

**St. Paul Heritage Preservation Commission
Individual Property Designation Form**

**754 Randolph Avenue
St. Paul, Minnesota
SHPO Inv. # RA-SPC-3110**



Address: 754 Randolph Avenue

Historic Addresses: 752 Randolph Avenue (1885) 752-754 Randolph Avenue (1911)

Historic Name: Chemical House No. 5, Engine House No. 10, Hook and Ladder Co. 11, Quad Comb. 10.

Common or Current Name: Fire Station #10, Medic Station #10

PROPERTY IDENTIFICATION

PIN: 11 28 23 42 0002

SHPO Inventory #: RA-SPC-3110

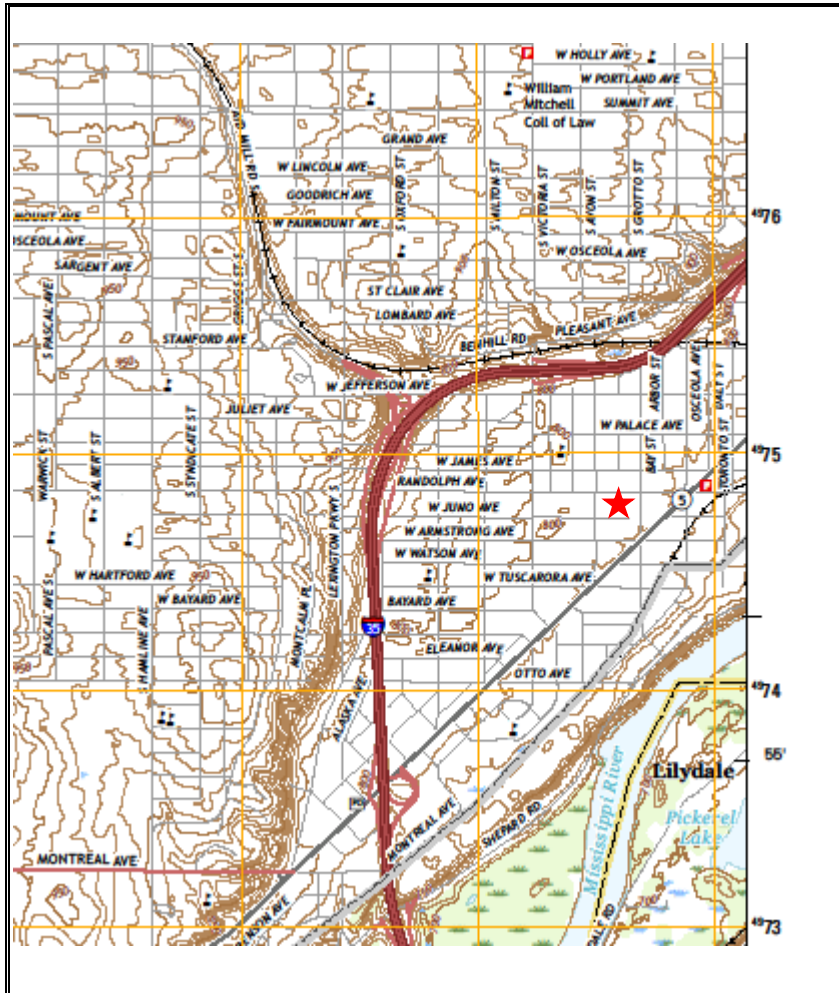
Property Type: Municipal Service Other (Fire Station)

Legal Description: Lots 2, 3, and Lot 4, Block 1, Clarke's Addition

Ward: 2, Precinct 6

Planning District: 9

U.S.G.S. Map: Saint Paul West Quadrangle, Minnesota, 7.5 Minute Series produced 2016 (Property Location denoted with Red Star)
Scale 1:24 000



HISTORICAL ABSTRACT

Original Building Permit #: 4450 Construction Date: 1885

Subsequent Addition and Alteration: 1910-1911

Building Permit #: 55818

Architect: Edward Payton Bassford

Builder: George H. Fletcher

Moved: N/A

Original Address: N/A

Original Owner: City of Saint Paul

Subsequent: N/A

Historic Uses: Government: Fire Station, Horse Hospital, Repair Shop, Classroom, Storage

DESCRIPTION

Style: Victorian, Storefront Style

Building Type: Fire Engine House

No. of Stories: 2

Plan: rectangular

Roof Type: flat with parapet

Roof Material: Built-Up gravel, unknown substrate

Structural System: brick, heavy timber framing

Foundation: Limestone Concrete Slab on grade (alteration)

Façade Material: brick masonry

Fenestration: 4/4 rectangular double hung, 1/1 or 2/2 segmented arch

Additional: N/A

Outbuildings: Shed

Other contributing features: N/A

VISUAL ASSESSMENT

Exterior Condition: Not Assessed

Exterior historic Integrity: Good

Surrounding Land Uses: Single family residential, low density multi-family residential, places of worship, neighborhood services

DESCRIPTION STATEMENT

Fire Station No. 10 (historically Chemical House No. 5/ Engine House No. 10) and the associated storage shed are located at 754 Randolph Avenue in Saint Paul, Minnesota. The property is situated on the south side of Randolph Avenue between View Street and Bay Street, and the primary façade of the firehouse faces north. In addition to the primary engine house, there is also a small shed sited on the southeast corner of the property that was the location, historically, of a horse hospital for the Saint Paul Fire Department (SPFD).¹ Several buildings and functions have occupied the rear lot including a horse barn, a fuel shed, an auto garage, and various storage functions (see Sanborn map). The current structure originates from the 1885 and was expanded westwards and had a second level hayloft/exterior loft storage constructed in the 1950s. It is part of the West Seventh Neighborhood, Planning District 9 and Ward 2. The neighborhood is primarily residential, with a majority of buildings serving as single-family residences. In addition, there are several neighborhood services on the block, including a place of worship, and a childhood day-care facility.

