

United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, *How to Complete the National Register of Historic Places Registration Form*. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions.

1. Name of Property

Historic name: Fire Station No. 19

Other names/site number: _____

Name of related multiple property listing:

N/A

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

2. Location

Street & number: 1570 Highland Parkway

City or town: Saint Paul State: MN County: Ramsey

Not For Publication: Vicinity:

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,

I hereby certify that this ___ nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.

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

___ national ___ statewide ___ local

Applicable National Register Criteria:

___A ___B ___C ___D

_____ Signature of certifying official/Title:	_____ Date
_____ 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

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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

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 ☐

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Number of Resources within Property

(Do not include previously listed resources in the count)

Contributing	Noncontributing	
<u>1</u>	<u>0</u>	buildings
<u>0</u>	<u>0</u>	sites
<u>0</u>	<u>0</u>	structures
<u>0</u>	<u>0</u>	objects
<u>1</u>	<u>0</u>	Total

Number of contributing resources previously listed in the National Register 0

6. Function or Use

Historic Functions

(Enter categories from instructions.)

GOVERNMENT/fire station

Current Functions

(Enter categories from instructions.)

OTHER/STORAGE

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7. Description

Architectural Classification

(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS/Mediterranean Revival

Materials: (enter categories from instructions.)

Principal exterior materials of the property: Foundations: CONCRETE; Walls: BRICK,
STONE; Roofs: TERRA COTTA

Narrative Description

(Describe the historic and current physical appearance and condition of the property. Describe contributing and noncontributing resources if applicable. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, type, style, method of construction, setting, size, and significant features. Indicate whether the property has historic integrity.)

Summary Paragraph

Fire Station No. 19 is located in Saint Paul, Minnesota, near the southeast corner of Highland Parkway and Snelling Avenue South and the northwest corner of Highland Park. The Mediterranean Revival style building was constructed in 1930 and displays restrained decorative brick and stone detailing as well as the style's characteristic red, terra cotta-tile roof. The building is set within a terraced landscape that increases about 30 feet in elevation from street level to the south (rear) of the building. The vehicular entrance fronts Highland Parkway to the north and is accessed at grade with the street. There is an evergreen tree to the west-northwest and a deciduous tree near the southwest corner of the building.

Fire Station No. 19 retains sufficient historic integrity in all seven aspects to support the property's local significance under National Register Criterion A in the area of Community Planning and Development for its association with the development of the Highland Park neighborhood and growth of city services in Saint Paul.

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Narrative Description

1. Fire Station No. 19

Date: 1930

SHPO #: RA-SPC-6169

Exterior

This T-shaped building consists of a tall first story and a typical-height second story.¹ There is a pyramidal-roof hose tower (Figure 3) in the center of the south elevation of the east-west-oriented cross of the T. The building rests on a concrete foundation, is clad in multi-tone tan stretcher bond brick, has patinaed copper gutters and cornices, and has a complex roof shape that is covered with red terra cotta tiles. The cross of the T is oriented east-west and has a side-gable roof. The stem of the T is oriented north-south and has a hipped roof. Along the roofline, there are three courses of brick corbelling and a patinaed copper cornice at the north (primary), south, and side gable sections of the east and west elevations. There is a one-story projecting vehicular bay on the north elevation that has a flat roof. At the northwest corner of the T, there is an exterior, stretcher bond, brick chimney. Nearly all the windows are six-over-six, double-hung, wood sash windows that have tiny scroll brackets at the bottom corners of the top sash and are framed by rowlock brick sills and soldier course brick lintels, with the exception of two circular windows on the east and west elevations of the projecting vehicular bay.

North Elevation (Primary)

The north elevation consists of the one-story projecting vehicular bay and the second story of the north-south oriented stem of the T (Photo 1). The vehicular entrance is accessed at grade with the street. On the north elevation, the building has a small, paved driveway and parking area, approximately 16 feet deep. The pavement extends around the northwest corner of the building to a personnel entrance. The east and west sides of the paved area have concrete retaining walls.

The north elevation has prominent stone blocks, or bollards, flanking the vehicular entry. At the east end of the north elevation, the build year is inscribed as "AD 1930." The projecting vehicular bay has canted corners with a stone string course. Centered in the brick wall, the vehicular opening has a decorative stone surround that mimics a classical entablature. There are scroll brackets at the corners of the opening. Above the opening is a simplified frieze containing three circles evenly spaced across the width. Wide dentils decorate the parapet above the opening. The roof of the projecting vehicular bay functions as a balcony. The vehicular opening features a replacement metal overhead garage door. On the second story of the main building, there are three, rectangular window openings with a soldier course lintel and filled with what appear to be original, six-over-

¹ Original blueprints, plans, and sections have not been located for this property, so exact measurements are not known.

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six, double-hung, wood sash windows. The roofline features a simple concrete cornice and simple brick corbelling, three courses tall.

The north elevation also includes one bay of the east-west-oriented cross of the T visible from the north. The T sits approximately 30 feet higher in grade from the vehicular entrance, built into the terraced landscape. At the west end, the first story features a rectangular window opening with a soldier course lintel and filled with a three-by-three metal grate with plywood behind. The second story features a rectangular window opening with a brick sill and a soldier course lintel, and is filled with a six-over-six, double-hung, wood sash window. At the east end, the first story features a shorter rectangular window opening with soldier course lintel that is filled with a three-over-three, double-hung, wood sash window. The second story features a rectangular window opening with a rowlock brick sill and soldier course brick lintel that is filled with a six-over-six, double-hung, wood sash window that has a wood screen. Along the cornice line, there are three courses of brick corbelling with a rectangular pattern.

West Elevation

The west elevation consists of the projecting vehicular bay and the main building (Photo 2). On the projecting vehicular bay, there is a replacement, single-leaf, steel door with a wood surround at the personnel entrance. Above the door, is a circular window opening surrounded by header bricks and filled with a fixed, nine-light, circular wood window. The circular window has a wood surround that is deteriorating. Along the cornice line, there is inset brick corbelling, seven courses tall. At the projecting vehicular bay, the concrete cornice from the north elevation wraps around to the west elevation and ends in a square medallion with a carved flower decoration.

The west elevation of the north-south-oriented stem of the T has asymmetrical window openings. The first story has two rectangular window openings with soldier course brick lintels and filled with six-over-six, double-hung, wood sash windows. The second story also has two rectangular window openings with rowlock brick sills and soldier course brick lintels, and filled with six-over-six, double-hung, wood sash windows. Near the north end of the second story, there is a decorative metal gutter cap fixture. Drainage from the fixture has stained the side of the wall. At the south end, there is a chimney. The chimney has a slight flare near the height of the second story and decorative angled header bricks along the cornice line. The chimney has a visible crack near the top. Along the cornice line, there are three courses of brick corbelling with a rectangular pattern.

The west elevation of the east-west-oriented cross of the T is front-gabled and is one-and-a-half stories tall. In the center, at grade with the terraced landscape, there is a personnel entrance that is accessed by a concrete stoop flanked by short concrete knee walls. The entrance is surrounded by stacked bricks to the north and south and a soldier course lintel. The entrance consists of a single-leaf wood door with a wood surround and a wood transom. Above the entrance, in the gable end, there is a modern light and an arched wood vent with a stone sill and a segmental brick arch above. The entrance is flanked by two rectangular window openings with rowlock brick sills and soldier course brick lintels. The openings are filled with slim, four-over-four, double-hung, wood sash windows. Six brick courses below these openings are two protruding metal rings, approximately

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nine inches in diameter, which appear to have been used as supports or braces (Photos 2-3). The braces are visible in historic photo of the building taken in 1931 (Figure 4). It appears that they were used to hold planters, but the lack of additional documentation and the low resolution of the photograph makes it difficult to determine their historic use with certainty. Along the gable end cornice line, there are two rows of decorative bricks: a row of vertical brick headers with a row of alternatingly recessed headers below it. At the top corners of this elevation, there are simple carved stones. At the apex of the gable, there is a decorative cap tile that projects slightly from the end of the roofline.

South Elevation

The south elevation is the side gable elevation of the east-west-oriented cross of the T, with one-and-a-half stories visible above grade (Photos 4 and 5). There is a pyramidal-roof hose tower in the center of the elevation that projects slightly beyond the elevation of the main volume of the building (Figure 3).² The tower has a one-and-a-half-story extension on the east side, and the roof slope extends to cover it. There is a recessed soldier brick pattern near the base of the tower that continues onto the extension. Below the patterned brick is a small metal waterspout with a rectangular stone surround. In front of the extension, there is a metal grate in the ground that is surrounded by a concrete border. Visible through the grate and below grade, is a plywood door. Near the top of the extension, there is a circular brick pattern surrounded by small bricks, reminiscent of a sun shape. On the tower itself, the south elevation features a slightly recessed area of the brickwork surrounding a six-light, wood, casement window with a wood screen and wood surround, a stone sill, and a soldier course lintel. In the recessed brickwork around the window, there is a soldier course brick segmental arch above, ending in a metal fixture on each side of the arch. The west and east elevations of the tower are the same, except they do not have a wood screen on the window. The north elevation of the tower has no details. Along the tower's cornice line, there are four courses of brick corbelling with a rectangular pattern.

