

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. **Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).**

1. Name of Property

Historic name Fire Station No. 4
 Other names/site number KHRI #177-2542
 Name of related Multiple Property Listing NA

2. Location

Street & number <u>813 SW Clay Street</u>	N/A	not for publication
City or town <u>Topeka</u>	N/A	vicinity
State <u>Kansas</u> Code <u>KS</u> County <u>Shawnee</u> Code _____ Zip code <u>66606</u>		

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
 I hereby certify that this X nomination ___ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
 In my opinion, the property X 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 X local Applicable National Register Criteria: X A ___ B ___ C ___ D

See File _____
 Signature of certifying official/Title Patrick Zollner, Deputy SHPO Date _____

Kansas State Historical Society
 State or Federal agency/bureau or Tribal Government

In my opinion, the property ___ meets ___ does not meet the National Register criteria.
 Signature of commenting official _____ Date _____
 Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
 ___ entered in the National Register ___ determined eligible for the National Register
 ___ determined not eligible for the National Register ___ removed from the National Register
 ___ other (explain:) _____

Signature of the Keeper _____ Date of Action _____

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5. Classification

Ownership of Property
(Check as many boxes as apply.)

Category of Property
(Check only **one** box.)

Number of Resources within Property
(Do not include previously listed resources in the count.)

<input type="checkbox"/>	private
<input checked="" type="checkbox"/>	public - Local
<input type="checkbox"/>	public - State
<input type="checkbox"/>	public - Federal

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

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

Number of contributing resources previously listed in the National Register

6. Function or Use

Historic Functions
(Enter categories from instructions.)

GOVERNMENT – Fire Station

Current Functions
(Enter categories from instructions.)

GOVERNMENT – Fire Station

7. Description

Architectural Classification
(Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY
REVIVALS/Collegiate Gothic

Materials
(Enter categories from instructions.)

foundation: CONCRETE
walls: CONCRETE, BRICK, STONE/limestone

roof: Terra Cotta Clay tile
other: _____

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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 -

Fire Station No. 4 is located at 813 SW Clay Street in the Old Town neighborhood of Topeka. Constructed in 1927, this is the oldest operating fire station in the City of Topeka. Designed by Topeka architectural firm of Squires & Ross, this 2-story structure was designed to serve the single function of a two-engine fire station. This station was constructed to replace the original Fire Station No. 4 (1887-1926) which was located on the same site.

Fire Station No. 4 was designed with two engine-bay doors to accommodate two full-sized fire engines. A third bay door is placed toward the rear of the building along its north façade. This bay door accommodated the automobile of the City Fire Chief. The footprint of the building measures approximately 90' x 50', and faces east, parallel to SW Clay Street. A small, one-level 10' x 10' room extends north at the front of the building beyond the building's otherwise rectangular shape. This extension is original to the building and serves as the primary pedestrian entrance, as well as the original firehouse office.

Station No. 4 features many design elements that are consistent with the Collegiate Gothic style of architecture. Typical features of this style include tracery around the second-level windows, stone accents above and around the openings, and piers with accents imitating a spire or buttress. Other identifiable features are the arched openings, masonry construction, a porch entryway, and crenulated parapets above the windows.

The front façade features the majority of the building's character-defining features, including both of the station's fire engine bay doors, and also the predominant pedestrian entrance to the station. The engine bay doors are clad with a recessed limestone arch. The bay doors themselves, are aluminum replacements, as are the second-level windows. The dormers above the second-level windows are capped with limestone and feature ventilation louvers surrounded by a quoined limestone frame. The pedestrian entrance is a single-story in height and features a flat roof, shielded from view by a parapet that extends above a band of inlaid limestone.

The interior of the station is designed in a utilitarian fashion, and its original structural features remain completely intact. The main bay for fire engines is the largest room within the structure. The north, south, and west walls are painted brick, while the east wall is dominated exclusively with the front engine-bay doors. The ceiling is exposed concrete with exposed ductwork, plumbing, and electrical wiring. These utilitarian items have been added to enhance the function and efficiency of the station over several decades. Several of the light fixtures within this bay date to the 1930s, and appear to be original. Also in three locations are the remaining fire-poles dropping down through the ceiling from the second level. The floor is also exposed concrete. The rear bay door is located on the north wall at the far northwest corner of the room. The remaining portions of the 1st floor contain the firehouse hose tower, a restroom, and utility room housing the station furnace, clothes washer and dryer, and water heater.

The second level of the fire station houses the living quarters and offices for the firefighters. The largest room is the dormitory, which occupies the northern half of the fire engine bay below. Adjacent to the dormitory and the south is the fire investigator's office. This office was added in 1997 with the creation of two interior walls. Along with the addition of this office, a women's locker room and the restroom were added to the second floor. Stationed behind the dormitory on the northern half of the station is placed the firehouse kitchen, dining, and living room.

Elaboration

SETTING

Fire Station No. 4 is located at 813 SW Clay Street and is a prominent building within the immediate vicinity. SW Clay Street adjacent to the station has been reconstructed in brick pavers to reflect its original material and appearance. The surrounding area is mixed-use, consisting of low-density residential, with a light mixture of institutional and commercial uses scattered in an uneven pattern in surrounding blocks. SW 8th avenue is located less than ½-block to the north. This

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avenue runs in an east/west direction and is a minor arterial corridor carrying vehicular traffic into and out of Downtown Topeka. Most of the buildings in this area, regardless of their residential or non-residential use, date from either the late 19th or early 20th Centuries.

Building Description – Fire Station No. 4 is a two-story concrete building clad with a tan brick veneer and cut limestone detailing. Its construction contains several gothic revival elements that collectively establish its overall architectural style. The building's footprint is rectangular in shape, measuring 90' x 35', with its predominant length extending in an east/west direction. Two small extensions from this rectangular footprint protrude from the north façade. The largest of these extensions lies along the east (front) façade, and measures approximately 10' x 10'. This extension is a single-story in height and is the location of the station call-center and front door entrance. The second extension lies near the west end of the north façade. This extension measures roughly 2' x 12' and is the location of the rear vehicle-bay door.

The most elaborate architectural features of the building are the hipped roof that retains its original terra cotta roofing tile, the front dormers extending eastward from the east slope of this hipped roof, and the intricate stonework embedded around the openings of the engine-bay doorways. A row of soldier brick is also present and in-line with the bottom limestone windowsill of every 2nd-level window on all four facades. All windows in the building are constructed with a uniform limestone windowsill.

This building is in excellent condition and is still in use for its original purpose as a municipal fire station. An extensive 2nd-level remodeling was completed in the early 2000s that subdivided the dormitory to accommodate the addition of an office and a women's locker room/restroom. Beyond this work, however, the building still retains all of its original exterior and interior features. All new interior doors were constructed to match the remaining original interior doorways and were installed with similar and compatible hardware. The extent of remaining original materials, and the attention provided to the installation of new features within the building, leads the overall structure to retain its historic integrity in terms of location, design, setting, materials, workmanship, and feeling.