The firehouse is a rectangular brick masonry building, with timber and supplementary steel framing. The building has been classified in the historic context, “The Saint Paul Fire Department Engine Houses – 1869 to 1930” as a “storefront style” building due to its original “one vehicular bay and rectangular fenestration, prominent lintels, and flat roofs with slight cornice[s].”²

Building Exterior

The primary façade of the original building consisted of one large, centered opening for Chemical Engine No. 5, with the original main entry door and transom flanking the left and a four-over-four hung window flanking the right (see 1900 photo). There was a brick arch over the door, with a rectangular brick lintel above. The area directly below the arch was infilled in approximately the 1940s to make a rectangular door opening to accommodate the alteration from a swing-in door to a folding door (see 1937 and 1950s photo). The infilled area displayed the letters, “ENGINE 10.” The upper level of the primary façade originally had just three tall, narrow, four-over-four single-hung windows that were evenly spaced on the façade. The original design included prominent stone lintels and stone sills, which appear to be limestone and are much lighter than the surrounding brick in historic photographs. Above the windows, a visual band was created by brick corbelling, and a brick cornice protrudes at the top. The flat roof is finished on all sides by a brick parapet. A hose tower protrudes towards the center of the roof. It is mostly hidden from view from Randolph Avenue, but can be seen from the back of the building. The tower has a hipped, standing-seam, metal roof, with a metal finial at its peak. The exterior walls are currently painted white, and there are wood vents near the top of the east and west walls.

The 1885 bay was modified and currently has two garage doors instead of one. The lower level window and door were removed during alterations that occurred after 1937. The brick arch that existed above the original door opening was infilled during alteration. However, the rectangular brick band detailing above the door opening was retained.

In 1910-1911, a bay was added to the west side of the building to accommodate Ladder Company No. 11.³ The added portion of the building currently has one large overhead garage door which is flanked on each side by a pedestrian door. Historically, the door that flanks the left of the overhead door was a four – over- four window double hung window. This created a symmetrical mirror appearance of the first story to the original 1885 structure. Furthermore, the door that flanks the right of the overhead door had a large transom with a two lite division to match the 1885 main entrance. Currently,. The transom above the left pedestrian door is alteration that is non-original to the 1911 addition. The overhead door has brick banding detailing above it that mimics the historic banding of the 1885 bay. Likewise, the window openings on the upper level of the 1911 addition are the same proportion and fenestration pattern as the original windows. The 1911 addition is symmetrical in replication minus the addition of a fourth window.. Two windows are located above the central overhead door, rather than one. The remaining two windows are located directly above each first-level door.

The secondary facades of both the original 1885 and 1911 addition are not captured well by historic photographs, but with that the fenestration pattern maintained similar proportions and configurations to the main façade. Where windows differ from the rectangular four-over-four profile, the original fenestration pattern is unknown but most likely existed as one-over one or two-over-two double hung windows based on the existing windows and their replication during replacement. However, the cornice and brick banding that appears on the main façade continues on the secondary facades as well. All facades are currently painted a light off-white/tan color. The doors, window trim, and a band above the windows and below the cornice, are painted brown. The structure and its detailing was not historically painted.

There is another small, one-story addition to the southeast of this building, thought to have been constructed in 1953. It is constructed out of concrete masonry units and has an overhead garage door on its east side. Its south side has one pedestrian door and one horizontally orientated window.

Interior

The interior spaces of the building are organized according to the needs of a fire company. On the main level, the northern portions of the building are garage spaces for the fire apparatuses. These spaces are large and unfinished. On the southwest side of the original apparatus bay (towards the northeast side of the building), there is a hose tower that continues through both levels of the building and through the roof. Based on physical evidence, it appears that the main level door to the hose tower faced originally north. However, a radiator currently blocks that door. The hose tower is now accessible from its west side, through the 1911 addition.

There is a lounge to the south of the tower and east apparatus bay on the main level. The 1950s addition that is used for storage is located to the south of the lounge. On the west side of the building, in the 1911 addition, there is a watch office adjacent to the apparatus bay. The main level kitchen is directly to the south of the watch office.

The circulation of the building has been changed from its original configuration. When there was only one apparatus bay, the stairs were located on the northeast side of the building, in the garage area. After the 1911 addition was built, the stairway was removed from this location. Currently, the only stairway is located along the interior wall within the apparatus bay of the 1911 addition, through the center of the building.

The upper level of the fire station has a large classroom directly over the apparatus bay of the original portion of the building. There is another kitchen to the south of the classroom. The dorms take up almost the entire northern part of the 1911 addition on the upper level. There is one central, double-loaded, hallway to access the partitioned sleeping areas. Towards the east side of the addition and between two dorms, is a small area with an octagonal hole in the floor and a firepole that was used by firefighters to access the lower level. A second fire pole and opening, although currently not in place exists along the western wall of the northern part of the 1911 addition. The opening can be seen from the apparatus bay. It is unknown if there are any fire pole floor openings in the 1911 addition. The southernmost portion of the 1911 addition, directly above the lower level kitchen, is an exercise room.