To the west of the tower, there are various window openings that divide the wall into five bays. Starting from the west, the first through third bays feature a single window arranged diagonally in ascending height. Each window is a three-over-three, double-hung, wood sash window with an exterior wood screen. In the fourth bay from the west, near the foundation line, there is a square window opening with a soldier course lintel that is filled with a three-over-three, double-hung, wood sash window with a wood screen. At the second story of the fifth bay, directly next to the tower, there is a rectangular window opening with a brick sill and a soldier course lintel that is filled with a six-over-six, double-hung, wood sash window with a wood screen. Along the cornice line, there are three courses of brick corbelling with a rectangular pattern.

² Sanborn Map Company. *Insurance Maps of St. Paul, Minnesota*. New York: Sanborn Map Company, 1926, updated 1939, 1951. Available at the Hennepin County Library Digital Sanborn Map Collection.

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At the second story to east of the tower, there is one rectangular window opening with a brick sill and a soldier course lintel that is filled with a six-over-six, double-hung, wood sash window with a wood screen. Along the cornice line, there are three courses of brick corbelling with a rectangular pattern.

East Elevation

On the east elevation, one-and-a-half stories of the east-west-oriented cross of the T are visible above grade. This elevation features two window bays in the middle (Photos 5 and 6). The first-story windows are only half-visible above grade and include six-over-six, double-hung, wood sash windows with wood screens and a soldier course lintel. Directly in front of these windows, there is a metal grate surrounded by concrete. The bottom half of the windows is visible through the grate. The second-story windows are also six-over-six, double-hung, wood sash windows with wood screens, brick sills, and a soldier course lintel. In the gable end, there is an arched wood vent with a stone sill and a segmental brick arch above with metal ends. Along the front gable cornice line, there are two rows of decorative brick patterning: a row of vertical brick headers with a row of alternately recessed headers below it. At the top corners of this elevation, there are simple carved stones. At the apex of the gable, there is a decorative cap tile that projects slightly from the end of the roofline.

Both full stories of the north-south-oriented stem of the T are visible above grade and feature asymmetrical window openings that match those on the west elevation. The first story includes two, six-over-six, double-hung, wood sash windows with wood screens and a soldier course lintel. The second story includes two, six-over-six, double-hung, wood sash windows with brick sills and a soldier course lintel. The southernmost window does not have a screen, whereas the northernmost window has a wood screen. Near the north end of the second story, there is a decorative metal gutter cap fixture, as on the west elevation. Drainage from the fixture has slightly stained the side of the wall. Along the cornice line, there are three courses of brick corbelling with a rectangular pattern.

The west elevation of the projecting vehicular bay matches its east elevation. At the west elevation, there is a circular window opening surrounded by bricks and filled with a fixed nine-light circular wood window. The circular window has a wood surround that is deteriorating. Along the cornice line, there is inset brick corbelling, seven courses tall. There is a small metal waterspout in the center of the inset brick corbelling, seven brick courses from the cornice. The concrete cornice from the north elevation wraps around to the west elevation and ends in a square medallion with a carved flower decoration.

Interior

First Floor

The first floor consists of a large room at the north half, which historically stored the fire engine apparatus (Photo 7). It has an unfinished concrete floor, unfinished walls, and a white-painted

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ceiling. The large rectangular windows on the east and west elevations feature horizontal metal bars. The windows on the west elevation also have plywood covers. The windows on the east elevation have unsecured partial-height metal covers. The room has been updated with modern electrical wiring and lighting. Near the middle of both the east and west elevations, there is a semi-circular recession in the ceiling, which may have been used for fire poles. The recessions are enclosed at the roof.

In the south half of the first floor, there is an opening to a side room on the east wall, which is contained within the east-west-oriented cross of the T (Photo 8). The wall surrounding the door opening is plastered and recessed compared to the brick around it. There is a single-leaf steel door at the north end that is accessed by three, long concrete steps. Inside the room, the walls are plastered with beveling and the ceiling is painted white. The windows on the east wall have vertical metal bars and metal covers. These are the same windows that were visible through the metal grate on the east elevation. This room was used most recently as a locker room and still contains metal lockers.

On the south wall of the south half of the first floor, there are four door openings. At the east end, there is a single-leaf wood door, which is no longer operable. Based on orientation, this door likely corresponds to the opening viewed through the metal grate on the south elevation. To the west, near the center of the south wall, there is a small room with plastered walls and drop ceiling tiles. There is a paper towel dispenser on the east wall and a vanity mirror on the south wall. Based on ghost marks on the walls, there may have been a countertop or a sink in this room. This room no longer has a door, but hinges are visible on the door frame. To the west, there is a rounded concrete step that leads to a tall, single-leaf metal door, which provides access to the stairs. To the west, in the southwest corner of the room, there is a narrow single-leaf wood door, which provides access to a small, unfinished closet.

On the west wall in the south half of the first floor, there is a single-leaf steel door that provides access to the bathroom. The bathroom has a clay tile floor, plastered walls, and drop ceiling tiles. There is a ceramic sink set on a wood cabinet to the north of the door opening. There is a wood vanity above the sink. Farther west, there is an elevated step for a shower stall. Along the west wall, there is a utility closet with wood bifold doors. On the south wall, there is a wide, wood door that provides access to a storage room under the stairs. The storage room has an unfinished concrete floor, with light-beige-painted concrete walls. Along the east wall, there is a toilet and urinal.

Stairwell

The stairwell is accessed from the tall, single-leaf metal door with rounded concrete steps at the west end of the south wall off the first floor. The two concrete steps lead to a square-shaped concrete landing. The concrete steps continue to the west. The stairwell walls are plastered with a built-in beveled railing on the outer walls. The walls are painted tan above the beveled railing and sage green below it. The beveling continues around the westernmost window. There is a wood railing on the inner wall between the two flights of stairs. The lowest window, barely visible above

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grade on the exterior, has a metal grate on the interior. There is a long landing between the two flights of stairs that runs north-south. Above the landing, the ceiling is dropped lower than above the stairs and has bracket molding in the corners of the stairwell opening. The beveling continues along the walls of the stairwell (Photo 9).

The personnel entrance that is visible on the exterior is located at the north end of the stairwell landing. To the east of the entrance, on the opposite side of the landing, there is a closet with a wood surround but no door. It has an unfinished concrete floor, tan-and-sage-green painted walls with the same beveling, and a tan-painted ceiling. There is a paper towel dispenser on the south wall and ghost marks indicating there may have been a sink (Photo 10).

The beveling continues on the outer wall of the second flight of stairs, and there is a wood railing on the inner wall. At the top of the second flight of stairs, there is a concrete landing that connects to the hallway of the second story (Photo 11).

Second Floor

The second floor consists of a T-shaped hallway, two large rooms, two small rooms, a shower room, two closets, the pyramidal roof tower, and a semi-circular recession that may have contained fire poles.

The hallway connected to the stairwell is T-shaped, continued slightly to the south, and ahead to the east and to the north (Photo 12). It has an unfinished concrete floor, tan-and-sage-green painted walls with beveling, and a painted ceiling. The window at the south end of the hallway has vertical metal bars. Directly west of this window and south of the top landing of the stairwell, there is small closet with a single-leaf wood door. Directly north of the top landing of the stairwell, there is a small closet with a single-leaf wood door. There are plumbing remnants in this closet, possibly for a water heater.

Directly north of the small closet, there is a semi-circular recession with two wood beams across and double-leaf wood doors (Photo 13). This recession may have been used for fire poles. The bottom of the recession, which is slightly lower than the hallway floor, is covered with a metal grate. The ceiling of this opening has a small hole.

Directly north of the semi-circular opening, is a room that is the north section of the east-west-oriented cross of the T. It has an unfinished concrete floor, plastered walls painted in beige and green, and a beige-painted ceiling. The south wall of this room has a built-in wood cabinet and a large sink (Photo 14).

At the north end of the building, there is a large room with square floor tiles and plastered walls, painted beige below the beveled chair rail and white above it (Photo 15). The ceiling is coved and plastered, with a ceiling fan and light fixture in the middle. The door to this room is single-leaf wood.

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On the east side of the hallway, within the east-west-oriented cross of the T, is another room with an unfinished concrete floor (Photo 16). The walls are partially plastered, deteriorating, and painted in a light yellow. In the southwest corner, there is a wood stall that likely contained a toilet. To the east, there are ghost marks for two sink fixtures with vanities above. To the east, along the south wall of the room, there is a narrow concrete platform. The wall behind the platform is covered with putty. Similarly, along the east wall, in the north half, there is a narrow concrete platform with putty on the wall behind. Off the southeast corner, there is a narrow room that has an unfinished concrete floor with marble walls and remnants of shower heads and faucets.

On the east branch of the hallway, on the south side, is the tower. The opening to the tower has a single-leaf wood door. There is a slight step up into the tower. The tower has a plywood floor, unfinished brick walls, and a plastered ceiling. There is a metal pipe structure near the middle of the tower walls as well as two metal ladders, one on the north wall and one on the south wall. The tower was used to dry the hose out (Photos 17-18).