Main/East Façade - The main entrance to the Station faces SW Clay Street to the east. This façade is comprised of two individual sections, the engine bays, and the pedestrian entrance. The primary section is approximately 35 feet wide and contains the majority of the building's stylistic design features. The dominant features of this section are the two engine bay doors, both of which are accentuated with brick columns, each approximately 2 feet wide, and 8 feet tall. Two columns are placed at the outer edge of each door, with a third column placed in between. Each column is constructed with a stone base and a triangular-shaped stone cap and extends approximately 6" out from the face of the building. Behind each capstone and extending above are two additional parallel stone obelisks, each with its own triangular capstone mimicking buttresses or spires associated with the Collegiate Gothic style. The engine-bay doors are framed in limestone and are constructed with a shallow archivolt top. Two bands of limestone are inlaid above the doors and extend the entire width of the façade. The lower band is placed approximately 6" above the apex of the arched engine bay doors. The second band is in-line with the sill of the second-level windows. Each of these windows is approximately 40" x 40" in size, and is framed in quoined limestone. Below each window, and connecting each parallel band of limestone are four additional vertical pieces of inlaid limestone. Above each window is crenulated parapet, each with a small, centered and quoined window for ventilation.

North of the engine doors on the east façade is a smaller, single-room, single-story extension or portico, which contains the pedestrian doorway that is centered within the extension. This extension utilizes the same brick as the remainder of the station and is accentuated by an inlaid band of limestone above the door. Centered above the door, and immediately above the band of limestone is the identification nameplate for the fire station. This plate is approximately 12" x 48", is cast aluminum, and reads "FD No 4." A parapet with crenellation extends above the band of limestone, capped with additional limestone.

North Façade - The north façade of the station is approximately 90' in length and consists of four bays: the extension, windows, garage door, and windows again. This face of the building encompasses the extension/main entrance in the first bay at the east end of the building, as well as a third garage-bay door located in the third bay approximately 20 feet from the building's west end. The extension measures approximately 12' from the building's east face. This portion consists of one window which measures roughly 40" x 40" in size and is centered within the extension. This window has a stone sill below, and a row of soldier brick above, and is not quoined. Above the window is an extension of the horizontal inlaid stone band that is along all three faces of the extension. Above the stone-band extends the parapet with two crenellations.

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There are a total of seven windows; four of the windows are on the second level, while three windows are on the ground level. The second-level windows are all evenly spaced and uniform in size, each measuring approximately 40" x 40". Each window on the northern façade is a single-pane, double-hinged casement with a horizontal transom above, with a limestone sill below. A single row of soldier brick is laid in line with the window sill for the entire length of this façade. The three remaining windows on the first level are directly in line with the second-level windows. Each of these ground-level windows measures roughly 30"x 40".

The garage door on the north facade projects outward roughly two-foot from the wall and has a gabled parapet roof. This door differs from the two front engine-bay doors in size, and in purpose. This doorway was placed in this location for the entrance of a smaller vehicle, an automobile driven by Topeka's Fire Department's fire chief at the time, Joseph Waldelich. This doorway was made to accommodate a small vehicle, and so the recessed archivolt is partially infilled with a transom window above the door. Flanking this doorway are two columns, very similar in size, design, and materials that surround the engine bay doors on the front of the station. The archivolt for this doorway is constructed of brick, as opposed to the carved limestone archivolt present on the front engine bay doors. Above the doorway is a second-level window, which is a 3'-wide, single-pane casement with a horizontal transom, and a limestone sill. Extending above this window is the gabled parapet roof with stepped corners at its base, and a centered narrow window for attic ventilation.

The fourth bay and western end of the north façade is simple in form, featuring only three windows. Two windows are located on the second level. The window to the left is a single-pane, single-hinge casement, while the second window to the right is slightly wider, single pane, and is non-functional. The first-level window is identical in size and function to the left window located directly above. Also on the first level is a steel door for the coal chute.

West Façade – The west (or rear) façade contains the rear entrance to the station, and matches the main portion of the east façade in width at 35'. The rear doorway is enclosed by a wooden shelter that is not original to the building, being added at an unknown date. This enclosure is constructed of wood with a low-pitched gabled roof with asphalt shingles. The enclosure is clad in vertically-aligned and painted wood siding. This entire structure measures approximately 5' in width x 7' in height x 9' in depth. Within this structure are steps leading down to a partially submerged lower level. The west wall of the station continues the same tan-colored brick, with the continuation of the single-row of soldier brick in-line with the second-level window sill. The lone window on the second level is placed immediately to the right of the rear entrance, which is in the center of the west façade at the ground level. This window is a single-pane, single-hinged casement with a single-pane transom above. Immediately to the left of the rear entrance is placed a second, non-functional window that is single-pane, no transom. This window is placed consistent with the landing of the interior stairwell to the second level of the station. The most prominent feature located on the west façade is the chimney for the station furnace. This chimney is centered between the southern rail of the second-level window and the south wall of the station. The chimney rises above the second level to a height consistent with the apex of the station's hipped roof.

South Façade – The south façade of the building consists of six second-level windows and four ground-level windows. Five of the six second-level windows are uniform in size, configuration, and spacing, each being a dual-hinge, single-pane casement with a single-pane transom above. The sixth second-level window nearest to the west end of the building is a single-hinge, single-pane casement with single-pane transom. The four lower-level windows are also uniform in their size, configuration, and spacing, each being a single-hinge, single-pane casement with a single-pane transom. The first-level windows are all placed directly below the central four second-level windows. An opening similar in size to a window is directly below this western-most window for ventilation purposes. This opening features a limestone sill and is slightly lower than the other four first-level windows. Rising above the roofline between the first and second windows extend the hose tower. This hose tower is equal in height to the chimney, although its other dimensions are substantially larger. At its crest, the hose tower measures about 4' deep x 5' wide x 8' tall, and is capped. Within the south face of the tower is an opening for ventilation approximately 2' wide x 3' tall. The primary material for this tower is the same tan brick used throughout the remainder of the station. The roof of the tower is a sealed rubber membrane.

Interior-Ground Level – The ground level of the interior floorplan of Fire Station No. 4 has remained mostly unchanged since its original construction in 1927. Only one room has received a substantial change, that being the installation of drop-ceiling in the main office in the early 1990s to conceal conduit and electrical lines necessary for air conditioning and fluorescent lighting. Doors and associated hardware, such as hinges and door handles all appear to be original. All ground-level interior walls are finished with paint over exposed brick, while all floors remain finished and smoothed concrete. No

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features within the interior have been removed or substantially altered, leading the interior of this level to retain its historic integrity with regard to design, setting, materials, workmanship, and feeling.

Office - The office is located within a small, one-room extension on the north side, along the building's east end. Located within this office are the communications equipment for station operations and a retractable Murphy bed. The office features one window. The Murphy bed is stored within a shallow closet located on the room's south wall, immediately west of the main exterior entrance to the office. There is a door on the south wall that leads to the fire engine bay. Interior walls are all painted concrete from the baseboard to the ceiling. The floor is a combination of acrylic tile immediately inside the main entrance, then transitions to a short-looped carpet. The ceiling is an acoustical foam-board drop-ceiling that is placed approximately 6" below the original concrete ceiling.