Storage Shed

On the southeast corner of the property, there is a small, two-story structure with a rectangular footprint. The eastern part of the structure was constructed sometime in the 1920s, the remaining western addition and second level was constructed sometime in the 1940s -1950s, within the period of significance. This structure is contributing to the property. While, little documentation is available that indicates the structure's use, the 1903 Sanborn map, updated until 1923, shows the concrete block structure containing livestock. Prior to 1923, the only a small out building contained livestock at the property. The 1903 Sanborn fire insurance map indicates that horses were kept at the rear south end of the apparatus bays of both the 1885 and 1911 structures. The structure is primarily constructed out of rough-faced concrete blocks and heavy timber framing. The entire main level of the building is enclosed, while the eastern portion of the north side of the upper level is open. Timber posts and braces are exposed on this side that resemble barn framing. The closed portions are clad in a combination of vertical and horizontal siding and are painted a light yellow/tan color. The roof is an asymmetrical gabled roof with asphalt shingles.

Integrity

The historic integrity of the site at is good. The building stands in its original location, and the neighborhood is still largely residential. Since the building is not ornate and highly stylized, and its significance lies in the social history of the site, the most important aspects of its design integrity are the configuration of its spaces for use as a fire station. Although the building has been altered several times throughout the years, the character-defining features have largely been retained. The major character-defining features of the building include the overhead doors and openings towards Randolph

Avenue, the large garage spaces for the fire apparatuses, and the hose tower. These features greatly contribute to the identity of this building as a fire station.

The material integrity and workmanship of the building is fair. The exterior brick corbelling is intact, but the windows and a majority of the exterior doors have been replaced. It is important to note that the fenestration and brick detailing on the primary façade facing Randolph Avenue are vital to the building's character and identity as part of its community in the city of St. Paul. Although the materials of the doors and windows have not been retained, the feeling of the original façade has been retained due to the presence of the large doors. Although the building has been decommissioned as a fire station, the city of St. Paul currently owns the building, and no significant changes have been made since it ceased operations as a fire station on April 13, 2010. Therefore, the association is intact.

SIGNIFICANCE STATEMENT

Period of Significance: 1885-1957

St. Paul Historic Contexts: The Saint Paul Fire Department Engine Houses – 1869 to 1930

St. Paul Heritage Preservation Criteria/Criterion: 1

(1) Fire Station No. 10 is locally significant for its association with the early years of racially integrated firehouses in St. Paul. It is one of the few extant fire houses that played a role in the integration of the African American company after it was disbanded in 1942.⁴ The construction of the station also represents a pivotal period of growth of the SPFD, which was spurred by a prominent period of both geographic and population growth for the city (1885-1890). Its location is significant, because it provided service to the new residential areas on the southwest corner of St. Paul before they were reached by watermains.⁵

History of Chemical Engine House No. 5/ Engine House No. 10

In 1885, Chemical Engine House No. 5 was built to keep up with the demands of the growing city. In the early 1870's, the area to the south of Randolph Avenue and west of West Seventh Street was scarcely developed.⁶ However, the limits of residential areas were growing, and pressures built up on the volunteer fire department. On October 1, 1877, the volunteer fire department was terminated by the City Council, and an all-paid fire department was established.⁷ In the early days of the paid department, the department still functioned differently than its current role, and many fire fighters were part-time. In 1883, the SPFD became a full-time department, and the addition of dorms at the fire stations became necessary.⁸ The next year, in 1884, it became clear that the current city services were not sufficient for the growing number of residences. The population of St. Paul went from 41,473 in 1880 to 133,156 in 1890.⁹ Fire Chief John T. Black, and the Fire Commissioners, realized they needed to better cover the new areas of the city that didn't have watermains yet.¹⁰ The solution was to build more fire stations and equip them with chemical engines until watermains were available. The chemical engines would then get replaced with hose wagons.¹¹

This plan was executed at Chemical House No. 5/Engine House No. 10 on Randolph Avenue, after the Minnesota and Dakota Fire Underwriter's Union requested engine houses to be constructed along West Seventh Street in 1885.¹² The building was designed by Edward Payton Bassford, who was one of the first architects in the city of St. Paul and became one of the most successful St. Paul architectural firms in the nineteenth century.¹³ Bassford also designed several buildings in St. Paul that are listed on the National Register of Historic places, the Armstrong-Quinlan House at 225 Eagle Parkway (built 1884-1886), the Walsh Building at 189-91 East Seventh Street (built 1888), and the Merchants National Bank Building at 366 Jackson Street (built 1895). He also designed the first Saint Paul City Hall/Ramsey County Courthouse in 1884-1886. (razed)¹⁴

Chemical Engine No. 5 was only in service at the station for five years, when it was

replaced by Waterous Engine No. 10 in 1890. That same year, a horse hospital was also established at the station.¹⁵ In 1890, it was recorded that the department had 90 horses in service.¹⁶ In 1900, the station housed both Waterous Engine 10 steamer and Hose 10.¹⁷ In 1910 construction began on an addition to the building. The addition was completed in 1911, and Ladder Company No. 11 was organized at the station.¹⁸

By the 1920's, horse-drawn engines were being phased out of the SFPD. The last horse-drawn equipment was retired in July of 1924.¹⁹ In the 1930's the department upgraded their standards for equipment again, due to a shortage of manpower and insufficient equipment. A combination unit, or a unit with multiple types of equipment, was instated at the station. This particular unit was called Quad 10 or "quadruple" unit 10, because quads contained pumps, hose, booster tank, and ladders. However, this unit was actually a quintuple combination, with an added 55-foot aerial ladder. This one unit replaced Ladder 11 and Engine 10 in December of 1937. Seven men were assigned Quad 10's company.²⁰