At the east end of the hallway, and to the west of the shower room, there is a small room with a wood slat floor, plastered, light-turquoise-painted walls with beveling, and a plastered ceiling (Photo 19). It has built-in wood lockers in the southwest quadrant of the room. In the east half of the south wall, there is a window with vertical metal bars. The door to this room is single-leaf wood.

Assessment of Integrity

Fire Station No. 19 retains excellent integrity of location. The building sits in the same location in which it was originally built at the far northwest corner of Highland Park in Saint Paul.

Although the site was always slightly sloped, the integrity of setting has been slightly compromised by the introduction of terracing to the southeast between 1957 and 1966.³ While the terracing very minimally rose the ground around the building itself, it substantially increased the slope of the hill directly behind the building sometime between 1958 and 1966 (See Figures 5, 6, and 8 for comparison), affecting the building's original viewshed and immediate surroundings. However, the building's setting retains good integrity, maintaining both its visual cohesion with the architecturally similar Highland Park Water Tower (Mediterranean Revival, 1928, Clarence Wigington, Figure 7) less than a quarter of a mile directly to its south, and its topographical cohesion with its original natural setting among the green, hilly terrain of Highland Park.

The integrity of design, materials, and workmanship have been slightly compromised by the replacement vehicular door, one replacement personnel door, renovations to interior rooms on the first floor, and altered finishings in interior rooms on the second floor. However, the building also retains its primary original features, including the majority its wood windows, one personnel door, tile roofing, and decorative exterior details like brickwork, metal gutter caps, and carved stone

³ National Environmental Title Research. "Aerial Maps: Minneapolis:1957, 1966." <https://historicaerials.com/viewer>. Accessed August 8, 2022.

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medallions. None of the building's replacement materials or renovations significantly impact its original footprint or significantly detract from its architectural significance.

The building retains good integrity of feeling and association, although it is no longer used as a fire station. It offers a mostly intact example of the Mediterranean Revival architectural style, which can be seen in multiple Saint Paul civic buildings of the era, particularly in Highland Park, which experienced significant building development after the City of Saint Paul's formal acquisition of the land in 1925.⁴ Further, its intact projecting vehicular bay at its primary elevation clearly indicates its original use as a fire station in a neighborhood that was growing and in need of additional city services at the time of its construction.

Overall, Fire Station No. 19 retains sufficient integrity for the property to convey its historical significance under Criterion A.

⁴ City of Saint Paul, "Highland Park." <https://www.stpaul.gov/facilities/highland-park>. Accessed July 25, 2022.

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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.

Criteria Considerations

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

- ☐ 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

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Areas of Significance

(Enter categories from instructions.)

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1930-1958

Significant Dates

1930

1958

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Office of the City Architect, Saint Paul: Charles A. Bassford and Clarence W. Wigington

(Architect)

William Selby (Builder)

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Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance, applicable criteria, justification for the period of significance, and any applicable criteria considerations.)

Fire Station No. 19 is locally significant under Criterion A in the area of Community Planning and Development as a fire station that has played an important role both in the development of the Highland Park neighborhood in Saint Paul, and in the expansion of Saint Paul's city services in the first few decades of the twentieth century. As one of four fire stations built in Saint Paul in 1930, Fire Station No. 19 was a result of: the formalization and growth of city service and fire protection services; Highland Park neighborhood development; and budgetary health and service standardization by the Saint Paul Fire Department. By 1930, the City of Saint Paul had developed the land and many of the civic structures in Highland Park. The development of Highland Park itself resulted from the expansion and creation of City departments, both directly, from the work of three bureaus within the City Department of Parks, Playgrounds, and Public Buildings, and tangentially, from the work of the City's Planning and Engineering departments. The Bureau of Public Buildings housed the Office of the City Architect, whose work in Highland Park is among its most distinctive and recognizable, particularly: the Highland Park Water Tower (1928) and the Highland Park Pavilion (1929).

The period of significance dates from 1930, when the building opened, through 1958, when it was decommissioned as a fire station. Fire Station No. 19 provided important fire protection services to the Highland Park neighborhood residents and businesses through the entire period, and it has since served the City's Water Department.

Narrative Statement of Significance (Provide at least **one** paragraph for each area of significance.)

Brief History of the Saint Paul Fire Department 1850 to 1930

In the mid-to-late nineteenth century, Saint Paul rapidly grew into an urban center, due in large part to its growing profile in commerce and industry and supported by its transportation access to new railroad lines and to the Mississippi River. The need for human-support services, such as fire protection, grew concurrently. Starting around 1850, volunteer hook-and-ladder organizations began providing fire protection services and, in 1854, the Saint Paul City Charter authorized the creation of a fire department. In 1855, the City of Saint Paul formally recognized the Pioneer Hook and Ladder Company as the official fire protection force, thereby starting the Saint Paul Fire Department (SPFD). Its beginnings were humble, with one horse cart and one ladder truck to serve the entire city, which at that point covered an area three miles by one-half

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mile and had a population of 4,716.⁵ In 1857, several large fires quickly overextended the small fire department and prompted the City Council to expand the SPFD, accepting other volunteer hook-and-ladder organizations into the force.⁶

SPFD grew quickly after 1857, with 104 volunteer firefighters and three chiefs by 1859. A paid City staff role was established in 1864, when Charles H. Williams became Fire Chief. The City sought to support the SPFD expansion with infrastructure, equipment, and the construction of engine houses. In February of 1869, the City promoted a City Charter amendment to the Minnesota State Legislature, which approved the sale of bonds to acquire sites to build new engine houses and rotary steam engines. As the result of this amendment, four engine houses are known to have been constructed between 1869 and 1872.⁷

With Saint Paul's exponential population growth during the 1870s came the need for continued formal organization of the SPFD. In 1877, the City established an all-paid fire department. The newly professionalized SPFD used the existing fire houses until the department's needs outgrew the buildings. In the 1880s, 15 engine houses are known to have been constructed in various neighborhoods across the city. SPFD companies primarily served their immediate neighborhoods but also traveled throughout Saint Paul to fight fires if other companies were unavailable. SPFD's professionalization continued with the establishment of Board of Fire Commissioners in 1881. The Board was created to oversee the SPFD's operations and to plan the construction of a new headquarters for the SPFD, which was built at 8th and Minnesota Streets in 1883. In 1885, SPFD added 26 new staff (now totaling 95) and invested \$18,000 in engine house construction.⁸

In the 1890s, SPFD enacted permanent rules and regulations and a series of selection guidelines, which codified the process of officer appointments, determined requirements for employment, and established disciplinary actions. In 1891, the City Charter was revised to cap police and fire department expenditures, limiting the SPFD's ability to grow its staff and supportive infrastructure. Only three engine houses are known to have been built between 1890 and 1901, in large part because of financial difficulties stemming from the 1893 economic depression in the United States. In the early twentieth century, however, the city's population was growing again, and SPFD's financial constraints affected the force's ability to serve the city's populace. In 1907, voters approved another amendment to the City Charter, which removed the expenditure cap and allowed the City to sell bonds to finance new supportive infrastructure, including engine houses and equipment. Consequently, three new engine houses were built between 1908 and 1910.⁹

In 1914, a new Saint Paul City Charter transferred management of the SPFD from the Board of Fire Commissioners to an appointed Commissioner and established the Office of the City

⁵ Que, "The Saint Paul Fire Department Engine Houses," 11-13; Richard L. Heath, *St. Paul Fire: A History, 1856-1994* (Minneapolis: Extra Alarm Association of the Twin Cities, Inc., 1998), 4; Carole Zellie and Garneth O. Peterson, "Pioneer Houses: 1854-1880," prepared for the Saint Paul Heritage Preservation Commission, 2001, 2.

⁶ Que, "The Saint Paul Fire Department Engine Houses," 13.

⁷ *Ibid.*, 14.

⁸ *Ibid.*, 16.

⁹ *Ibid.*, 19.

