpot designed is the St. Patrick's Roman Catholic School (1876), an Italianate-style structure located at 1123 South Seventh Street on the city's Near South Side.<sup>12</sup> Philpot is also known to have designed the Butler Fire Station on the southwest corner of East Brady and North Franklin Streets, but the building was so radically altered in 1946 that today it retains none of its historic character.<sup>13</sup> Philpot lived on the South Side, first on the northeast corner of South Twenty-third and West Madison Streets and later in a small frame house that is still standing at 1136 South Eighth Street.<sup>14</sup> Philpot also dabbled in politics. In 1881 he was an unsuccessful Republican candidate for the Eighth Assembly District in Milwaukee.<sup>15</sup>

Sebastian Brand, who designed the rear addition to the Chief Lippert Station in 1908, was the Milwaukee Fire Department's most significant architect. Brand was a skilled ex-mason who joined the fire department on November 16, 1872. After serving in various positions as pipeman, truckman

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and lieutenant, he was promoted to captain on October 22, 1884. In 1885, Fire Chief Foley, who was unhappy with the designs of many of the older firehouses, asked Brand to design a new station house. After contracts were let, Brand personally supervised the construction of his design. The result was a great success. The Chief hailed the building as "without doubt one of the finest in the country...and reflects credit...upon Mr. Brand as an architect and superintendent."<sup>16</sup>

Brand eventually drew the plans and supervised the construction of more than thirty Milwaukee fire stations between 1885 and 1919 when he retired. Brand did his design work in addition to his regular fire department duties without any extra compensation.

Brand was born in Nierstein-on-the-Rhine, Germany, on August 22, 1844, and came to America in 1865. After a brief stay in Chicago he settled in Milwaukee where he lived until his death on January 24, 1923. He was married on February 19, 1871 to Augusta Gesse and had 13 children.<sup>17</sup> A fine example of Sebastian Brand's design work is the Victorian Italianate-style firehouse built in 1886 for Ladder Company No. 5, which still stands at 1945 North Bartlett Avenue on the city's East Side.<sup>18</sup>

### Historical Background

The origin of Milwaukee's Fire Department can be traced back to a small volunteer organization formed in 1837, nine years before the city was formally incorporated. The authority to establish a fire department was given to the Village of Milwaukee by an act passed by the Territorial Legislature which stated:

"The President and Trustees of said village shall, whenever they deem it necessary, order the formation of Fire Engine Companies, each to contain from sixteen to twenty-four able-bodied men, of between the ages of eighteen and fifty years, and no more; which companies shall be officered and governed by their own by-laws, and shall be exempt from jury and militia duty, and whenever a member of each company shall have served for twelve years, he shall have a discharge from the Corporation, signed by the President, and shall forever thereafter be exempt from further jury duty and from further militia duty, except in case of insurrection or invasion." (History of Milwaukee, 1881:347)<sup>19</sup>

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The equipment used by the first volunteer fire fighters consisted mainly of buckets, axes and a few ladders stored in a shed in the city's Central Business District. In 1839 Milwaukee acquired its first fire "engine" and named it "Neptune" after the Roman god of springs and streams. The hand-operated water pumping engine was mounted on a wagon that was pulled by fire fighters on foot to the scene of a blaze. Fire fighters pumped water from any nearby water source such as a well, river or pond.

During the early history of the volunteer department both the size and quality of the firehouses and equipment were steadily upgraded as the city grew. In 1845 a new hand-operated engine was purchased and christened "Milwaukee No. 1." It was much more powerful than the earlier "Neptune" and could throw a steady stream of water pumped through 300 feet of hose. The "Neptune" was kept in service, but was demoted to "No. 2."

The first Fire Chief, Captain L. H. Cotton, was elected by the Milwaukee Village Trustees in November of 1845. When the City of Milwaukee was incorporated in 1846, the Fire Department became subject to new regulations, and the Chief was elected by the aldermen. By 1847 the city's two fire engines were each housed in their own new fire stations in the Central Business District. By the mid-1850's the city had been divided into five fire districts, each served by its own volunteer firehouse. Each fire station had its own bell which rang to sound the alarm and to call the volunteers to the station. After the alarm was sounded, the bell was rung again to indicate by the number of times the bell tolled the number of the district where the fire was located.

