

DEC 30 2013

NPS Form 10-900
(Rev. 10-90)



OMB No. 1024-0018

113

United States Department of the Interior
National Park Service

National Register of Historic Places
Nomination Form

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

1. Name of Property

historic name Des Moines Fire Department Headquarters: Fire Station No. 1 and Shop Building
other names/site number Des Moines Central Fire Department Headquarters; Fire Station #1;

2. Location

street & number 900 Mulberry Street (and 100 Ninth Street for Shop) not for publication _____
city or town Des Moines vicinity _____
state Iowa code IA county Polk code 153 zip code 50309

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1986, 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 _____ nationally _____ statewide X locally. (____ See continuation sheet for additional comments.)

Steve King
Signature of certifying official

4 FEB 2014
Date

STATE HISTORICAL SOCIETY OF IOWA

State or Federal agency and bureau

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

Signature of commenting or other official

Date

State or Federal agency and bureau

4. National Park Service Certification

I, hereby certify that this property is:

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

Edson H. Beall
Signature of Keeper

4-7-14
Date of Action

5. Classification

Ownership of Property
(Check as many boxes as apply)

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

Category of Property
(Check only one box)

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

Number of Resources within Property
(do not include previously listed resources in count)

Contributing	Noncontributing	
2		buildings
		sites
2		structures
		objects
4		Total

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

N/A

Number of contributing resources previously listed in the National Register

0

6. Function or Use

Historic Functions

(Enter categories from instructions)

GOVERNMENT/fire station

Current Functions

(Enter categories from instructions)

WORK IN PROGRESS

7. Description

Architectural Classification

(Enter categories from instructions)

MODERN MOVEMENT/Moderne

MODERN MOVEMENT/Art Deco

Materials

(Enter categories from instructions)

foundation CONCRETE

walls BRICK

STONE

roof SYNTHETICS

other

Narrative Description

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

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing)

- 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 a grave.
- D** a cemetery.
- E** a reconstructed building, object, or structure.
- F** a commemorative property.
- G** less than 50 years of age or achieved significance within the past 50 years.

Narrative Statement of Significance

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

Areas of Significance

(Enter categories from instructions)

POLITICS/GOVERNMENT

ARCHITECTURE

COMMUNICATIONS

Period of Significance

1937-1963

Significant Dates

1937

1941

Significant Person

(Complete if Criterion B is marked above)

N/A

Cultural Affiliation

Architect/Builder

Proudfoot, Rawson, Brooks and Borg

F.B. Dickinson & Co.

9. Major Bibliographical References

Bibliography

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

Previous documentation on file (NPS)

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

- recorded by Historic American Engineering Record

Primary Location of Additional Data:

- State Historic Preservation Office
- Other State agency
- Federal agency
- Local government
- University
- Other

Name of repository:

Des Moines Fire Department Headquarters
Name of Property

Polk County, Iowa
County and State

10. Geographical Data

Acreage of Property Less than one acre

UTM References

(Place additional UTM references on a continuation sheet)

	Zone	Easting	Northing	Zone	Easting	Northing
1	¹⁵ 46	552359	4603741	3		
2	46	552319	4603711	4		

See continuation sheet.

Verbal Boundary Description

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

Boundary Justification

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

11. Form Prepared By

name/title Jennifer Irsfeld James, MAHP

organization Jennifer James Communications, on behalf of Des Moines Social Club date September 6, 2013

street & number (James) 4209 Kingman Boulevard telephone 515/250-7196

city or town Des Moines state Iowa zip code 50311

Additional Documentation

Submit the following items with the completed form:

Continuation Sheets

Maps: A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **sketch map** for historic districts and properties having large acreage or numerous resources.

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

Additional items

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

Property Owner

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

name [REDACTED]

street & number [REDACTED] telephone [REDACTED]

city or town [REDACTED] state [REDACTED] zip code [REDACTED]

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 470 et seq.).

Estimated Burden Statement: Public reporting burden for this form is estimated to average 18.1 hours per response including the time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Chief, Administrative Services Division, National Park Service, P.O. Box 37127, Washington, DC 20013-7127; and the Office of Management and Budget, Paperwork Reductions Project (1024-0018), Washington, DC 20503.

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7. Description

Materials

Roof ASPHALT

7. Narrative Description

The narrative description below will examine the site, the 1937 Fire Station No. 1, the 1937 Shop Building, and two structures: the 1937 brick courtyard wall and the 1958 radio tower. A summary of known remodeling changes, dates, and names of plans is included at the end of each building/structure description. For clarity, original buildings, structures, and rooms on the original 1936-1937 Proudfoot, Rawson, Brooks and Borg architectural plans are indicated with proper-noun capitalization.

Site

The Des Moines (Iowa) Fire Department Headquarters complex is located on the southern edge of the downtown business district, a few blocks from a former warehouse and industrial district once dominated by railroad lines. The headquarters complex occupies Lots 1-4 and Alley, Block 13 of H.M. Hoxies Addition, in Des Moines, Iowa; this relatively topographically level parcel is slightly irregular, measuring about 132 feet by 298 feet (east-west frontage by north-south frontage). The two-story fire station is sited on the southwest corner of the intersection of Ninth and Mulberry streets at 900 Mulberry Street; the one-story Shop Building is sited on the southwest corner of the intersection of Ninth and Cherry streets at 100 Ninth Street. The two-story fire station footprint is rectangular with a smaller ell projecting south; the one-story shop building footprint is rectangular. The historic street address for the fire station is 124 Ninth Street.