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Architect. This Office became responsible for the design of all publicly funded buildings, including engine houses. Charles A. Hausler, the first City Architect, oversaw the construction of three engine houses and likely designed a fourth engine house before he was dismissed as City Architect in 1922. As City Architect, Hausler developed rectangular block designs for engine houses featuring one, two, or three bays that were used until 1930, eight years after he was dismissed as City Architect. Prioritizing efficiency and modernization, Hausler's designs focused on function and space requirements of engine houses and exhibited much less ornamentation than the earlier Victorian, Richardsonian Romanesque, and Beaux Arts style engine houses in Saint Paul.¹⁰

In 1927, the United Improvement Council of Saint Paul joined 27 civic, commercial, and neighborhood groups to focus on and promote civic improvements. As a result, a \$15 million bond program provided funding for four new engine houses, a new City Hall, the Ramsey County Courthouse, and the Public Safety Building.¹¹ In the *Annual Report of the Bureau of Fire Protection for the Year 1930*, Fire Chief Owen C. Dunn remarked with pride on the new construction, which had replaced "antiquated stations which were in need of considerable repairs" and were "a much-needed improvement in our fire fighting [sic] facilities."¹²

Opened in 1930, the Public Safety Building (101 East 10th Street; RA-SPC-5426; façade partially extant) housed the headquarters for the SPFD, the Saint Paul Police Department, and the Saint Paul Health Department. This new structure served myriad purposes for Saint Paul's growing civic departments, allowed for the consolidation of administrative offices, centralized the new fire and police telegraph alarm system, provided modern garaging for new police and fire-fighting vehicles, and, along with the construction of the new engine houses, signaled the City's response to the public's demand for major capital improvements. Fire Station No. 19 was constructed in October of that same year.¹³

History of Fire Station No. 19, 1570 Highland Parkway (aka 750 Snelling Avenue South)

The 1930 building located at Snelling Avenue South and West Highland Parkway is Saint Paul's second Engine House No. 19. The first Engine House No. 19 (built in 1885; non-extant) was originally constructed for use by Ladder No. 4 and Supply Hose No. 1, near the corner of North Maple Street and Conway Street in the Dayton's Bluff neighborhood northeast of downtown Saint Paul. The building there was constructed after the newly formed Dayton's Bluff Citizen's Union petitioned the Fire Chief and Board of Fire Commissioners for additional fire protection in the neighborhood. It transitioned to the first Engine House No. 19 in 1909.¹⁴

¹⁰ Que, "The Saint Paul Fire Department Engine Houses," 20.

¹¹ *Ibid*, 22.

¹² *Annual Report of the Bureau of Fire Protection for the Year 1930* (Saint Paul: Department of Public Safety, 1930), 6; Que, "The Saint Paul Fire Department Engine Houses," 22.

¹³ Que, "The Saint Paul Fire Department Engine Houses," 22.

¹⁴ *Ibid*, 23-24; Department of Fire and Safety Services. *Proud Traditions: A History in Words and Pictures of St. Paul Firefighters 1854-1979* (Saint Paul: Department of Fire and Safety Services, 1979), 82-83.

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The second Engine House No. 19 was one of four new engine houses constructed in 1930, due to the creation of a new \$15 million bond program for civic improvements in Saint Paul. The second Engine House No. 19 was built in the Highland Park neighborhood of Saint Paul, located in the far south of the city. The other three engine houses were also built in growing neighborhoods outside of the downtown: the second Engine House No. 17 at 1226 Payne Avenue North (built in 1930; RA-SPC-5529; extant) in the Payne-Phalen neighborhood; the second Engine House No. 7 at 1038 Ross Avenue East (built in 1930; RA-SPC-3219; extant), between the Dayton's Bluff and Payne-Phalen neighborhoods; and the second Engine House No. 5 at 860 Ashland Avenue West (built in 1930; RA-SPC-0186; extant) in the Summit-University neighborhood.¹⁵

At the time of Fire Station No. 19's construction in 1930, the neighborhood of Highland Park was experiencing a period of significant residential, commercial, transportation, and park development. Before the late 1880s, there were some semi-permanent Euro-American communities in the area that would eventually become Highland Park, but City-led infrastructural and residential development did not begin until after the area (then known as Reserve Township) was annexed by the city of St. Paul in 1887. Streetcar tracks were laid along West Seventh Street in 1891, but prospective residential settlement did not follow quickly. A handful of houses, inns, bars, and schools were constructed in the first two decades of the twentieth century, but it was not until after World War I that the area grew into a residential and commercial area.¹⁶

By the early 1920s, the City of Saint Paul was investing in infrastructural, industrial, and recreational development that would drive and support residential settlement in the Highland Park neighborhood. In 1923, additional streetcar tracks were laid along Ford Parkway to the Mississippi River, and a reservoir was completed in the land that is now Highland Park. In 1925, the Ford Motor Company opened their Twin Cities Assembly Plant at 966 South Mississippi River Boulevard, which created about 2,000 jobs and helped make the Highland Park neighborhood a desirable location to live.¹⁷

One of the most important land developments in the area was the creation of Highland Park itself, following the formal acquisition of the land by the City in 1925. Led by the efforts of the Saint Paul Parks Commissioner Herman Wenzel, Highland Park went from undeveloped land with a reservoir in 1925 to a fully developed park by 1936, featuring a 134-foot-tall water tower, 18-hole golf course, 10 tennis courts, a picnic area, football and baseball grounds, a 2,700-seat stadium, a swimming facility, and a Mediterranean Revival-style pavilion. Highland Park's development was made possible because of the expanding and newly established City

¹⁵ Que, "The Saint Paul Fire Department Engine Houses," 22; Highland Business Association, "Highland Neighborhood Profile." <https://web.archive.org/web/20070927004010/http://www.rchs.com/highland.htm>. Accessed July 25, 2022.

¹⁶ Highland Business Association, "Highland Neighborhood Profile."

¹⁷ *Ibid*; Summit EnviroSolutions, Inc., "City of St. Paul Fire Station #19," November 2014, Minnesota Architecture-History Inventory Form RA-SPC-6169, available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1.

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departments in Saint Paul. The Department of Parks, Playgrounds, and Public Building grew in this time, and all three of the bureaus of the department played major roles in the design and creation of Highland Park.¹⁸

The City's Engineering, Planning, and Transportation departments contributed as well, in their efforts to create roads, infrastructure, housing, and commercial corridors to support the neighborhood's growing population. Several roads, including Montreal Avenue and Hamline Road, were widened to accommodate transportation to Highland Park. The Highland-Ford Parkway Bridge was completed in 1927. The growing residential population created the necessity for neighborhood support businesses, which began to pop up and create commercial corridors in the neighborhood as well. The City zoning ordinance for the area purposefully included provisions for existing and new businesses along busy commercial corridors like Ford Parkway and Snelling Avenue.¹⁹

By 1927, Saint Paul City Engineer's Office had 10 miles of road paving planned, after several years of failing to fully meet residential development demand. By March of 1928, housing developer Den. E. Lane's offices were "receiving upwards of forty inquiries a day from persons interested in high-class home sites."²⁰ According to an article in the *Saint Paul Dispatch* from August 15, 1927, "Since 1922, several neighborhoods where the residential development was considerably above the average have been completely paved, but in most districts, this paving has been delayed because of the lack of proper sewer facilities, the immediate cost, or some other reason."²¹ In 1927, Saint Paul City Engineer George H. Herrold rated the Highland Park subdivision development as "one of the most beautiful and best planned in the United States" and claimed that it was "the first area in the Northwest to be laid out by city planning lines."²²

In 1920, 17 percent of St. Paul's residents lived within a mile of downtown. By 1930, this figure fell to 11 percent, due to residential development in more remote parts of the city, such as the Highland Park neighborhood.²³ The neighborhood's increasing population facilitated the need for additional fire protection, but the closest existing engine house to the Highland Park neighborhood was several miles away. So, in 1930, the second Engine House No. 19 was

¹⁸ Summit Envirosolutions, Inc., "City of St. Paul Fire Station #19," November 2014, Minnesota Architecture-History Inventory Form RA-SPC-6169, 4; City of Saint Paul, "Highland Park"; "Highland Park Pool Opens with a Big Splash," *The Saint Paul Pioneer Press*, August 9, 1936, available at the Saint Paul Collection at the George Latimer Central Library.

¹⁹ Highland Business Association, "Highland Neighborhood Profile"; "10 Miles of Paving for Highland Park," *Saint Paul Dispatch*, August 15, 1927, available at the Saint Paul Collection at the George Latimer Central Library.

²⁰ "Highland Park Is Showing the Results of Development," *Saint Paul Dispatch*, March 25, 1928, available at the Saint Paul Collection at the George Latimer Central Library.

²¹ "10 Miles of Paving for Highland Park," *Saint Paul Dispatch*, August 25, 1927.

²² "Engineer Lauds Highland Park," *Saint Paul Dispatch*, September 22, 1927, available at the Saint Paul Collection at the George Latimer Central Library.

²³ Carole Zellie and Garneth O. Peterson, "Saint Paul Historic Context Study: Residential Real Estate Development, 1880-1950," prepared for St. Paul Heritage Preservation Commission, 2001, 18.