Main engine Bay – The main engine bay is the largest room in the station, designed large enough to house four full-sized fire engines, and a full-sized automobile. The north, south, and west interior walls are all constructed of painted brick, while the east wall consists almost entirely of the two engine-bay door openings. A third bay door is located in the north wall, near the west end of the room. This door reflects the same pattern and materials used in 2 similar doors that are located within the west wall. The door on the right is the entrance to the second level stairs, while the door on the left is the entrance to the station's furnace, water heater, an old coal room, and the rear entrance to the station. The floor of the engine bay is a smoothed poured concrete, while the ceiling is also poured concrete, with a network of concrete beams for structural support. Attached to these support beams are the station's interior plumbing, HVAC conduit, and electrical wiring. Lighting within this engine bay is achieved through the use of centrally located tube fluorescent lights that were installed during the 1980s, and also six original hanging pendant lights. The station still retains all three of its original fire poles, as well. Two of the fire poles descend from the dormitory located at the east end of the second level and are in-line with the center of the ground-level between the two engine bay doors. The third fire pole is located near the north side of the room, just east of the single rear bay door. This fire pole descends from the living room above on the second level.

Hose Tower - Located at the southwest corner end of the engine bay is the hose tower. This tower extends into the engine bay approximately 6' from the south exterior wall, and another 6' from the west interior wall.

Ground-Level Lavatory – The ground-level lavatory is located at the northwest corner and is approximately 6' x 6' in from the north and west walls. The toilet, sink, and centrally located ceiling light fixture appear to be original to the station's construction. An original steam radiator is on the east wall of the lavatory at a height consistent with the north-facing window.

Rear Utility Rooms and Rear Exit – To the west of the main engine room is a room containing the station's furnace, water heater, laundry machines, electrical breakers, and an air compressor. This room is accessed through a door on the bay's west wall and is three shallow steps down to a level just slightly below ground level. The dimensions of this room are approximately 12' east/west x 27' north/south. The finishes of this room have remained unchanged since its original construction, consisting of poured concrete floor and ceiling, and painted brick walls. The room has no defining details or architectural features that would indicate the general use or purpose of the room.

Additionally, the room has no windows, but there are three doors. One doorway accesses the engine bay to the east. In the northwest corner of the room, a doorway facing west accesses the station's rear entrance. The third doorway is on the north wall and accesses the former coal room, which has been modified for storage. The coal room features the same rustic finishes as the utility room, with its exterior dimensions being roughly 8' x 12'. The underside of the staircase to the second level is exposed and visible from this room, featuring its building materials of concrete, brick, and structural clay tile. The use of this clay tile within the building is unique to the staircase. The former coal chute is elevated on the north exterior wall of this room, approximately 7' above the floor level.

Staircase to the second Level – The stair to the station's second level is U-shaped, with a switchback and landing at the elevation mid-point. Each staircase is approximately 40" wide, separated by a concrete divider that is capped with a flat, single-board yellow pine handrail. The exterior walls of the staircase are painted concrete. Each riser and the steps are covered with an adhesive rubber-based tread over concrete. One window is centered within the wall at the landing.

Interior-Second Level – All of the original interior finishes of the second level remain intact, with the caveat that a portion of one room was subdivided into a total of three separate rooms. This alteration was confined to the southeastern portion of the level. Along with this new construction was the installation of a drop-tiled ceiling within all rooms, except for the

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station dining room. No original finishes or structural components of the second level were removed in conjunction with these new additions.

Although one room has been subdivided, the second level still retains all of its original interior features. All new interior doors were constructed to match the remaining original interior doorways and were installed with similar and compatible hardware. The flooring remains in its original finish of smoothed and polished concrete. The window openings all remain unchanged with each window opening still retaining its original tan-brick windowsill. All rooms are also equipped with their original steam radiators for heating. The extent of remaining original materials, and the attention provided to the installation of new features within the building, leads the second level of this structure to retain its historic integrity in terms of location, design, setting, materials, workmanship, and feeling.

Dining Room – The dining room is accessed directly from a short hallway at the top of the stairs that leads to the station's living room. This room measures about 20' to the north, and about 10' wide. Located on the west wall is a doorway, approximately 5' feet from the room's north wall that provides access to the station's kitchen. This room retains its original concrete wall finish but features a drop-tiled ceiling to conceal the ductwork for the station's air conditioning conduit and electrical wiring.

Kitchen – The kitchen is accessed through a doorway located on the west wall of the dining room. From its entrance, the kitchen runs to the back of the station's west wall. Although the cabinets and counters have been replaced, the flooring, walls, and ceiling all retain their original finishes

Living Room – The living room is the primary focal point of the second level, being the first and only room immediately visible when entering from the stairs. This room occupies the central portion of the second level, providing access to the dining room, the fire fighter's dormitory, and the men's and women's locker rooms. This room has minimal ornamentation, retaining its original concrete-finished walls, and the original terrazzo floor, although a drop-tiled acoustic ceiling was installed circa 1985 to conceal air conditioning conduit and electric lighting. The west wall features the room's original wooden double door to the dining room. Next to this door is the hallway leading to the stairway, the kitchen, and the men's locker room. At the mid-point of the room's east wall is the original wooden doorway to the station's dormitory, while the south wall features only the door to the women's restroom and locker room. One fire pole is also present within the living room. This fire pole is located near the northeast corner of the room, and retains its original cover at the floor level, along with the iron pipe-cage framing that provides the pole's structural support.

Dormitory – The station's dormitory is located in the second level's northeast corner, directly above the north-half of the main engine bay. All surface finishes in this room are the same as for the dining room and living room. Three are placed along the north wall, all equally spaced between the room's west wall, and the station's eastern front façade. A fourth window is located on the station's east wall. Placed below the center window is a steam radiator. The north wall in the dormitory is non-original, being added in 2002 to create space for the Department's Fire Investigator's office. The material for this wall is sheetrock, yet is painted to match the color of the other three walls within the room. There are two fire poles in the dormitory that extend down to the ground level. One fire pole is located in the southeast corner of the room. The second fire pole is located near the southwest corner of the room. Both of these fire poles are identical to the third fire pole located in the living room, with a hinged steel cover, and an iron pipe cage embedded into the floor to provide structural support.

Investigator's Office – The Investigator's Office is located in the southeast corner of the station's second level. This room was created in 2002, and expanded slightly to the west in 2006. Overall, this room mirrors the others on the second level in its distinct lack of decorative ornamentation. One window is located on the east wall, while two windows are located on the south wall. The door to the room is also located within the north wall. This door and frame are constructed of yellow pine, matching the materials used for all other doors on the second level of the station.

Women's Restroom/Locker Room – The room west of the investigator's office is a dual purpose, women's restroom, and locker room, which was added to the overall floorplan of the second level in 2006 to accommodate women fire investigators and women firefighters. The only wall within this room original to the building is the exterior wall on the south. The doorway to this room is located on the north wall and opens directly into the dormitory.