Engine House No. 10 was one of the first fire stations to become racially integrated. Labor shortages caused the all-African American fire company, established in 1887 at Chemical House No. 4/Engine House No. 9, to close in 1942.²¹ The firemen in this company were then transferred to several houses, including Engine House No. 4, Engine House No. 15, and Engine House No. 10.²² Of these three stations, Engine House No. 10 is the only one that still exists.²³

According to James S. Griffin's book, *Blacks in the St. Paul Police and Fire Departments, 1885-1976*, the fire department was integrated despite protests of the white firemen. Although they were integrated into existing companies, African American firefighters were not allowed to take substitute shifts at other stations when the companies were short on manpower. Griffin states that this was because the all-white stations did not have designated "black beds" that the African American firefighters could sleep in.²⁴ This suggests that there was some level of segregation still present in the 1940's, but there is a lack of documentation on the treatment of the firefighters at Engine House No. 10. Some oral histories suggest that there were two kitchens in the fire house because the African American firefighters were not allowed to eat with the Caucasian firefighters. However, an article came out in the Pioneer Press on June 5, 2010 stating that the fire department found that the second kitchen was added in the 1980's.²⁵

In 1957, Robert Harris, an African-American firefighter, was promoted to Engineer. This position necessitated that he be able to move from station to station, therefore the segregated beds were finally ended. Other African American firefighters were also then allowed to take shifts at other firehouses.²⁶ Since Engine House No. 10 is associated with the early history of racially integrated, yet segregated, firehouses in St. Paul, the end of the period of significance is determined to be 1957.

The following year, 1958, Engine House No. 19 was built at Edgumbe and Wilmost (St. Paul Avenue), causing Engine House No. 10 to lose its situation as the southernmost station off West Seventh Street in St. Paul.²⁷ Engine House No. 10 continued as an active

fire station until 2010. At that time, it was the oldest operating firehouse in St. Paul.²⁸ In 2017, the City of St. Paul announced it was soliciting offers from buyers to redevelop the building.²⁹

REFERENCES:

A.T., Andreas. 1874 Map, "Plan of the City of St. Paul and Vicinity." John R. Borchert Map Library. Accessed September 28, 2017.

http://geo.lib.umn.edu/twin_cities_maps/reference/map01473a.jpg.

Curtice and Stateler. 1870 Map, "Map of the City of Saint Paul." John R. Borchert Map Library. Accessed September 28, 2017.

http://geo.lib.umn.edu/twin_cities_maps/reference/map01462.jpg.

Gottfried, Mara H. "Anyone in the market for a fire station from the 1880s? One's for sale in St. Paul." Pioneer Press, May 18, 2017.

<http://www.twincities.com/2017/05/18/anyone-in-the-market-for-a-fire-station-from-the-1880s-ones-for-sale-in-st-paul/>.

Gottfried, Mara H. "Second kitchen in Fire Station 10 isn't relic of segregation," Pioneer Press, June 5, 2010. <http://www.twincities.com/2010/06/05/second-kitchen-in-fire-station-10-isnt-relic-of-segregation>.

Gottfried, Mara H. "St. Paul Fire Station 10: A well-earned retirement" Pioneer Press, March 14, 2010. <https://www.twincities.com/2010/03/14/a-well-earned-retirement/>

Granger, Susan. "RA-SPC-3110 Historic Inventory Form." Available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission. Saint Paul, Minnesota, 1981.

Granger, Susan. "St. Paul's Nineteenth Century Fire and Police Stations." National Register of Historic Places Inventory-Nomination Form. Minnesota Historical Society, St. Paul. Prepared August 1984.

Griffin, James S. *Blacks in the St. Paul Police and Fire Departments, 1885-1976*. St. Paul: E & J, Inc., 1978.

Heath, Richard L. *St. Paul Fire: A History*. Minneapolis: The Extra Alarm Association of the Twin Cities, Inc., 1998.

Hopkins. 1884 Map, "City of Saint Paul." John R. Borchert Map Library. Accessed September 28, 2017. http://geo.lib.umn.edu/plat_books/stpaul1884/stpaul1884index.htm.

Que, Erin. *The Saint Paul Fire Department Engine Houses- 1869 to 1930*. Historic Context prepared for the City of Saint Paul Planning and Economic Development. Saint Paul: 106 Group, February 2017.

INSERT MAP AND ADDITIONAL PHOTOS:

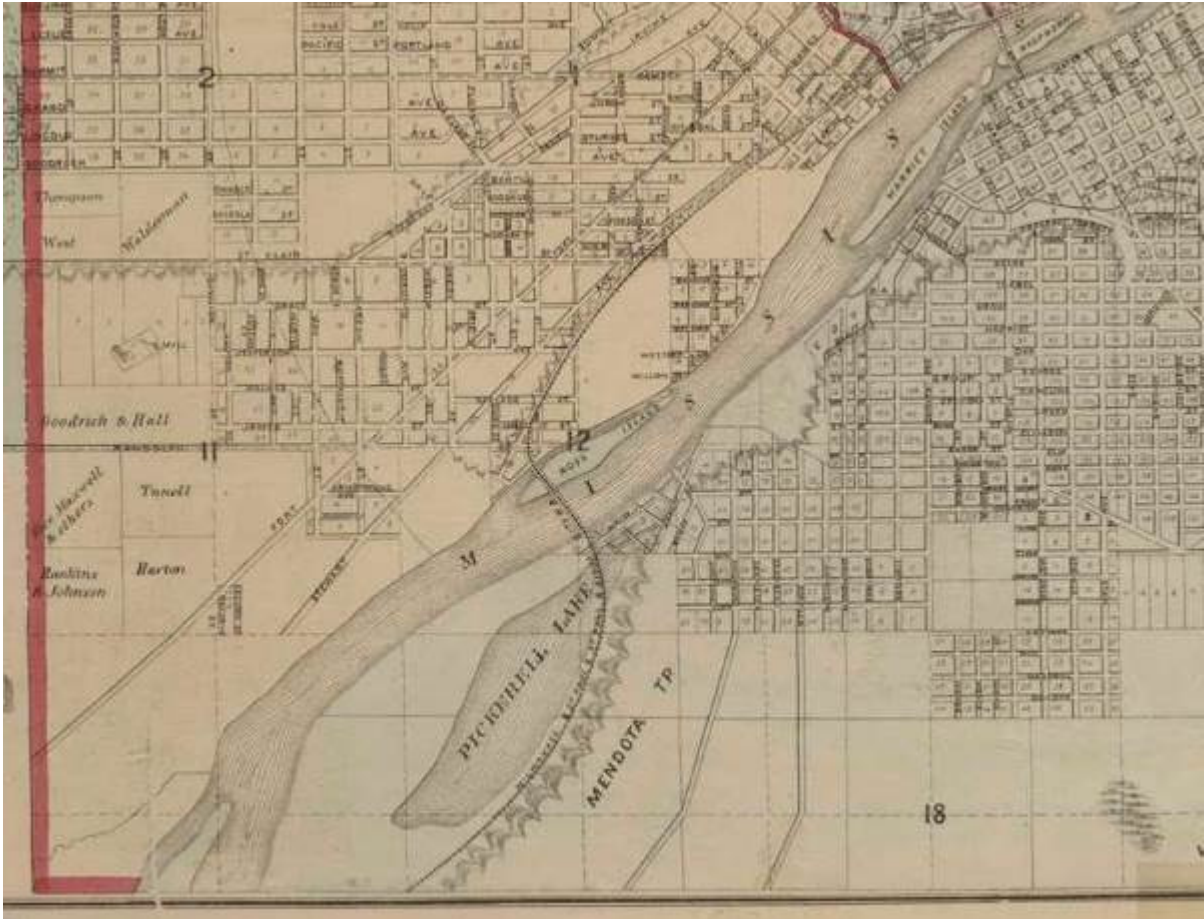
MAPS (Cropped maps are not to scale).



Map 1. Historic map of St. Paul from 1870.

Source: Curtice and Stateler. 1870 Map, "Map of the City of Saint Paul." John R. Borchert Map Library. Accessed September 28, 2017.

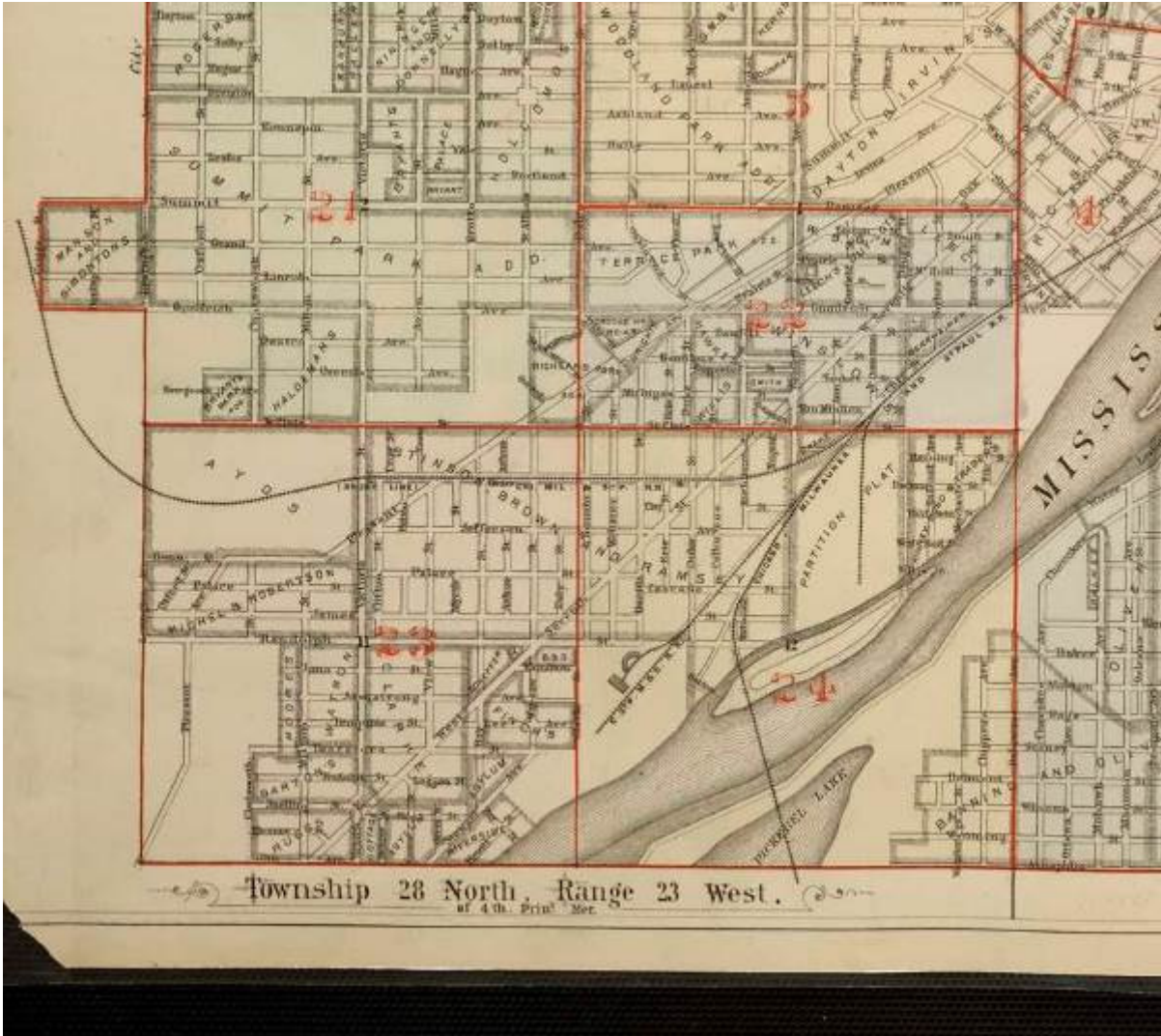
http://geo.lib.umn.edu/twin_cities_maps/reference/map01462.jpg.