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constructed at the far northwest corner of Highland Park, at Snelling Avenue South and Otto Avenue (now Highland Parkway) (Figure 4).²⁴

Since its construction, the 1930 Fire Station No. 19 building has undergone little physical change, though terracing of the surrounding landscape was introduced to the building's southeast sometime between 1957 and 1966 (Figure 5). The terracing was likely added to support the expansion of the City water department facilities to the south and east of the building. Fire Station No. 19 served the Highland Park community until 1958, when a new Fire Station No. 19 was constructed at 2530 Edgumbe Road, and this property was deactivated as a fire station.²⁵

In 1958, the Fire Station No. 19 building was used as a youth activity center for Gloria Dei Lutheran Church, which is located directly across Highland Parkway (Figure 6). For decades after that, the building has been used as a storage facility for the Saint Paul Regional Water Services.²⁶

Architecture and Construction of Fire Station No. 19

Before the establishment of the Office of the City Architect in 1914, Saint Paul's engine houses generally reflected the common architectural styles in the United States during the time of their construction, particularly Italianate, Victorian, Richardsonian Romanesque, and Beaux Arts. The establishment of the Office of the City Architect in 1914 brought more cohesion to engine house design, particularly in its prioritization of modernization and functionality over architectural style. Reflecting fire station design and construction nationally, the locations of Saint Paul engine houses were determined by neighborhood need and service efficiency.²⁷

According to historic context "The Saint Paul Fire Department Engine Houses 1869-1930," engine houses built after 1914 were "typically two stories with the apparatus room on the first floor and crew and dormitory facilities on the second floor. The façades featured prominent vehicular bays, sometimes framed by piers and buttresses, which provided easy access to the street for the fire engines...Façade detail and architectural style varied across engine houses but the basic forms followed the one-, two-, or three-bay prototypes devised by [City Architect Charles A.] Hausler."²⁸ The four engine houses attributed to Hausler were built between 1918 and 1922, all of which featured his prototypical design elements.²⁹

In 1922, Hausler was fired, and Frank X. Tewes took over the role of City Architect. Charles Bassford followed in 1930, after Tewes died unexpectedly. No engine houses were recorded as

²⁴ Que, "The Saint Paul Fire Department Engine Houses," 22, 53; *Proud Traditions*, 83; NETR 1957, 1966.

²⁵ *Ibid.*, 83.

²⁶ Summit Envirosolutions, Inc., "City of St. Paul Fire Station #19," November 2014, Minnesota Architecture-History Inventory Form RA-SPC-6169, 7; Gloria Dei Lutheran Church Activity Center photograph, *St. Paul Dispatch-Pioneer Press*, December 6, 1958; "St. Paul Fire Station to Become Youth Center," *Minneapolis Star*, August 21, 1958, 51.

²⁷ Que, "The Saint Paul Fire Department Engine Houses," 22.

²⁸ *Ibid.*, 31.

²⁹ *Ibid.*, 31.

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having been built between 1923 and 1929, but four were built in 1930. Three of the four engine houses built in 1930 have been formally attributed to Clarence W. “Cap” Wigington, the Office of the City Architect’s head draftsman and the first Black municipal architect in the United States.³⁰ When Bassford took over the leadership of the Office of the City Architect, Wigington was “the acknowledged but untitled head of the drafting room.”³¹

The fourth engine house is Fire Station No. 19, which exhibits strikingly similar features of the Mediterranean Revival style to that of the adjacent Highland Park Water Tower (1928) (Figure 7). Wigington designed the Highland Park Water Tower, which was designated a National Landmark by the American Waterworks Association in 1981 and listed in the National Register of Historic Places in 1986.³² The Highland Park Water Tower is clearly visible when facing southeast toward Fire Station No. 19, and the stylistic similarities are evident when viewing them side-by-side in their original Highland Park setting (Figure 8).

Unfortunately, no blueprints, plans, or drawings of Fire Station No. 19’s original design have been located. Therefore, stylistic similarities, context clues, and other types of historical evidence (e.g., dates of construction and City design credit practices) serve as the basis for the association of the design with Wigington and Bassford.

Further, Fire Station No. 19 also shares stylistic details with the second Engine House No. 5 (Figure 9), built at 860 West Ashland Avenue (built in 1930; RA-SPC-0186; extant), which was also designed by Wigington. Both were constructed in the Mediterranean Revival Style, and like Wigington’s Highland Park Water Tower, feature red terracotta roof tiles, patinaed copper cornice elements, and decorative brick work. Fire Station No. 19 and Engine House No. 5 have similarly scaled complex gabled roofs, distinctive decorative rows of alternatingly recessed header bricks, and patinaed copper gutter caps adorned with nearly identical ship’s wheel reliefs (Figures 10 and 11). On Fire Station No. 19, the decorative rows of recessed header brickwork and gutter caps are visible on the east and west elevations. On Engine House No. 5, the decorative rows of brickwork are visible on the north, east, and west elevations, and the gutter caps are visible on the north and east elevations. The second Engine House No. 5 at 860 West Ashland Avenue has not been evaluated for NRHP eligibility by the Minnesota State Historic Preservation Office. It was last surveyed by the Ramsey County Historical Society and Saint Paul Historic Preservation Commission in 1982.³³

³⁰ “F.X. Tewes, St. Paul Architect, is Dead,” *Minneapolis Star Tribune*, October 7, 1929, 2; “Charles Bassford Made St. Paul City Architect,” *Minneapolis Star Tribune*, June 3, 1930, 15; Summit Envirosolutions, Inc., “City of St. Paul Fire Station #19,” November 2014, Minnesota Architecture-History Inventory Form RA-SPC-6169, 3.

³¹ David Vassar Taylor and Paul Clifford Larson, *Cap Wigington: An Architectural Legacy in Ice and Stone*. Saint Paul, Minnesota: Minnesota Historical Society Press, 2001, 34.

³² Taylor and Larson, *Cap Wigington: An Architectural Legacy in Ice and Stone*, 32; Eric Hankin-Redmon, “Highland Park Water Tower, St. Paul,” MNopedia. <https://www.mnopedia.org/structure/highland-park-water-tower-st-paul>. Accessed July 25, 2022.

³³ Murphy, Patricia, “Engine Company No. 5,” June 1982, Saint Paul Heritage Preservation Commission Historic Sites Survey Historic Inventory Form, RA-SPC-0186, available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota

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Given his role at the Office of the City Architect, the significant stylistic similarities with his concurrent Highland Park Water Tower (built in 1928) and Engine House No. 5 (built in 1930), and its proximity to his highly visible, recently constructed Highland Park Water Tower, it is likely Wigington was at least consulted in the design of Fire Station No. 19, if not serving as the primary designer himself.³⁴

As Saint Paul's City Architect at the time of its construction, Charles Bassford is also associated with Fire Station No. 19. As was customary practice for the Office of the City Architect, numerous designs constructed during his tenure are credited to Bassford though draftsman often designed the buildings. For example, the credit plaque at the Highland Park Water Tower credits Frank X. Tewes as the architect, not Clarence Wigington, despite documentation that the latter designed the structure himself, as Tewes was the City Architect when the structure was built. Ultimately, these designs are often credited to the City Architect because the City Architect would have approved them.³⁵

William Selby is credited as the builder of Fire Station No. 19. He is also credited with building the second Engine House No. 7 at 1038 Ross Avenue East (built in 1930; RA-SPC-3219; extant), which was designed by Clarence Wigington. The Engine House No. 7 at 1038 East Ross Avenue has not been evaluated for NRHP eligibility by the Minnesota State Historic Preservation Office. It was last surveyed by the Ramsey County Historical Society and Saint Paul Historic Preservation Commission in 1982.³⁶

Clarence W. "Cap" Wigington (1883-1967)

Clarence Wigington was born on April 21, 1883, in Lawrence, Kansas, one of 12 children. When he was still an infant, he and his family moved to Omaha. His family moved within Omaha seven times between 1884 and 1908. He was a gifted student; though he did not begin formal schooling until the age of 10, he finished eight years of elementary school within just five. While in high school, his artistic talent was recognized when he won first-place honors for charcoal, pencil, and pen-and-ink drawing at the 1899 Trans-Mississippi and International Exposition in Omaha. Interested in art and encouraged by his teachers, Wigington enrolled as a night school student, getting instruction at local art studios.³⁷

In 1902, he was initially encouraged to pursue dentistry, but he instead found a position as a clerk to Thomas R. Kimball, a nationally recognized architect in Omaha. While there, Wigington was personally tutored by Kimball and other firm associates, earning the position of student draftsman, then junior draftsman within just a few years. In 1908, he left Kimball's firm to open his own architectural office. Before moving to Saint Paul in 1914, Wigington designed

³⁴ *Ibid*; Summit Envirosolutions, Inc., "City of St. Paul Fire Station #19," November 2014, Minnesota Architecture-History Inventory Form RA-SPC-6169, 3.

³⁵ Que, "The Saint Paul Fire Department Engine Houses," 36.

³⁶ Que, "The Saint Paul Fire Department Engine Houses," 57; Phelps, G., "Engine Company No. 7," May 1982, Saint Paul Heritage Preservation Commission Historic Sites Survey Historic Inventory Form, RA-SPC-3219.

³⁷ Taylor and Larson, *Cap Wigington: An Architectural Legacy in Ice and Stone*, 4-6.