Men's Locker Room/ Restroom - The men's locker room and restroom lies to the immediate west of the women's locker room/restroom, and is essentially in its original position within the floorplan. The primary modification performed in this

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area is its reduced size. This room is now approximately ½ of its original size from the east to west walls. The south wall is the only original wall and contains two windows. Doorways to this room are located within the west wall, with two additional entrances from the north. One entrance from the north is from the hallway near the dining room, while the second doorway is from a hallway that extends west from the dormitory. On the room's west wall is the entrance to the station's chief's office.

Chief's Office – The Chief's Office within Fire Station No. 4 is in its original location and retains its original walls and configuration. This room is located in the second level's southeast corner and maintains all original materials for walls and floors.

Alterations - Fire Station No. 4 has been in continuous use since its original construction in 1927. Since this time, several changes have been made to the building to modernize and replace outdated features, or to modernize the facility for the safety and convenience of firefighters stationed within the building. These changes include the addition of central air conditioning in the 1990s, the replacement of kitchen cabinetry and countertops, and bathroom fixtures. Complete records of these changes are maintained at the City of Topeka Fire Department Headquarters, the Office of Facilities Management, and the City Engineer's Office.

The second level of Fire Station No. 4 has received substantial alteration to its floorplan, yet retains all original interior walls. These changes began in 2002 when space within the second level was created for the placement of the Topeka Fire Department's Investigative office. This change subdivided the eastern half of the station into two separate portions. The north portion remained the firefighter's dormitory, while the southern portion became the office space. In 2006, additional changes were made to expand the investigator's office slightly, and also to create a separate women's locker room and restroom. All of these changes are contained within the southern half of the second level, while the northern half retains the station's original floor plan.

Fire Station No. 4 is in excellent condition and retains the vast majority of its historic integrity. The building remains in its original location and its original footprint, both dating to its construction 1927. These elements are reflective of the continuation of its setting, which is comprised of low-density residential development, with a mix of other light commercial and institutional uses, all dating to their period of development in the earliest decades of the 20th Century. The building also retains its original structural building materials, including all flooring, interior and exterior walls, roofing, wooden interior, and exterior trim, and other exterior stone ornamentation. These materials are reflective of the skilled craftsmanship available at the time of its construction. Its continued presence within its surrounding neighborhood, combined with the virtually unchanged appearance of function of the building itself, emits a sense of its historic place within the development of this portion of the City of Topeka.

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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.)

Property is:

A Owned by a religious institution or used for religious purposes.

B removed from its original location.

C a birthplace or grave.

D a cemetery.

E a reconstructed building, object, or structure.

F a commemorative property.

G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

ARCHITECTURE

SOCIAL HISTORY

Period of Significance

1926-1940

Significant Dates

Significant Person

(Complete only if Criterion B is marked above.)

N/A

Cultural Affiliation

N/A

Architect/Builder

Squires & Ross

Bowers Construction

Period of Significance (justification) 1926-1940 Fire Station No. 4 is significant relative to an era in Topeka's history and the development of Topeka's Fire Department, most notably dating between the time frame of 1926 and 1940. This timeframe encompasses a bond that was authorized by Topeka's voters in 1926, specifically for the improvement of the City's firefighting capabilities, and the construction of new fire stations to accommodate the expansion and development of Topeka's western suburbs. This timeframe encompasses the era of the Works Progress Administration (WPA), through which additional funds were added to this bond for construction of four total fire stations in the City of Topeka. This era in Topeka's history ended in 1940, commensurate with the beginning of WWII, and after the final funds from the 1926 bond were spent. This year also marked the cessation of the local use of WPA funding for the development of local infrastructure.

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Narrative Statement of Significance

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

Summary

Fire Station No. 4 is eligible for the National Register of Historic Places under Criterion C for Architecture and Criterion A for the building's association with the growth and development of the City of Topeka. The Station is an example of an early-20th-century fire station in the Collegiate Gothic style of architecture; it embodies the functionality required by professional firehouses and was designed by the renowned Kansas architect, Frank C. Squires.

Topeka Firehouse No. 4 originally went into service in 1887. In 1892, the City invested in a wood-frame fire station on the same site that housed 2 horses and pump wagon. During the 1920s, Topeka's pace of growth had accelerated. In response to this growth, the citizens of Topeka voted in 1926 to authorize a bond of \$250,000, specifically to be used for the enhancement and expansion of fire protection services throughout the City. The passage of this bond would result in the construction of 6 new fire stations, including the reconstruction of Fire Station No. 4.

Elaboration

Historical Fire Service in Topeka

From its founding in 1854 until February of 1870, the City of Topeka functioned without a dedicated fire service. The first fire recorded in the City was during the very first winter of 1854-1855. Flames engulfed the log cabin, with thatched roof and cotton door cloth, that was occupied by the City's founders. At that time, this cabin was the only recognized "house" within the City limits. One of those founders, Fry W. Giles, reported that the fire left the City in "ruins."¹

For the City's first decade, no other serious fires were reported, thus negating the need to establish an organized system for fighting them. This hiatus of fires within the City, however, began to change when on April 24, 1867, the City recorded an earthquake. The epicenter of this earthquake was located near the City of Manhattan, Kansas, but tremors were reported from as far away Carthage, Ohio². As with any earthquake, the seismic activity shook buildings, broke windows, and started several fires throughout the city, affecting several businesses and private homes. This event prompted the City to begin organizing a structured response to fires by creating a system to pump and distribute water from the river throughout the business and residential areas.³

The lack of a dedicated fire service emerged as a crucial factor limiting the growth of the city in 1869 when fires destroyed two prominent buildings, the S.D. McDonald Building and the Ritchie Block. In 1870, the Topeka City Council authorized and funded the acquisition of a steam pump and fire wagon, which arrived on February 5th. In October of that same year, a team of volunteer fire-fighters was organized, and all equipment was stationed in a converted blacksmith shop in the 500 block of SE Quincy Street.⁴ This location served as the City's sole fire station until 1874, when Fire Station No. 1 was constructed across the Kansas River in North Topeka. Fire Station No. 1 was located at the southeast corner of N Kansas Avenue and N Gordon Street, originally platted in the Town of Eugene. Eugene was annexed into the City of Topeka in 1867.

The construction of Fire Station No. 1 began a new and significant era for firefighting in Topeka, leading to the construction of four additional stations during the next fifteen years. Fire Station No. 2 was constructed in 1878 in the rear portion of the new City Hall, located at SE 7th Street & S. Kansas Avenue. The construction of Fire Station No. 3 followed in 1882 in the 300 block of NE Quincy Street, followed by Station No. 4 in the 700 block of SW Clay Street (1887), and Station No. 5 in the 600 block of SE Lake Street (1890). The construction of each of these fire stations in Topeka was a direct result of the growth of the City and the resulting demand by businesses and residents for reduced response times.