Map 2. Historic map of St. Paul from 1874.

Source: A.T., Andreas. 1874 Map, "Plan of the City of St. Paul and Vicinity." John R. Borchert Map Library. Accessed September 28, 2017.

http://geo.lib.umn.edu/twin_cities_maps/reference/map01473a.jpg.

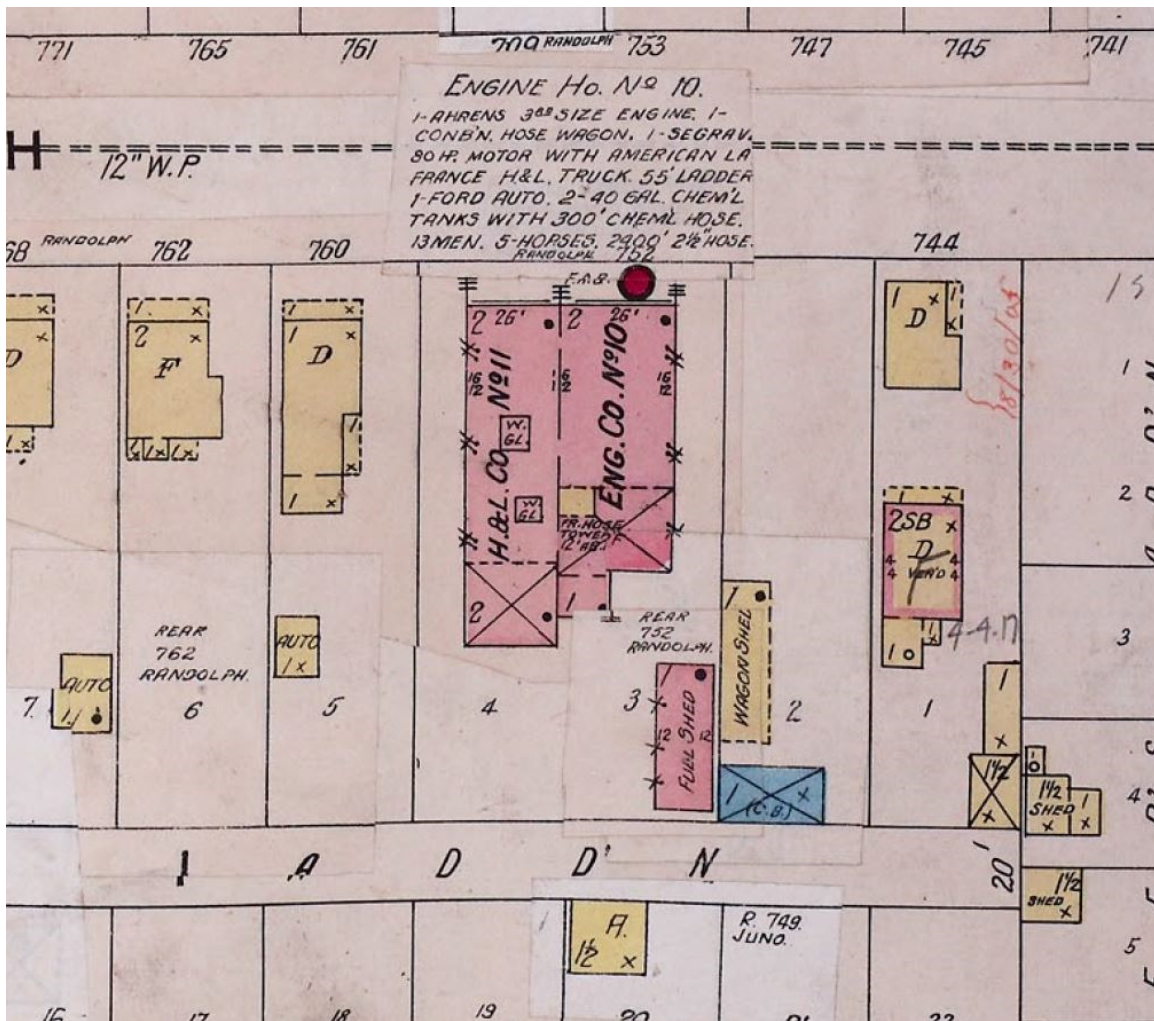


Map 3. Historic map of the City of St. Paul from 1884.