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residences, apartments, academic buildings, and the Zion Baptist Church (1910-1914) in Omaha. He also designed a potato chip factory in Sheridan, Wyoming, which he also managed for several years before returning to Omaha.³⁸

In 1910, the U.S. Census listed Wigington as one of only 59 Black architects in the country. In 1914, he moved to Saint Paul with his wife Viola Wigington, who encouraged him to take the civil service examination for draftsman in the Saint Paul Office of the City Architect, which had just been established that year. Despite having no formal architectural degree or certification, he received the highest score in his cohort of eight. In that position, he became the first Black municipal architect in the U.S. and the first Black architect registered in Minnesota. In 1917, he was promoted to senior architectural designer for the Office of the City Architect.³⁹

While working at the Office of the City Architect, Wigington designed a myriad of civic building types, including: schools, aforementioned fire stations, the Highland Park Water Tower (Mediterranean Revival, built in 1928, NRHP-listed, 1986), the Roy Wilkins Auditorium (Art Deco, built in 1932), the Saint Paul Downtown airport/Holman Field administration building (Moderne, built in 1941, NRHP-listed in 1991), the Clarence W. Wigington Pavilion at Harriet Island (formerly known as the Harriet Island Pavilion, Mediterranean Revival, built in 1941, NRHP-listed in 1992), and the Hamline and Minnehaha playground buildings. He played a significant role in the design of the Public Safety Building and an annex to the City Auditorium. He also designed ice palaces—which he lovingly referred to as his “babies”—for the Saint Paul Winter Carnival in the late 1930s and early 1940s.⁴⁰

Wigington often collaborated closely with William M. Godette and Dwight Reed, Black engineers in his department.⁴¹ During their time together at the city, Saint Paul’s Office of the City Architect was one of the only city architectural departments in the U.S. to concurrently employ more than one Black person.⁴²

³⁸ *Ibid*, Alan K. Lathrop, *Minnesota Architects*. (Minneapolis: University of Minnesota Press, 2010) 226; Paul Nelson, “Wigington, Clarence (1883–1967),” MNopedia. Minneapolis, Minnesota.

<https://www.mnopedia.org/person/wigington-clarence-1883-1967>. Accessed July 26, 2022.

³⁹ “Clarence W. Wigington Architectural Draughtsman, Saint Paul,” *The Appeal*. September 18, 1915; Paul Nelson, “Wigington, Clarence (1883–1967),” MNopedia. Minneapolis, Minnesota.

⁴⁰ David V. Taylor, “A Water Tower, a Pavilion, and Three National Historic Sites: Clarence W. Wigington and the Architectural Heritage He Left to the People of Saint Paul,” *Ramsey County History* 34:4 (Winter 2000) 4-11; Larry Millet, *AIA Guide to the Twin Cities* (Saint Paul: Minnesota Historical Society Press, 2007) 334, 404, 406, and 530; Bob Olson, “Architect to the Kings of the Carnivals: “Cap” Wigington and His Ice Palace ‘Babies,’” *Ramsey County History* 34:4 (Winter 2000) 12-15.

⁴¹ William M. Godette is not to be confused with William R. Godette, who was the first Black firefighter in Saint Paul, joining in 1885. He served for 41 years, becoming the first African American lieutenant and first Black captain. I found additional information in Nicole Foss and Kelly Wilder, “Saint Paul African American Historic and Cultural Context, 1837 To 1975,” prepared by 106 Group for Aurora Saint Anthony Neighborhood Development Corporation, 2017, 26.

⁴² Taylor, “A Water Tower, a Pavilion, and Three National Historic Sites: Clarence W. Wigington and the Architectural Heritage He Left to the People of Saint Paul,” 11; Murphy, “Highland Park Water Tower,” June 1984, National Register of Historic Places Registration Form, available at the State Historic Preservation Office, Saint Paul, Minnesota.

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Outside of his professional career, Wigington was actively engaged in the Saint Paul community. In 1917, during World War I, Wigington's advocacy led to the establishment of a separate Black company of the Minnesota Home Guard, as racist policies had kept Black people out of Minnesota Home Guard up to that point. Wigington's nickname "Cap" referred to his rank as captain of Company A, 16th Battalion, Home Guard of Minnesota. With this battalion, Minnesota became one of only three states with Black men serving in the Home Guard. Among many other roles, he was instrumental in the formation of, and held leadership roles within, the Saint Paul Urban League, the Saint Paul Chapter of the National Association for the Advancement of Colored People (NAACP), and the Sterling Club, a Black social club in the Twin Cities. He also served as a Special Service Examiner in architecture in both Saint Paul and Minneapolis and was a member of the American Institute of Architects (AIA).⁴³

Except for two solo stints outside of the city in 1916 and 1922, Wigington worked for the City of Saint Paul from 1915 until he retired in 1949. From the early 1930s until about the time he retired, he was the architect in charge for nearly all of Saint Paul's building projects. Upon retirement, he opened his own practice in Los Angeles, then returned to Saint Paul with his wife in 1958. They moved again in 1963, this time to live with their daughter in Kansas City, Missouri. Wigington died there in July 1967.⁴⁴

Despite his many achievements in architecture, Wigington remained relatively unknown outside of Saint Paul until the late 1980s. In 1986, he was formally credited with the design of the Highland Park Water Tower, when it was listed in the National Register of Historic Places. In 1996, the Saint Paul Foundation funded a working group of community representatives, historians, and architects to research, celebrate, and increase public awareness of the work of Clarence Wigington. Their work was formalized as the Clarence W. Wigington Legacy Project, and they have published books, led lectures, and contributed to various publications about Wigington's life, work, and legacy. In part because of their work, Wigington is the only architect to have a building named after him in Saint Paul.⁴⁵

Charles A. Bassford (1879-1945)

Charles Bassford was born in Saint Paul in November of 1879. His father Edward P. Bassford was a prominent architect in Saint Paul, leading one of the most successful architectural firms of the nineteenth century. His firm trained several architects who would become successful in their own rights: Cass Gilbert, Augustus Gauger, Edward J. Donohue, Silas Jacobson, and his son, Charles Bassford. Following his training at his father's office, Charles Bassford worked for several Saint Paul architectural firms before being selected as Saint Paul's City Architect in

⁴³ Taylor, "A Water Tower, a Pavilion, and Three National Historic Sites: Clarence W. Wigington and the Architectural Heritage He Left to the People of Saint Paul," 4-11.

⁴⁴ Taylor and Nelson, *Cap Wigington: An Architectural Legacy in Ice and Stone*, 36; Nelson, "Wigington, Clarence (1883-1967)," MNopedia.

⁴⁵ Taylor, "A Water Tower, a Pavilion, and Three National Historic Sites: Clarence W. Wigington and the Architectural Heritage He Left to the People of Saint Paul," 6.

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1930.⁴⁶ He had previously served as Saint Paul's supervising architect in 1905 and 1906, when the City undertook a \$1 million school building program.⁴⁷ He remained in that position until he died in 1945.⁴⁸

Some of Bassford's most well-known designs are co-credited to Clarence Wigington, including: the Roy Wilkins Auditorium (built in 1932), Holman Field Administration Building (built in 1938), and Clarence W. Wigington Pavilion (formerly Harriet Island Pavilion, built in 1941), and Cleveland Junior High School (built in 1936) and Monroe Junior High School addition (built in 1938-39, credited to Bassford, Wigington, and the aforementioned draftsman William Godette).⁴⁹

William Selby

William Selby is credited as the builder of Fire Station No. 19. He is also credited with building the second Engine House No. 7 at 1038 Ross Avenue East (built in 1930; RA-SPC-3219; extant), which was designed by Clarence Wigington.⁵⁰

Associated Historic Contexts

The property was evaluated within Minnesota Statewide Historic Context of "Urban Centers, 1870-1940," "Saint Paul Historic Context Study: Residential Real Estate Development, 1880-1950," prepared by Carole Zellie and Garneth O. Peterson, and identified in the historic context study "The Saint Paul Fire Department Engine Houses – 1869 to 1930," prepared by 106 Group.

Within both the Minnesota Statewide Historic Context of "Urban Centers, 1870-1940," and "Saint Paul Historic Context Study: Residential Real Estate Development, 1880-1950," Fire Station No. 19 has significance due to the key role it played in supporting urbanized growth within Saint Paul in the late-1920s and 1930s, particularly in the Highland Park neighborhood. In that period, Saint Paul invested in and expanded the City Department of Parks, Playgrounds, and Public Buildings, which allowed for the City to create and maintain additional amenities and safety services—such as fire protection—for its population. Fire Station No. 19 was constructed in the Highland Park neighborhood, which had been experiencing significant population growth and residential and commercial development. Despite that growth and development, the nearest fire station was several miles away. Thus, its construction helped support the continued residential and commercial growth of the Highland Park neighborhood by contributing essential services in closer proximity.

⁴⁶ Lathrop, *Minnesota Architects*, 12-15, and Larry Millet, *ALA Guide to the Twin Cities*, 334 and 404.

⁴⁷ "Charles Bassford Made St. Paul City Architect," *Minneapolis Star Tribune*, June 3, 1930: 15.

⁴⁸ Lathrop, *Minnesota Architects*, 12-15, and Larry Millet, *ALA Guide to the Twin Cities*, 334 and 404.

⁴⁹ *Ibid.*

⁵⁰ Que, "The Saint Paul Fire Department Engine Houses," 57; Phelps, G., "Engine Company No. 7," May 1982, Saint Paul Heritage Preservation Commission Historic Sites Survey Historic Inventory Form, RA-SPC-3219.