¹ Ripley, John W., Fire Service in Topeka, the Early Years, Shawnee County Historical Society Bulletin No. 63, 1986, p. 3

² Lykins, W. H. R., 1867, Earthquake in Kansas: Am. Jour. Sci., 2d ser., v. 44, no. 130, p. 132

³ Keith S. Krause, Impact of Water on the Development of Topeka - A History, March 1993

⁴ National Register Nomination for Fire Station No. 2" (Topeka, Ks. Kansas State Historical Society, 2002) Sec. 8, p 7

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One of the premier references to the evolution of fire stations built within the United States is Rebecca Zurier's *The American Firehouse, an Architectural and Social History*. Zurier notes a fundamental shift in the design of the American firehouse during the age of the transition from the horse and steam pump and wagon to the internal combustion engine. Fire Station No. 1 was the first fire station in the City of Topeka to accommodate a combustion-engine fire truck, as opposed to the traditional horse and wagon. As such, its design was altered from the traditional approach for fire stations that featured two-story design with the fire-pole and living quarters located on the second level, to a uniformly single-level design. The new fire station was modeled in the same approach as the "bungalow," where all company living quarters were on the ground level. This change in design was in part to the wholesale adoption of the internal combustion fire engine, and also to a wealth of changes in firefighting apparatus, firefighting procedures, firefighter scheduling changes, and changes in city planning.⁵

As long as fire stations required horses to haul their firefighting apparatus, the traditional firehouse of the 19th and early 20th Centuries were essentially modified livery stables. The accommodation of the horse as a necessary component of firefighting apparatus required the firehouse to contain haylofts, feed rooms, stalls, hanging harnesses, and the high-ceilinged rooms that accommodated them. The inclusion of these necessary accommodations for horses within the traditional firehouse resulted in various health concerns for firefighters, chief among them was a condition referred to as the "ammoniacal vapors," which was simply a reference to the unsanitary smells attributable to the horses on the main level. The removal of horses and their accommodations afforded both a cleaner environment for the firefighters and also the ability to place the living spaces of the firefighters closer to the fire engines.

This "cleaner environment" manifested itself through several different means. These means can be categorized under building materials, firehouse floor plan, and the physical location of the firehouse, itself.

In terms of building materials, the transition from the horse and pump wagon to the combustion engine fire truck coincided with the widespread focus on the sanitation and cleanliness of fire stations. Enabling this focus on sanitary conditions was the adoption of poured concrete as a favored material for many public and municipal buildings. The local architect of Frank C. Squires maintained these national trends in the design for Fire Station No. 4, utilizing poured concrete and brick as its' primary building materials. The use of these materials enabled Fire Station No. 4 to replace wood floors with terrazzo, and window sills and walls with decorative, yet compatible brick. These hard, non-porous surfaces greatly enabled the overall sanitation and cleanliness of the firehouse.

The rearrangement of the firehouse floorplan also brought with it the introduction of a kitchen for the in-house use of firefighters. In older, pre-bungalow firehouses, the now unnecessary stalls could be removed, leaving room for expanded storage of fire-fighting equipment and vehicles, while the living quarters remained separated on the second level. Upon the advent of the multiple-shift scheduling of firefighters, one member of the firehouse was appointed as the shift "cook," while other firefighters adopted the job of cleaning and washing dishes.

Perhaps the most notable alteration to firehouse design was that without the horse and wagon and the space necessary to accommodate those living elements of the firefighting apparatus, fire stations could be placed further within residential neighborhoods. Stations constructed during this period fundamentally changed the public's perception of the firefighter as a civil servant. This change was such that taxpayers did not mind spending a little more for the comfort and accommodations of their local firemen. Coupled with the advancement in the technology and performance of their equipment, the design of the American firehouse during the 1890s to 1920 is described by Zurier as being a time of castles and palaces. Thus, the exterior of Fire Station No. 4 was embellished with an eclectic Collegiate Gothic style, while the interior was finished with durable and non-porous finishes that enabled the firefighters to live in clean luxury.

During the 1920s, Topeka's pace of growth had picked up, growing in a more southerly and westerly direction. New fire protection services were required to service these newly annexed areas, as evidenced by the passage of the municipal bond in 1926. The passage of this bond, valued at \$250,000, would result in the construction of 6 new fire stations. These stations were a new and independent Headquarters and Station No. 2 in 1927, a new No. 4 also in 1927, and new stations Nos 5, 6, and 7 built in 1935, and a new No. 1 in 1940. The construction and dedication of these fire stations enabled the

⁵ Rebecca Zurier, *The American Firehouse, An Architectural and Social History*, (New York: Abbeville Press; 1982) p. 157

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City of Topeka top to grow substantially in the late 1920s, and more importantly, in the years following the Great Depression and WWII.

Architecture of Fire House No. 4

Fire Station No. 4 is an example of a period in American firehouse design that encompasses two separate philosophies in the exhibition of form and function. At the end of the 19th Century, the image of the firehouse, and more particularly the image of the firefighter had transformed from that of a neighbor/volunteer to a full-time paid professional willing to risk life and limb to save citizens from a burning building. In her book, *The American Firehouse, an Architectural and Social History*, Rebecca Zurier produces an excellent account of the complete transformations of the American firehouse since the founding of this country. Zurier points out that by the 1890s, public sentiment was such that taxpayers did not mind spending a little more for the comfort and accommodations of their local firemen. Coupled with the advancement in the technology and performance of their equipment, the design of the American firehouse during the time from the 1890s to 1920 is described by Zurier as being a time of castles and palaces.

As Zurier notes,

“The electrical devices, alarm equipment, and apparatus perfected in the 1880s remained in use for the next thirty or forty years, so the fire station’s basic program changed very little in that time. Nevertheless, the buildings did change – not so much in size or layout as in style. While a writer in 1893 had praised the red brick fire stations in Columbus, Ohio, as ‘chaste’ in appearance, the turn-of-the-century commentator would often compare new fire stations to mansions. The stocky, industrial designs of the red brick stations were left behind as firehouses began to resemble medieval castles, French chateaux, Italian palaces, and Swiss chalets.”

In other words, the advancements on building techniques and materials allowed architects to achieve a new range of effects within their designs without raising costs. These effects were achieved through the incorporation of new building materials, such as glazed brick or tile, colored terra-cotta, and a much wider array of colors for bricks as a primary building material. The results were an eclectic mix of architectural styles where buildings incorporated features and materials within the same exterior shells. Fire Station No. 4 is such an excellent example of the Collegiate Gothic style most closely associated with large institutional buildings.

Fire Station No. 4 was designed as a municipal building to stand out from the surrounding mix of low-to-moderate density residential and commercial uses. Located only one block to the west was the former location of the Governor’s mansion and residence, which was a grand Queen Anne-styled home, surrounded by large homes of similar grandeur and status. The primary east/west arterial road through this portion of the City was SW 8th Avenue, and as such had been historically dedicated to a mix of light commercial and residential buildings.

Frank C. Squires designed Station No. 4. Squires was born in Columbus, Ohio in 1871, and moved early in his life to the city of Topeka, Kansas. At the age of 17, he entered the office of James C. Holland, one of the state’s most prominent architects. After a very short time in this office, Squires left to study the trade at the Columbia University School of Architecture. After receiving his degree in 1898, he returned to Topeka and again entered into the practice of Mr. Holland. While working with Holland, he was the listed architect of record for a total of 7 individual buildings in Kansas that have been listed on the National Register of Historic Places. These buildings, and the years they were listed include The Junction City High School (1981), the Marion County Courthouse (1976), the Riley County Courthouse (2005), the Rooks County Courthouse (2002), St. John’s Lutheran School of Topeka (1985), the Thomas County Courthouse (1976), the Women’s Club Building of Topeka (1982). Additionally, Mr. Squires was also the architect for several contributing buildings within the Downtown Manhattan Historic District, the Junction City Downtown Historic District, as well as the South Kansas Avenue Commercial Historic District in Downtown Topeka. Contributing buildings within the South Kansas Avenue Commercial Historic District designed by Mr. Squires include the Majestic Theater, Topeka City Auditorium, the Kansas Children’s Home Society, and the Parkhurst-Davis Building.