The Fire Department entered a new era in November of 1861 when the city purchased its first steam-powered, water pumping engine for \$3,500 from the Amoskeag Manufacturing Company of Manchester, New Hampshire.<sup>20</sup> The hand-powered pumpers were sufficient to battle the blazes in the city's early one- and two-story wooden buildings, but by the 1860's only steam-powered pump engines could develop enough pressure to direct a steady stream of water to reach fires on the top floors of the city's new four- and five-story brick buildings.

The first volunteer fire companies did not use horse-drawn equipment mainly because they did not have a full-time staff to take care of the animals. In addition, the early fire wagons and hand-powered pump engines were relatively lightweight and could be pulled on foot around the small city. After the Fire Department bought its first steam-powered, water-pumping

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engine, a heavy, bulky contraption, horsepower became essential as did trained specialists to operate the increasingly complex machinery. Shortly after the steam fire engine was purchased in 1861, the "half-pay" Fire Department was instituted, marking the beginning of the end of the all-volunteer department. Under the new system, fire fighters worked at other jobs during the day and were on duty at the fire stations in the evenings.

By June of 1863 the Milwaukee Fire Department's major equipment consisted of three steam fire engines, the Milwaukee, the Solomon Juneau, and the Edward O'Neill, the two old hand pump engines, three horse-drawn hose carts, two hand-pulled hose carts, and one horse-drawn and one hand-pulled hook and ladder. By the end of that year two more steam engines had been ordered and named the "J. H. Tallmadge" and the "George H. Walker."<sup>21</sup>

One of the milestones in Milwaukee Fire Department history was the introduction of the fire alarm telegraph system, which was installed in 1869 and initially consisted of sixty miles of wire linking forty-five signal boxes. Before the alarm boxes were installed, fire alarms were turned in primarily by people running to the firehouse.<sup>22</sup> (History of Milwaukee, 1881:378)

In March of 1874, the city's first full-time professional fire department was instituted under the direction of Chief Henry Lippert. Lippert had been born in Weimar, Saxony, Germany, on June 17, 1831. He had worked as a fire fighter since his boyhood. Lippert came to America in 1850 and spent his first two years in New Orleans. He spent the next four years in Memphis, Tennessee, where, in 1855, he married Wilhelmine Knoepfel. The couple moved to Milwaukee in 1856, and Lippert subsequently joined the fledgling Milwaukee volunteer fire department. He held several different jobs as a volunteer with the Fire Department until he received a paid position as the foreman of the Excelsior Hook and Ladder No. 1 from 1863-1866. Lippert then left the department to become a boot and shoe manufacturer for the next four years. In 1869 he also served as the alderman of Milwaukee's Ninth Ward on the West Side.

Lippert joined the Fire Department again in 1870 as First Assistant under Chief McLaughlin. Upon McLaughlin's death in 1871, Lippert was appointed Chief, holding the office for the next seven years. Lippert was voted out of office in 1878 by the Common Council for political reasons, but he was reappointed Chief Engineer again on May 15, 1880. He resigned from office on March 1, 1883, in the aftermath of the tragic Newhall House Hotel fire in

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January of that year.<sup>23</sup> For five years after his retirement he lived on a small farm near Forest Home Cemetery on the city's South Side. Later he moved to 421 East Lloyd Street where he died unexpectedly on August 15, 1900.<sup>24</sup>

It was during Lippert's term that the North Avenue structure was built as part of the expansion of the fire department into newly developing neighborhoods. As the old Germantown section expanded north and west from downtown, the area around North Seventh Street and North Avenue became densely built-up with closely spaced wooden houses. The Chief Lippert Station was built at a cost of \$3,690.00 to serve the burgeoning community and to house an innovation in fire fighting in Milwaukee, the chemical engine company.