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Fire Station No. 19 was mentioned throughout the historic context study “The Saint Paul Fire Department Engine Houses – 1869 To 1930” as an example of the City of Saint Paul’s departmental expansion, development of civic architectural styles in the era, and the city’s growth itself.

Conclusion

Fire Station No. 19 played a significant role in the expansion of Saint Paul, both in the growth of its City departments and services, and in supporting the rapid development of the Highland Park neighborhood, which was considered a remote location shortly prior to the building’s construction. Designed by the Office of the City Architect, the building is associated with Charles A. Bassford, Saint Paul’s City Architect in 1930, and Clarence W. Wigington, the first Black municipal architect in the U.S. Fire Station No. 19 shares significant Mediterranean Revival style characteristics with some of Wigington’s contemporaneous buildings, and its location near his high-profile Highland Water Tower indicates that Wigington was at least consulted in the design of Fire Station No. 19, if not the primary designer himself. As City Architect, Bassford is associated with the design because it is a city building, which he would have had to approve. In its lifetime as a fire station, Fire Station No. 19 played a vital role in protecting the citizens and businesses of Saint Paul. Since 1958, it has served other purposes—both private and civic—and remains an important part of Saint Paul history.

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9. Major Bibliographical References

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Previous documentation on file (NPS):

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

Primary location of additional data:

- ☒ State Historic Preservation Office
- ☐ Other State agency

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☐ Federal agency
☐ Local government
☐ University
☐ Other
Name of repository: _____

Historic Resources Survey Number (if assigned): RA-SPC-6169

10. Geographical Data

Acreage of Property less than one acre

UTM References

Datum (indicated on USGS map):

☐ NAD 1927 or ☒ NAD 1983

1. Zone: 15 Easting: 486853.530928 Northing: 4974026.3962

Verbal Boundary Description (Describe the boundaries of the property.)

The National Register boundary of Fire Station No. 19 is shown on the accompanying site plan titled Figure 2. The building is located on the northwest corner of Snelling Avenue South and West Highland Parkway (formerly Otto Avenue). The National Register boundary for Fire Station No. 19 begins at the southeast corner of the intersection of Snelling Avenue South and West Highland Parkway. It extends along the south side of West Highland Parkway for about 250 feet, then to the south for approximately 100 feet, next to the point where a service road cuts into the lawn toward the Highland Park Golf Course, to the crest of terraced slope south of the building, then 250 feet along the crest of the terraced slope, then north approximately 100 feet along the east side of Snelling Avenue South. The rectangular property boundary includes the building, the driveway, and adjacent lawns 50 feet to the west of the building, 50 feet to the north of the building, 200 feet east of the building, and 50 feet south of the building to the crest of the terraced slope. The building is located within the Ramsey County Property Assessor Parcel that encompasses all of Highland Park and its associated buildings. The Highland Park parcel has the Ramsey County Parcel Identification Number of 152823220001.

Boundary Justification (Explain why the boundaries were selected.)

The boundary of the Fire Station No. 19 (1570 Highland Parkway) is a rectangle around the building, driveway, and immediately surrounding lawn and terraced slope, all of which

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contribute to the significance of the setting. The west and north boundaries are streets adjacent to the site; the east boundary is where a service road cuts through to the Highland Park Golf Course; and the south boundary is at the crest of the terraced slope directly south of the building itself, which physically separates it from the rest of Highland Park.

11. Form Prepared By

name/title: Lindsey Wallace, Sr. Architectural Historian and Planner and Erin Que, Sr. Architectural Historian
organization: 106 Group
street & number: 1295 Bandana Boulevard North, Suite 335
city or town: Saint Paul state: MN zip code: 55108
e-mail lindseywallace@106group.com
telephone: 651-403-8712
date: November 2, 2022

Additional Documentation

Submit the following items with the completed form:

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

Photographs

Images were digitally shared.

Photo Log

Name of Property:	Fire Station No. 19	
City or Vicinity:	Saint Paul	
County:	Ramsey	State: Minnesota

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Photographers: Erin Que, 106 Group, Saint Paul, Minnesota; Lindsey Wallace, 106 Group, Saint Paul, Minnesota

Date Photographed: April 13, 2022; July 29, 2022

Location of Digit View of First Floor, Main Room, Looking South

al Files: Minnesota State Historic Preservation Office, Administration Building #203, 50 Sherburne Avenue, St. Paul, MN 55155

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

All digital images labeled as follows:

MN_Ramsey County_Fire Station No. 19_0001

- 1 of 19. View of North and West Elevations from Highland Parkway, Looking South-Southeast
- 2 of 19. View of West Elevation from Snelling Avenue, Looking East
- 3 of 19. Detail view of metal braces on West Elevation.
- 4 of 19. View of West and South Elevations, Looking Northeast
- 5 of 19. View of South and East Elevations, Looking Northwest
- 6 of 19. View of East and North Elevations, Looking Southwest
- 7 of 19. View of First Floor, Main Room, Looking North
- 8 of 19. View of First Floor, Main Room, Looking South
- 9 of 19. View of Stairwell from Landing, Looking East-Northeast
- 10 of 19. View of Stairwell Landing, Looking North
- 11 of 19. View of Stairwell from Second Floor, Looking West
- 12 of 19. View of Second Floor Hallway, Looking North
- 13 of 19. View of Second Floor Semicircular Opening on West Wall, Looking Northwest
- 14 of 19. View of Second Floor Room on West Side, Looking East-Southeast

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- 15 of 19. View of Second Floor Main Room, Looking North
- 16 of 19. View of Second Floor Room on East Side, Looking East
- 17 of 19. View of Second Floor Tower, Looking South
- 18 of 19. View of Second Floor Tower, Looking Up (Photographer Facing South)
- 19 of 19. View of Second Floor Southeast Room, Looking South-Southeast

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 100 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.

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Figure 5	Nationwide Environmental Title Research (NETR) Aerial Maps 1957, 1966.
Figure 6	Gloria Dei Activity Center (1958) facing south.
Figure 7	Highland Park Water Tower (1928, NRHP-listed 1986), c. 1940 and 2019.
Figure 8	Fire Station No. 19 and Highland Park Water Tower, facing southeast (2022)
Figure 9	Second Engine House No. 5, built at 860 West Ashland Avenue (1930; RA-SPC-0186; extant), facing north.
Figure 10	Details of comparison: copper gutter cap reliefs on Fire Station No. 19 and Second Engine House No. 5.
Figure 11	Details of comparison: recessed header brickwork at Fire Station No. 19 and Second Engine House No. 5.

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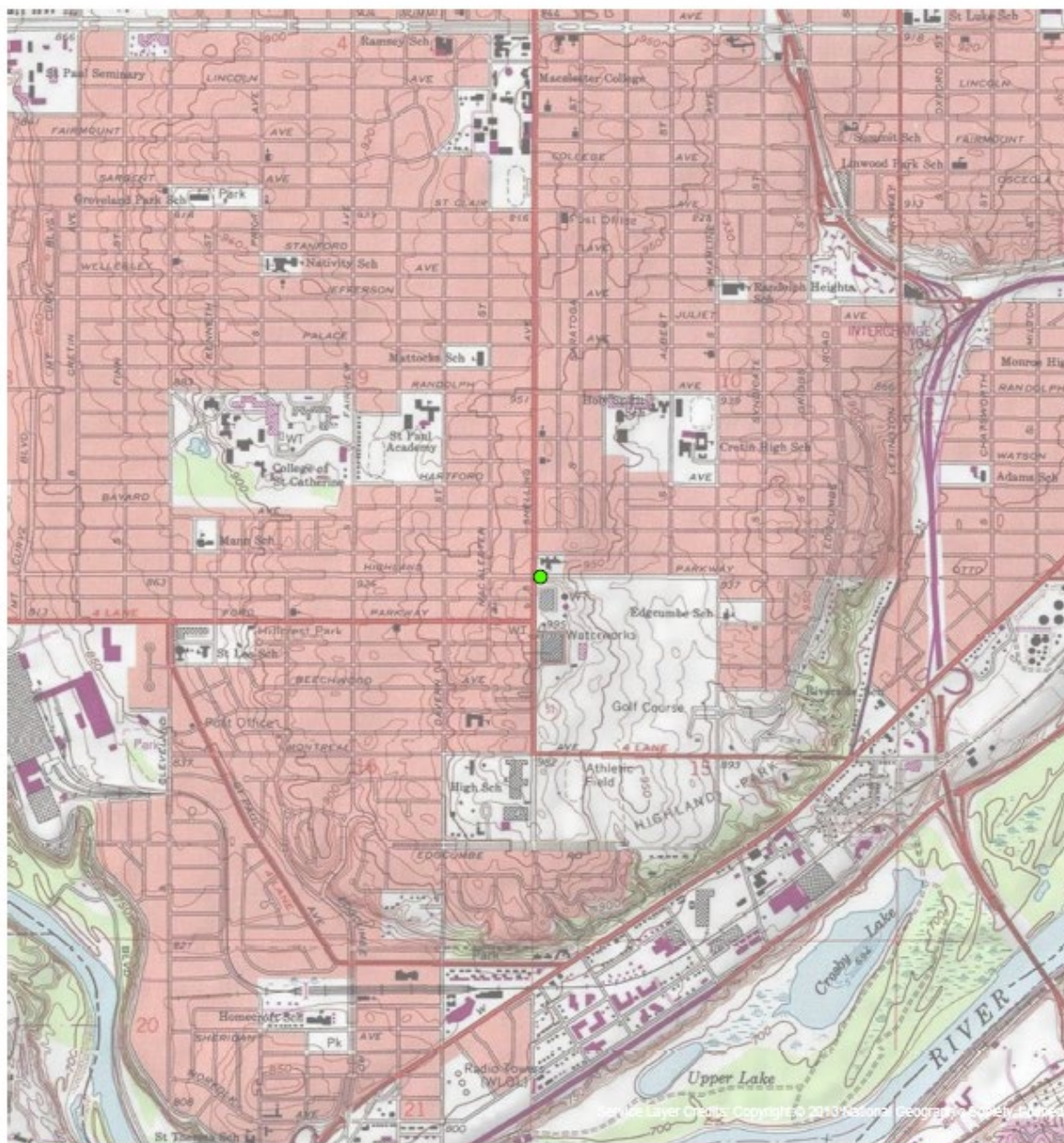
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Source: 106 Group