Source: Hopkins. 1884 Map, "City of Saint Paul." John R. Borchert Map Library.

Accessed September 28, 2017.

http://geo.lib.umn.edu/plat_books/stpaul1884/stpaul1884index.htm.



Map 4. Sanborn Fire Insurance map of St. Paul from 1903 updated until 1923
 Source: Sanborn Map Company. 1903 Map, "Saint Paul." Saint Paul HPC. Accessed December 21, 2017.

FIGURES



Figure 1. Historic photograph of Engine House No. 10 taken circa 1890s.
Source: Que, Erin. *The Saint Paul Fire Department Engine Houses- 1869 to 1930*.
Historic Context prepared for the City of Saint Paul Planning and Economic
Development. Saint Paul: 106 Group, February 2017. Photo via MNHS.



Figure 2: Historic photograph taken circa 1890s.

Source: Gottfried, Mara H. "Anyone in the market for a fire station from the 1880s? One's for sale in St. Paul." *Pioneer Press*, May 18, 2017.

<http://www.twincities.com/2017/05/18/anyone-in-the-market-for-a-fire-station-from-the-1880s-ones-for-sale-in-st-paul/>.

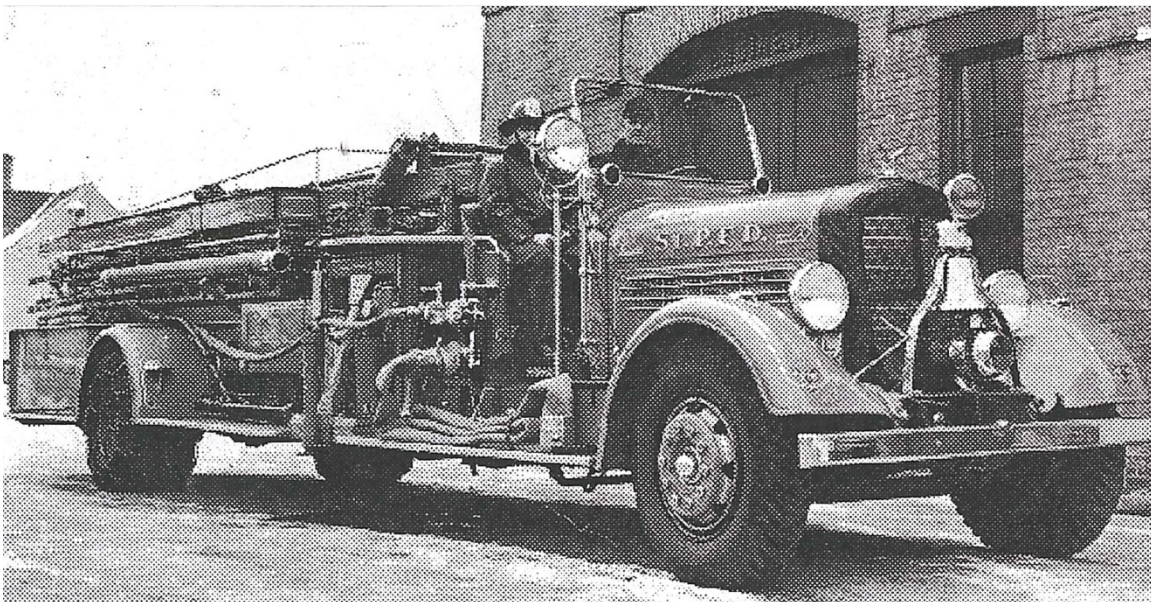


Figure 3. Photograph of Quad 10 taken in 1937. Engine House No. 10 is visible in the background.

Source: Heath, Richard L. *St. Paul Fire: A History*. Minneapolis: The Extra Alarm Association of the Twin Cities, Inc., 1998, page 114.



Figure 4. Photograph showing crew in front of Engine House No. 10 circa 1940s.
Source: Gottfried, Mara H. "St. Paul Fire Station 10: A well-earned retirement" Pioneer Press, March 14, 2010. <https://www.twincities.com/2010/03/14/a-well-earned-retirement/>



Figure 5. Photograph showing Engine No. 10 in the 1950s.
Source: Gottfried, Mara H. "St. Paul Fire Station 10: A well-earned retirement" Pioneer Press, March 14, 2010. <https://www.twincities.com/2010/03/14/a-well-earned-retirement/>



Figure 6. Pre-1981 photograph of Engine House No. 10, taken when the building was home to the department's repair shop.

Source: Heath, Richard L. *St. Paul Fire: A History*. Minneapolis: The Extra Alarm Association of the Twin Cities, Inc., 1998, page 275.



Figure 7. Primary facade of Engine House No. 10, camera facing southeast. Photograph taken 6-25-1981.

Source: Susan Granger, "RA-SPC-3110 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.



Figure 8. Back facade of Engine House No. 10, camera facing north. Photograph taken 6-25-1981.

Source: Susan Granger, "RA-SPC-3110 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.



Figure 9. Photograph showing East fire pole being used by Saint Paul Firefighter Blake Allen on March 9, 2010.

Source: Gottfried, Mara H. "St. Paul Fire Station 10: A well-earned retirement" Pioneer Press, March 14, 2010. <https://www.twincities.com/2010/03/14/a-well-earned-retirement/>

PHOTOGRAPHS (taken by Sarah Ward and Angela Wolf Scott on October 5, 2017 unless otherwise noted)



Photograph 1. North façade of Engine House No. 10, taken from Randolph Avenue.