Chemical engine companies operated a fire engine that contained fire suppressing chemicals that could be hosed on a blaze in much the same way a fire extinguisher operates. They were used in areas where the water supply was not adequate to fight a fire. At the time the Chief Lippert Station was constructed, the area around North Seventh Street and West North Avenue was not serviced by the municipal water system, and the only water supply was from private wells that could not be depended upon in an emergency. The chemical unit was housed there until 1883 when water mains were extended throughout the area, making the chemical unit obsolete. It was succeeded by horse-drawn, steam-powered engines, which were housed there from 1883 to 1927, followed by modern, motorized engines from 1927 to 1948 when the station closed. Few fire houses in the city ever had the distinction of containing a chemical fire engine.

The Chief Lippert Station, like most early Milwaukee fire stations, never housed more than one fire engine. The chemical engine was staffed by four firemen. When responding to an alarm, the engine from the Lippert Station was usually accompanied by a ladder company based at another nearby station.<sup>25</sup>

Under Lippert's supervision, the Fire Department grew in size and technical proficiency. By 1881 the Fire Department consisted of 95 officers and men, eight steam fire engines, one chemical engine, three hook-and-ladder wagons, one telescoping ladder wagon, three four-wheeled hose carts, and six two-wheel hose carts. The value of the real estate and improvements owned by the Fire Department was estimated at \$206,000.<sup>26</sup>

Motorized trucks began to replace the horse-drawn steam fire engines and equipment wagons in Milwaukee in 1915, but the conversion was not completed until the late 1940's. A horse-drawn, steam fire engine was still in use at

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the Chief Lippert Station as late as 1927 when it was finally replaced with a motorized fire engine.

In 1948 the Lippert station ceased to be used as a firehouse, although it was destined to continue in use as a service facility for the neighborhood. After a few years of disuse, it was remodeled into a branch library in 1951. It served as the Lapham Branch Library until 1972 when it became the home of the Model Cities Program offices.<sup>27</sup> The building was vacant from 1974 until 1977 when it became the headquarters of the Inner City Arts Council, Inc., the non-profit organization that is currently making plans to renovate the structure.<sup>28</sup> A colorful mural depicting performing artists that was painted on the west elevation in 1984 has made the building a visual landmark for the neighborhood and for motorists traveling on the nearby I-43 freeway.

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FOOTNOTES

<sup>1</sup> Milwaukee Building Permit Dated 10/15/1951 and filed under the building address, 642 W. North Avenue.

<sup>2</sup> Ibid.

<sup>3</sup> History of Milwaukee (Chicago: Western Historical Publishing Co., 1881), p. 393.

<sup>4</sup> Fire Houses and Repair Shop. Compiled for City of Milwaukee Bureau of Buildings and Bridges by Works Progress Administration, P & S Division Project, No. 10455, 1939-40, Vol. 1, pp. 7-9.

<sup>5</sup> Milwaukee Building Permit No. 8729, dated July 24, 1908; filed under building address, 642 W. North Ave.

<sup>6</sup> Milwaukee Sentinel, July 27, 1876, 8/3; 8/2.

<sup>7</sup> Cultural Resource Management in Wisconsin: Volume 1 (Madison, Wisconsin: Wisconsin State Historical Society, 1986), Government chapter, p. 9-1.

<sup>8</sup> R. L. Nailen and James S. Haight, Beertown Blazes (Milwaukee: Renaissance Books, 1982), p. 6.

<sup>9</sup> Conversation with Captain Jeff Burke, Milwaukee Fire Department Historian, 4/11/1988.

<sup>10</sup> Milwaukee's Leading Industries (New York: Historical Publishing Co., 1886), p. 112.

<sup>11</sup> Milwaukee Sentinel, August 7, 1887, 7/1.

<sup>12</sup> Milwaukee Sentinel, March 17, 1876, 4/6.

<sup>13</sup> Milwaukee Public Library photo collection, Firehouse file, Engine Co. No. 6.

<sup>14</sup> Milwaukee City Directories, 1875-1888.

<sup>15</sup> Milwaukee Sentinel, November 7, 1881, 5/3.