Map Produced by 106 Group 6/6/2022

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Saint Paul, Ramsey County, Minnesota

Property Location

● Property Location / UTM Reference Point

0 475 Meters
0 1,100 Feet

1:24,000

**Figure 1**

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Source: 106 Group

Map Produced by 106 Group 11/1/2022

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Saint Paul, Ramsey County, Minnesota

Sketch Map and Photo Key

Property Boundary

0 9 Meters
0 25 Feet

1:488

**Figure 2**

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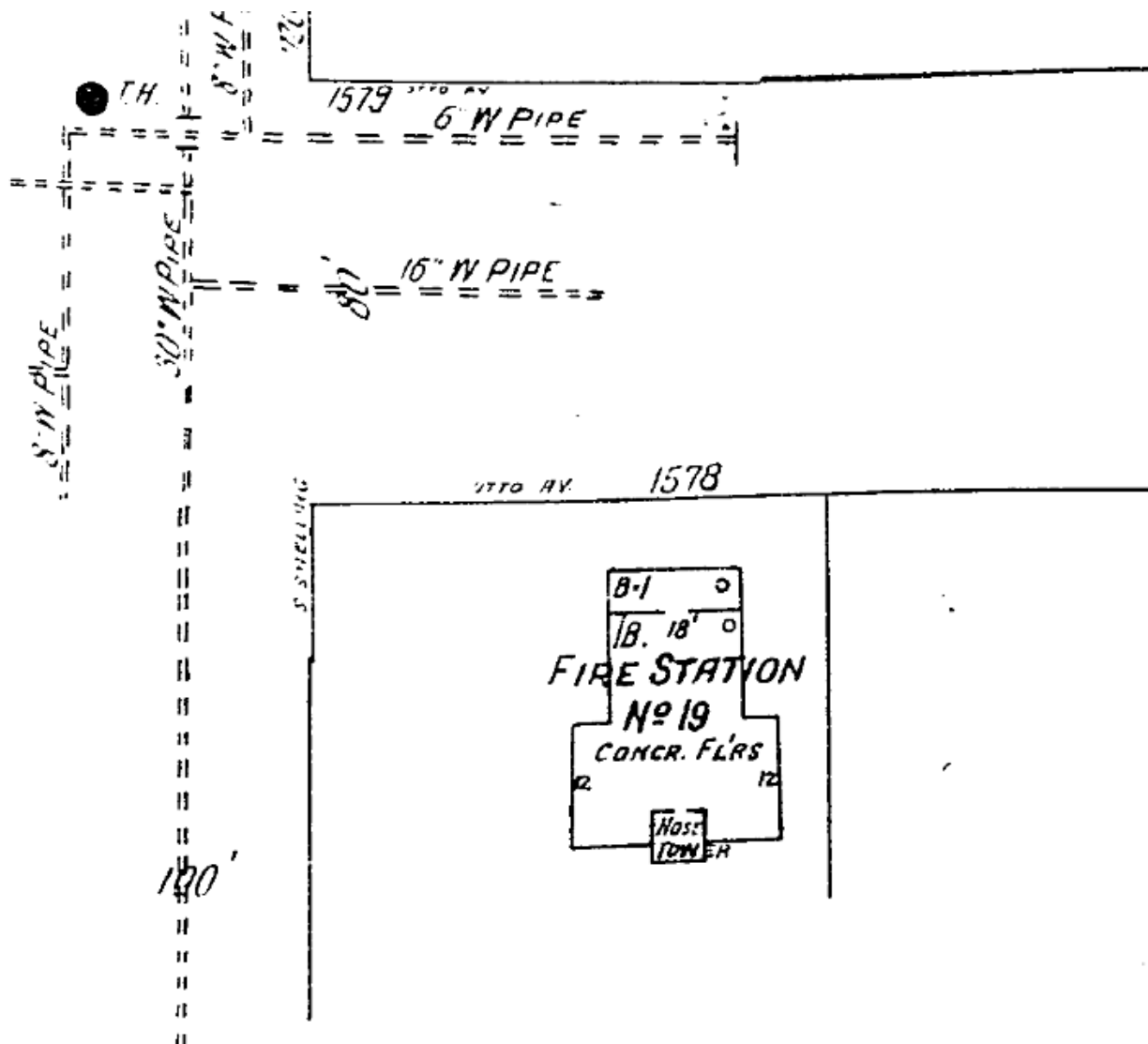
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Hennepin County Library

Figure 3. Sanborn Map Company,
Saint Paul 1926-Dec. 1951 vol. 4, 1927-Nov. 1950, Sheet 483

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Proud Traditions: A History in Words and Photos of St. Paul Firefighters, 1854-1979.
Saint Paul: Department of Fire and Safety Services, 1979, 82.

Figure 4. Fire Station No. 19 (1931) facing southeast

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Nationwide Environmental Title Research/Historic Aerials

**Figure 5. Terracing at Fire Station No. 19, NETR Aerial Maps 1957 (L) and 1966 (R).
Note shadow of Highland Park Water Tower at the lower center of the 1966 map.**

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St. Paul Dispatch-Pioneer Press, December 6, 1958. Minnesota Historical Society.

**Figure 6. Gloria Dei Activity Center (1958) facing south.
Note Highland Park Water Tower in the background, to the south.**

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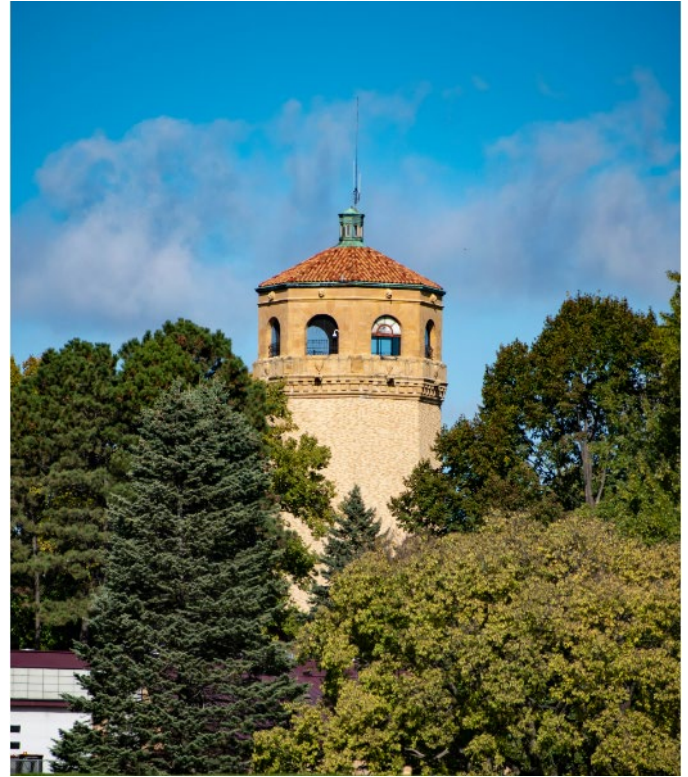
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Photographs: (L) Donaldson Photo Company. Minnesota Historical Society; (R) Historic Twin Cities.

Figure 7. Highland Park Water Tower, c. 1940 (L) and c. 2019 (R). Note red terracotta roof tile and patinaed copper gutter system.

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Figure 8. Fire Station No. 19 and Highland Park Water Tower, facing southeast (2022)

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Figure 9. Second Engine House No. 5, 860 West Ashland Avenue (1930; RA-SPC-0186; extant), facing north. Note rounded red terra cotta tile roof and copper gutter system, similar to Fire Station No. 19.

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Figure 10. Details of comparison: copper gutter cap reliefs on Fire Station No. 19 (L) and Second Engine House No. 5 (R).

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Figure 11. Details of comparison: recessed header brickwork at Fire Station No. 19 (top) and Second Engine House No. 5 (bottom).