Photograph 2. Northwest corner of Engine House No. 10, camera facing southeast from Randolph Avenue.



Photograph 3. East façade of Engine House No. 10, taken from Randolph Avenue.



Photograph 4. East side of 1953 addition, taken from the parking lot. Camera facing northwest.



Photograph 5. Parapet of original portion of building. Photograph shows the addition of a parapet cap to match the detailing of the 1911 addition.



Photograph 6. View of hose tower from roof, camera facing north.



Photograph 7. North façade of shed, camera facing south.



Photograph 8. Interior of apparatus bay in original 1885 portion of building, camera facing north.



Photograph 9. Interior of 1911 apparatus bay, camera facing northwest.



Photograph 10. Brick arch passage between 1885 building and 1911 addition, camera facing west. Photograph taken from 1885 apparatus bay.



Photograph 11. Door to hose tower, blocked by radiator. Camera facing south.



Photograph 12. Interior of hose tower, looking up from main level.



Photograph 13. Upper level kitchen, camera facing southwest.



Photograph 14. Classroom on upper level, camera facing northwest.



Photograph 15. Fire pole, photograph facing east, taken from upper level.



Photograph 16. North fire pole opening, photograph facing north, taken from 1911 apparatus bay. (photograph by HPC Staff June 30, 2017)



Photograph 17. Interior view of a dormitory.

DATE OF FORM: October 20, 2017

PREPARED BY: Sarah Ward, Architectural Historian, and Angela Wolf Scott, AIA, of MacDonal & Mack Architects

REVISED AND EDITED BY: Alex Greenwood, HPC Intern, and HPC Staff, City of Saint Paul

ENDNOTES

- ¹ Susan Granger, "RA-SPC-3110 Historic Inventory Form," available at the State Historic Preservation Office and Saint Paul Heritage Preservation Commission, Saint Paul, Minnesota, 1981.
- ² Erin Que, *The Saint Paul Fire Department Engine Houses- 1869 to 1930*, Historic Context prepared for the City of Saint Paul Planning and Economic Development, Saint Paul: 106 Group, February 2017, 28.
- ³ Granger, "RA-SPC-3110 Historic Inventory Form."
- ⁴ Richard L. Heath, *St. Paul Fire: A History* (Minneapolis: The Extra Alarm Association of the Twin Cities, Inc., 1998), 121.
- ⁵ Heath, *St. Paul Fire: A History*, 32.
- ⁶ A.T., Andreas. 1874 Map, "Plan of the City of St. Paul and Vicinity." John R. Borchert Map Library. Accessed September 28, 2017. http://geo.lib.umn.edu/twin_cities_maps/reference/map01473a.jpg; Curtice and Stateler. 1870 Map, "Map of the City of Saint Paul." John R. Borchert Map Library. Accessed September 28, 2017. http://geo.lib.umn.edu/twin_cities_maps/reference/map01462.jpg.
- ⁷ Heath, *St. Paul Fire: A History*, 1-12.
- ⁸ Que, *The Saint Paul Fire Department Engine Houses- 1869 to 1930*, 16.
- ⁹ Heath, *St. Paul Fire: A History*, 28.
- ¹⁰ *Ibid*, 32.
- ¹¹ *Ibid*.
- ¹² Que, *The Saint Paul Fire Department Engine Houses- 1869 to 1930*, 24.
- ¹³ Alan K. Lanthrop, *Minnesota Architects* (University of Minnesota Press, 2010), 14.
- ¹⁴ *Ibid*.
- ¹⁵ Granger, "RA-SPC-3110 Historic Inventory Form."
- ¹⁶ Susan Granger, "St. Paul's Nineteenth Century Fire and Police Stations," National Register of Historic Places Inventory-Nomination Form, Minnesota Historical Society, St. Paul, prepared August 1984.
- ¹⁷ Heath, *St. Paul Fire: A History*, 29.
- ¹⁸ Granger, "RA-SPC-3110 Historic Inventory Form."
- ¹⁹ Granger, "St. Paul's Nineteenth Century Fire and Police Stations."
- ²⁰ Heath, *St. Paul Fire: A History*, 114.
- ²¹ *Ibid*, 121.
- ²² James S. Griffin, *Blacks in the St. Paul Police and Fire Departments 1885-1976* (St. Paul: E & J, Inc.), 1978, 37.
- ²³ Que, *The Saint Paul Fire Department Engine Houses- 1869 to 1930*, Appendix B.
- ²⁴ Griffin, *Blacks in the St. Paul Police and Fire Departments 1885-1976*, 37.
- ²⁵ Mara H. Gottfried, "Second kitchen in Fire Station 10 isn't relic of segregation," *Pioneer Press*, June 5, 2010, <http://www.twincities.com/2010/06/05/second-kitchen-in-fire-station-10-isnt-relic-of-segregation>.
- ²⁶ Griffin, *Blacks in the St. Paul Police and Fire Departments, 1885-1976*, 40.
- ²⁷ Heath, *St. Paul Fire: A History*, 143.
- ²⁸ Mara H. Gottfried, "Anyone in the market for a fire station from the 1880s? One's for sale in St. Paul," *Pioneer Press*, May 18, 2017. <http://www.twincities.com/2017/05/18/anyone-in-the-market-for-a-fire-station-from-the-1880s-ones-for-sale-in-st-paul/>.
- ²⁹ *Ibid*.