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<sup>16</sup> Nailen and Haight, p. 10.

<sup>17</sup> Old Settlers' Memorials, volume 2, p. 50.

<sup>18</sup> Milwaukee Building Permit, filed under the building address 1945 North Bartlett Avenue.

<sup>19</sup> History of Milwaukee, p. 347.

<sup>20</sup> Nailen and Haight, p. 4.

<sup>21</sup> History of Milwaukee, p. 372.

<sup>22</sup> Ibid., p. 378.

<sup>23</sup> Nailen and Haight, p. 215.

<sup>24</sup> Old Settlers' Memorials, vol. 1, p. 33.

<sup>25</sup> Conversation with Captain Jeff Burke, Milwaukee Fire Department Historian, 4/11/1988.

<sup>26</sup> History of Milwaukee, p. 394.

<sup>27</sup> Milwaukee Report, 1972, p. 50.

<sup>28</sup> Milwaukee City Directories, 1970-1980.



9. Major Bibliographical Reference

See continuation sheet

X See continuation sheet

Previous documentation on file (NPS):

preliminary determination of individual listing (36) (CFR 67) 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

Specify repository:

Historic Preservation Commission

809 North Broadway

Milwaukee, WI 53202

10. Geographical Data

Acreeage of property Less than one acre

UTM References

A 1/6 4/2/5/1/2/5 4/7/6/7/7/5/0 B / /// ///  
Zone Easting Northing Zone Easting Northing

C / /// /// D / /// ///

See continuation sheet

Verbal Boundary Description

Subdivision into city lots of the SW 1/4 Sec 17-7-22  
Block P Lot 15 Exc S 5' for St.

See continuation sheet

Boundary Justification

The boundaries include the city lot on which the building stands.

See continuation sheet

11. Form Prepared By

name/title Les Vollmert/Paul Jakobovich

organization Dept. of City Development

street & number 809 North Broadway

city or town Milwaukee

Date May 10, 1988

telephone (414) 223-5705

state WI zip code 53202

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
CONTINUATION SHEET

Section Number 9 Page 1 Chief Lippert Fire Station  
Milwaukee, Milwaukee, WI

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REFERENCES

BOOKS

- Cultural Resource Management in Wisconsin: Volume 1.  
Madison, Wisconsin: Wisconsin State Historical Society, 1986.
- Fire Houses & Repair Shop. Compiled for the City of Milwaukee Bureau of  
Buildings and Bridges by Works Progress Administration, P&S Division  
Project No. 10455, 1939-1940, Vol. 1
- History of Milwaukee. Chicago: Western Historical Publishing Co., 1881.
- Milwaukee's Leading Industries. New York: Historical Publishing Co., 1886.
- Nailen, R. L. and Haight, James S., Beertown Blazes. Milwaukee Renaissance  
Books, 1982.
- Old Settlers' Book. Vol. 1. Found at the Milwaukee County Historical Society  
Research Library.
- Old Settlers' Memorials. Vol. 2. Found at the Milwaukee County Historical  
Society Research Library.

PERIODICALS

- Milwaukee City Directory. 1870-1980.
- Milwaukee Report, 1972. Annual report published by the City of Milwaukee.
- Milwaukee Sentinel. July 27, 1876:8/2, 8/3; November 17, 1876:8/1; November  
24, 1876:8/1; November 7, 1881:5/3; August 7, 1887:7/1.

PHOTOGRAPHS

- Milwaukee Public Library photo file labeled "Firehouses."
- Photographs of Engine House No. 5 (a.k.a. Chief Lippert Fire Station) on file  
at the Milwaukee Fire Department Historical Society Ltd.

United States Department of the Interior  
National Park Service

NATIONAL REGISTER OF HISTORIC PLACES  
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Milwaukee, Milwaukee, WI

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MISCELLANEOUS SOURCES

Conversation with Capt. Jeff Burke, Milwaukee Fire Department Historian,  
4/11/1988.

Milwaukee Building Permits filed at the Department of Building Inspection, 841  
North Broadway under the address of the fire station, 642 West North  
Avenue.