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Summary –

Fire Station No. 4 is an excellent example of the early 20th Century firehouse, constructed during the period of transition from accommodations of the horse and wagon to the internal combustion fire engine. This period also reflects the change in the public's perception of the firefighter from a neighborhood volunteer to a full-time public hero. This elevation in public status meant that additional resources were afforded to the design and construction of new firehouses, resulting in significantly cleaner and more luxurious accommodations for the firefighters. This fire station is constructed with a blend of the architectural styles of Collegiate Gothic, and remains largely intact, retaining all of its architectural features dating to its original construction. As such, it is eligible for the National Register of Historic Places under Criterion 'C' for its architectural influences, and Criterion 'A' for its association with the growth and development of Topeka. Designed by the renowned architect Frank C. Squires, this station is an excellent example of his work, reflecting a significant period of his career as an architect in Topeka, and in the surrounding region. Together with the (re)construction of Fire Station No. 2 in the same year of 1927, these stations served as the foundation of a renewed emphasis on the provision of fire services for the City of Topeka, thus enabling its continued growth and development through the beginning of WWII.

Fire Station No. 4
Name of Property

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9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Fitzgerald, Dan. "Inventory of Records of the Topeka Fire Department." Topeka, Ks. 1986.
- Krause, Keith S., *Impact of Water on the Development of Topeka, a History*, Topeka, Kansas, 1993
- Motor Fire Apparatus, Fire and Water Engineering*, Volume 51, 1912
- Poppeleirs, John C. and Allen Chambers, Jr. and Nancy B. Schwartz. *What Style Is it? A Guide to America Architecture*. New York: John Wiley and Sons, 1983.
- Remembrances in Wood, Brick, and Stone*, Topeka & Shawnee County Metropolitan Planning Commission, 1974.
- Souter, Gerry & Janet. *The American Fire Station*, MBI Publishing Co. Osceola, WI., 2000.
- Swayze, Oscar K. *Fire Service of Topeka, the Early Years*, Topeka, KS: Shawnee County Historical Society Bulletin No. 63, November, 1986.
- Topeka Capital Journal*, September 21, 1952
- Topeka Daily Capital*, Nov. 28, 1954
- Topeka Daily Capital*, Dec. 19, 1954
- Topeka Daily State Journal*, Nov. 12, 1927
- Topeka Daily Capital*, Nov. 4, 1926
- The Power Wagon, Fire Department Motors, No. 88*, Chicago, IL, 1912
- Zurier, Rebecca, *The American Firehouse, an Architectural and Social History*, Abbeville Press, New York, 1982

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

Historic Resources Survey Number (if assigned): _____

10. Geographical Data

Acreeage of Property 0.17

Provide latitude/longitude coordinates OR UTM coordinates.
(Place additional coordinates on a continuation page.)

Fire Station No. 4
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Latitude/Longitude Coordinates

Datum if other than WGS84: _____
(enter coordinates to 6 decimal places)

1	<u>39.052010</u> Latitude:	<u>-95.689450</u> Longitude:	3	_____	_____
2	_____	_____	4	_____	_____

OR

UTM References

_____ NAD 1927 or _____ NAD 1983

1	_____	_____	_____	3	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing
2	_____	_____	_____	4	_____	_____	_____
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (describe the boundaries of the property)

The boundary for Fire Station No. 4 contains the entire parcel at HORNE'S ADDITION, Lot 265 +, CLAY ST LOTS 265-267 SECTION 36 TOWNSHIP 11 RANGE 15.

Boundary Justification (explain why the boundaries were selected)

The boundary encompasses the entire original site acquired by the City of Topeka to build Fire Station No. 4 in 1886.

11. Form Prepared By

name/title Timothy Paris

organization Topeka Planning & Development Department date May 1, 2019

street & number 620 SE Madison St. telephone 785-368-3728

city or town Topeka state KS zip code 66607

e-mail tparis@topeka.org

Property Owner: (complete this item at the request of the SHPO or FPO)

name City of Topeka

street & number 215 SE 7th Street telephone 785-368-3725

city or town Topeka state KS zip code 66603

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.).

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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.

Additional Documentation

Submit the following items with the completed form:

Photographs

Submit clear and descriptive photographs. The size of each digital image must be 1600x1200 pixels (minimum), at 300 ppi (pixels per inch) or larger. Key all photographs to a sketch map or aerial map. Each photograph must be numbered and that number must correspond to the photograph number on the photo log. For simplicity, the name of the photographer, photo date, etc. may be listed once on the photograph log and doesn't need to be labeled on every photograph.

Photograph Log

Name of Property: City of Topeka Fire Station No. 4
 City or Vicinity: Topeka
 County: Shawnee State: Kansas
 Photographer: Timothy Paris
 Date
 Photographed: Aug. 8, 2019

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

1 of # 39	Front view from the northeast	22	1 st floor utility room/door to coal room
2	Station main entrance	23	1 st floor utility room ceiling & conduit
3	Front stonework details	24	1 st floor coal room/second-level staircase
4	Stonework surrounding bay doors		
5	Main entrance from the north	25	Rear entrance staircase/south
6	Window, second floor, north façade	26	Rear entrance staircase/north
7	Window with fan, 1 st floor, north façade	27	Main engine bay/ second-level staircase door
8	Rear bay entrance, north façade		
9	West façade	28	second-level staircase
10	West façade with view of south Façade	29	Kitchen/second-level
11	1 st Floor, call room/main entrance	30	Dining-meeting room/second level
12	Murphy bed, call room/main entrance	31	Living room/second-level
13	Interior, front entrance door	32	second-level hallway to locker rooms
14	Main engine bay looking east	33	second-level dormitory
15	Main engine bay, front pole	34	second-level dormitory fire pole chute
16	Rear engine bay door	35	second-level women's locker room
17	First floor lavatory entrance	36	second-level women's restroom
18	First floor hose tower	37	second-level men's restroom
19	Interior of hose tower	38	second-level men's locker room
20	1 st floor lavatory	39	second-level men's restroom
21	1 st floor utility room		

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Photo 1

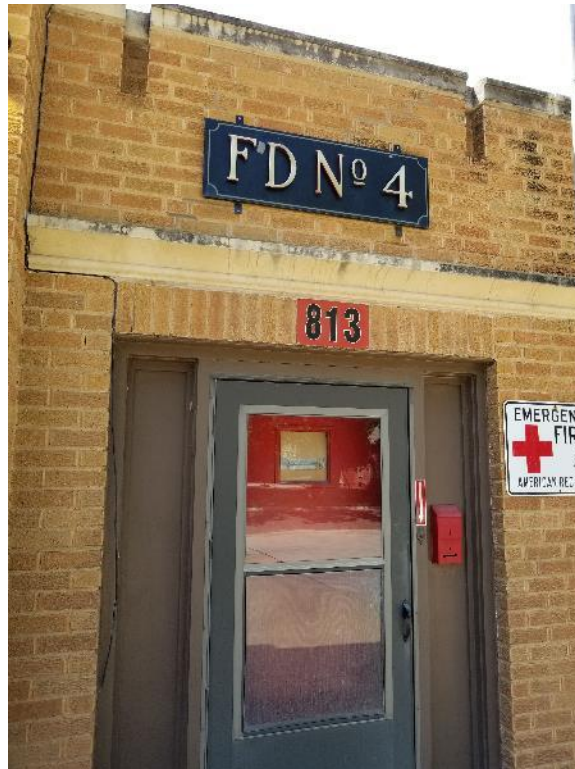


Photo 2

Fire Station No. 4
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Photo 3



Photo 4

Fire Station No. 4
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Photo 5



Photo 6

Fire Station No. 4
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Photo 7



Photo 8



Photo 9

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Photo 10



Photo 11



Photo 12

Fire Station No. 4
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Photo 13

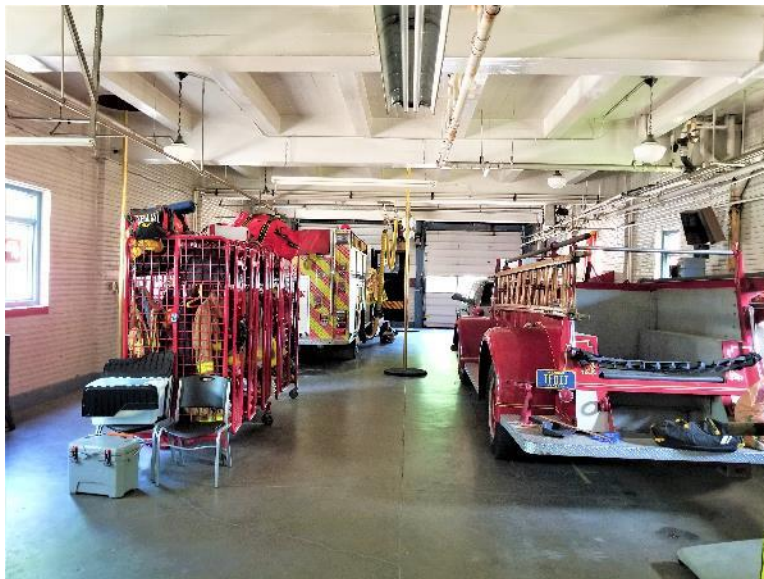


Photo 14

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Photo 15



Photo 16



Photo 17



Photo 18

Fire Station No. 4
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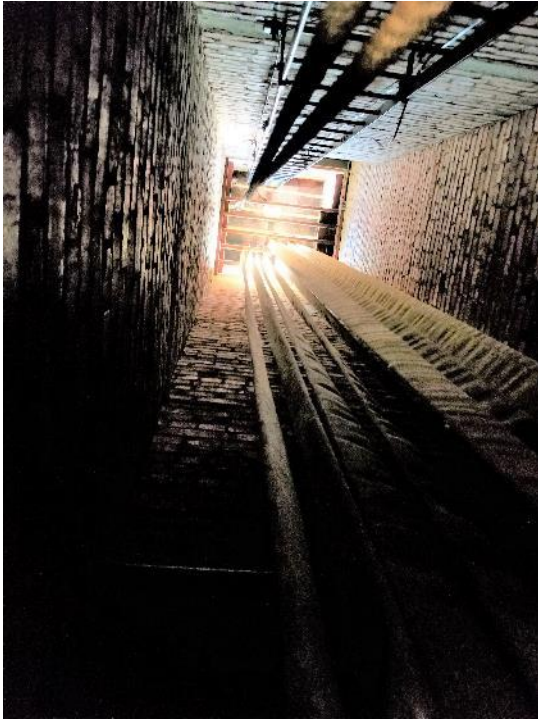


Photo 19

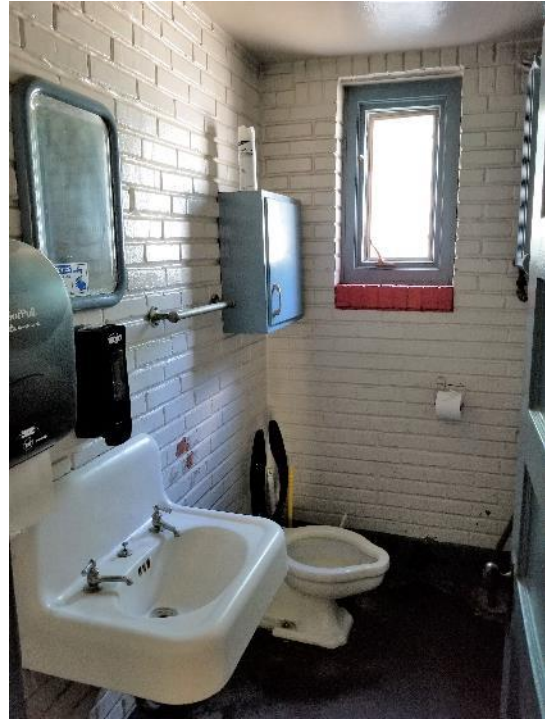


Photo 20



Fire Station No. 4
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Photo 21



Photo 22



Photo 23



Photo 24

Fire Station No. 4
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Photo 25



Photo 26



Photo 27



Photo 28

Fire Station No. 4
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Photo 29



Photo 30

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Photo 31

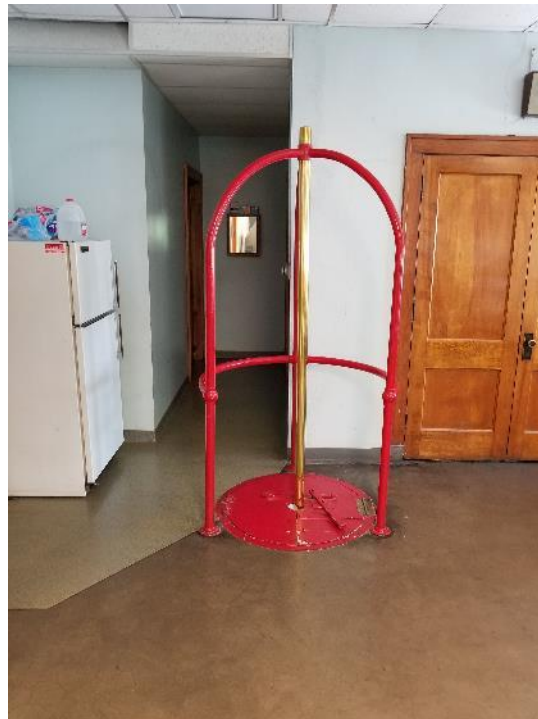


Photo 32

Fire Station No. 4
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Photo 33



Photo 34



Photo 35

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Photo 36



Photo 37

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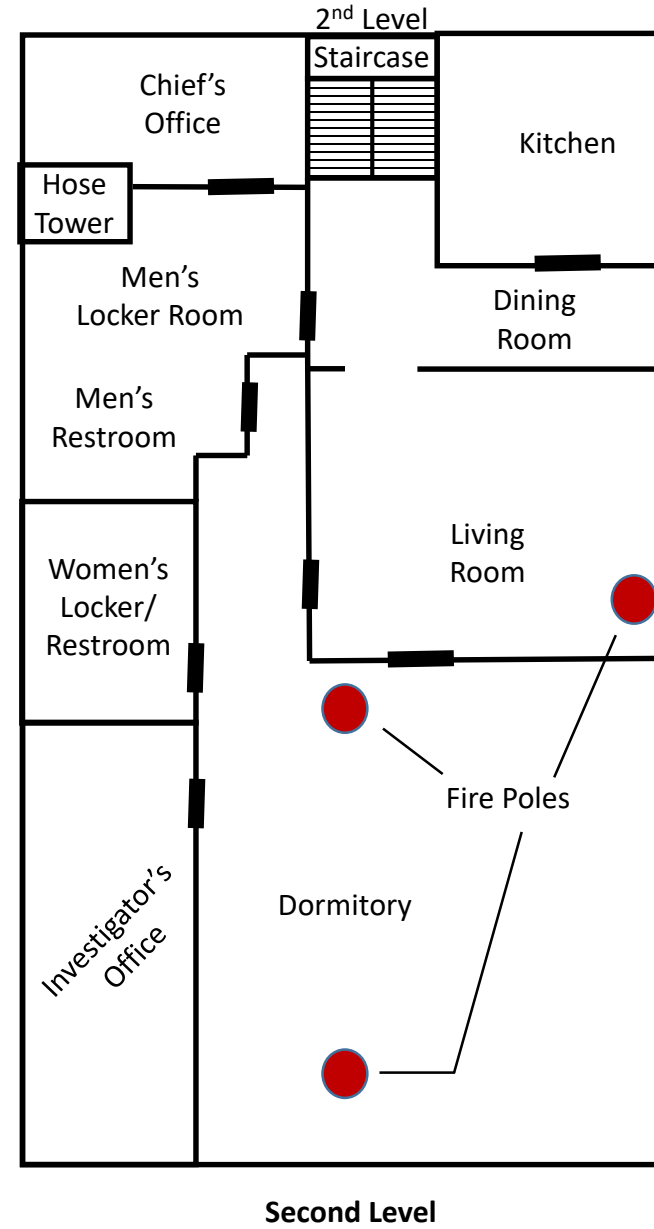
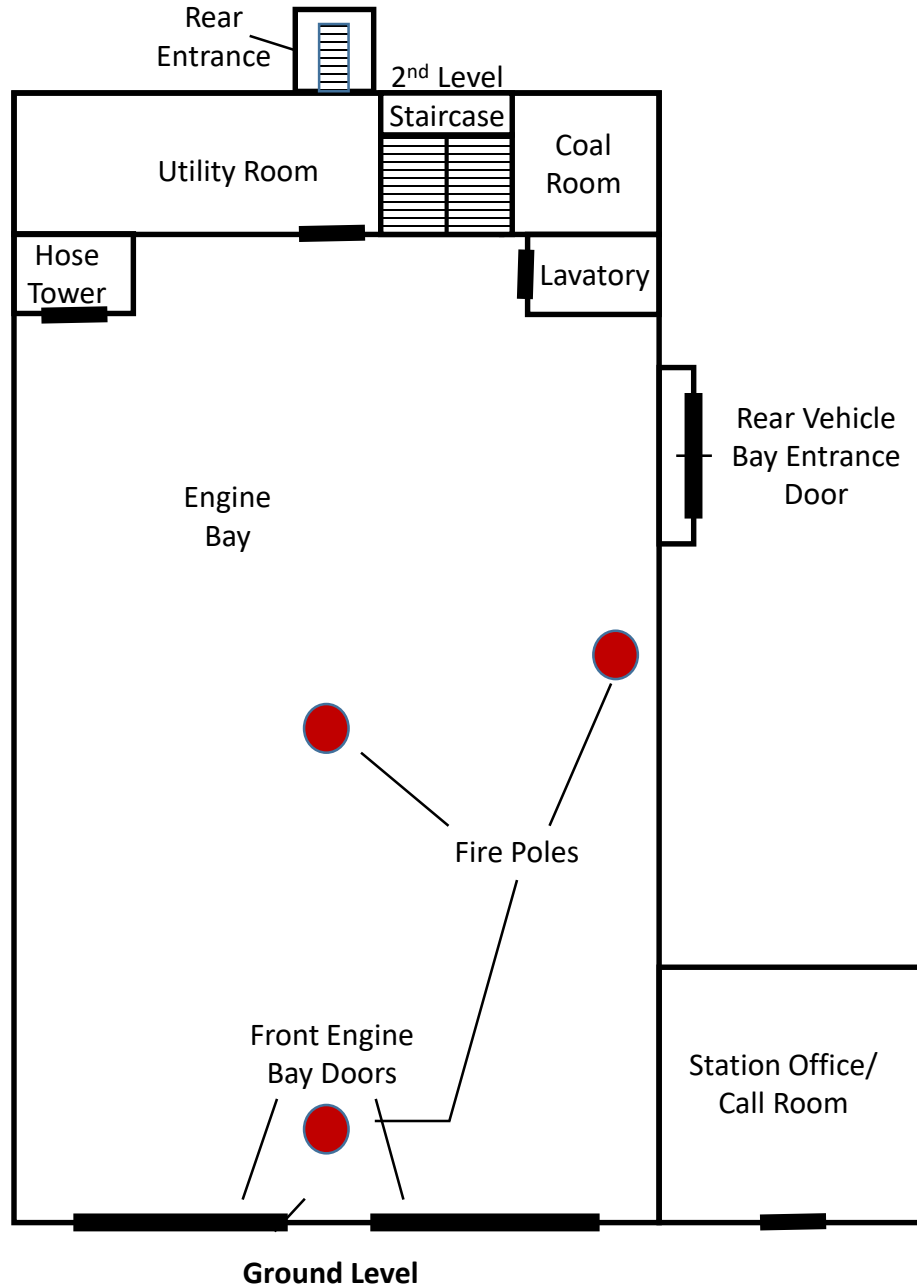


Photo 38



Photo 39

Topeka Fire Station No. 4 Floor Plan





STATION NO. 4 JULY 1949

Front Row: Capt. Wesley Tucker, Lt. Earl Taylor, Bob Heberling
Merril Lyttle

Back Row: Geo. Norris, Jim Fairbanks, Ed Gaskil, Paul Perry





IF YOU
NEED ME
PHONE
9511

FDN # 4

NRHP Nomination

Fire Station No. 4
813 SW Clay Street
Topeka, Shawnee Co., Kansas



Google Earth

200 ft



NRHP Nomination

Fire Station No. 4
813 SW Clay Street
Topeka, Shawnee Co., Kansas

Fire Station No. 4



NRHP Nomination

Fire Station No. 4
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Topeka, Shawnee Co., Kansas