Fire Station No. 1 forms the north boundary of the headquarters complex. The Shop Building forms the south boundary of the complex. A brick wall along Ninth Street connects the two buildings, forming the east enclosure of a paved courtyard, which is further defined on the west by a chain-link fence that runs along the alley. In the center of the courtyard stood the Drill Tower (nonextant), a five-story practice structure built in 1937 and removed in 1981; today south of the station and directly east of the Drill Tower location, stands a very tall steel communications tower known as the radio tower. Fire department vehicles enter the complex from Cherry Street by passing through an opening between the Shop Building and the chain-link fence abutting the north-south alley, driving across the courtyard, and entering Fire Station No. 1 via south apparatus bay openings or parking within the courtyard. The original courtyard paving featured a circular design emanating out from the Drill Tower; the area has been re-paved with asphalt.

Fire Station No. 1 Site

The fire station facade faces north. The building is set back approximately 20 feet from the public sidewalk to allow for a driveway used to access the seven apparatus bays from Mulberry Street. A public pedestrian entrance door is located within the curved corner at the intersection of Ninth and Mulberry streets.

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The east elevation is the secondary facade; it is set back approximately 12 feet from the public sidewalk. The brick wall enclosing the courtyard extends from the east elevation. The fire department used the sidewalk-setback area between the viaduct ramp and the building/brick wall for parking. Historically, the east elevation was the main public entrance facade until the 1967 construction of the Southwest Ninth Street Viaduct, which carries traffic one way from Mulberry Street at the intersection of Ninth Street south over the railroad tracks. The viaduct ramp essentially created a concrete wall on Ninth Street from Mulberry to Cherry streets, blocking the east elevation and requiring the relocation of the original public pedestrian entrance and original garage door bay opening for the chief's/assistant chief's cars.

The rear elevation of the main building and ell face south and open to the inner courtyard of the Fire Department Headquarters complex.

The west elevation abuts the north-south alley that runs between Cherry and Mulberry streets.

Fire Station No. 1 Building

Exterior

The brick Fire Department Headquarters Fire Station No. 1 was built in 1937. The building and headquarters complex were designed in a Streamlined Moderne style with Art Deco motifs by the noted Des Moines architectural firm Proudfoot, Rawson, Brooks and Borg. The contractor for the complex was the Des Moines firm F.B. Dickinson & Co.

The footprint of the rectangular portion of the building measures approximately 85 feet (east/west) by 117 feet (north/south), and the smaller projecting ell measures approximately 43 feet (east/west) by 45 feet (north/south). A small one-story generator shed addition is situated on the south (rear) elevation; it measures about 8 feet (east/west) by 13 feet (north/south). The roof contains a rectangular brick-walled section, which contains the Upper Storage area and Hand Ball Court ceiling; it measures about 28 feet (east/west) by 42 feet (north/south).

The main building materials used are red brick; natural stone for pillars, medallions, sill courses, coping, and window sills; and steel-sash and glass-block windows—the same key building materials used on the adjoining Shop Building, also completed in 1937. The design of the Fire Station No. 1 provides key architectural details repeated on the Shop Building, creating a cohesive aesthetic to the Fire Department Headquarters complex.

A rubber-type membrane with some rock ballast covers the overall roof. Mechanical equipment/venting is located on the roof as well.

North elevation: The dynamic asymmetrical facade features a dramatically curved street corner with

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horizontal bands of windows set in opposition to seven vertically soaring stone pylons that rise from the building base and extend just past the roofline.

First floor: The pilasters divide the six historic vehicle apparatus bay openings; a seventh bay opening was created circa 1967 due to the viaduct blocking the bay opening on the east elevation. Stone blocks make up the pilasters, which project out three-dimensionally with an elliptically curved profile reminiscent of streamlined vehicle fronts. Inset into each pilaster are recessed lights that appear to be original. The easternmost pilaster contains the cornerstone with an inscription to Fire Chief William Burnett, who led the fire department from 1896 until his death in March 1937 due to injuries sustained while in service at a fire; Burnett was integral in the headquarters design but died before setting foot in the completed station.

It must be noted that original plans called for large reinforced concrete wheel guards at the base of each pilaster; these guards were removed before the building was occupied in fall 1937 and replaced circa December 1937 with carved stone blocks that continue the pilasters due to concerns over wider new fire trucks not being able to safely exit the narrowed doorways. Tracery on the concrete around each pillar marks the wider radius once occupied by the wheel guards.

Seven late-20th-century metal sectional electric sectional overhead garage doors provide vehicular access. The original apparatus bay doors were motorized wood bi-fold doors with glass panels. (*Register*, November 14, 1937) Above each of the six original garage door openings are centered stone dividers that run vertically to the roofline. Terracotta spandrel panels—black, red, and natural terracotta tiles form vertical stripes—fill in on either side of each centered stone divider.

To the east of the garage doors and pilasters, the building curves machinelike. Original plans feature running-bond red brick above and below a continuous band of steel-sash windows illuminating the corner captain's office. Due to the viaduct obstructing the east facade entrances, the captain's office was moved to accommodate entrance relocation in 1967. The windows and brick on the north facade's first floor were removed and a metal pedestrian door was installed centered on the corner, with the seventh garage door opening for the chiefs' vehicles added between pedestrian door and first pilaster. The "HEADQUARTERS / FIRE DEPARTMENT" lettering located above the pedestrian entrance on the curved corner was added in the 1967 remodel. (Brice et al)

Second floor: The pilaster and stone dividers continue, with repeated terracotta spandrel panels above steel-sash windows; these windows have terracotta sills. Some windows have had alterations made to accommodate window air-conditioning units before centralized air-conditioning was added. To the east of the pilasters, the curved portion of the building features red brick above and below a continuous band of steel-sash windows that wraps the second story (north, east, and south elevations); these windows have stone sills. The brickwork features a running-bond pattern punctuated every 2 feet 4 inches by a header brick course. Above the windows is a dentil course of brick, with alternating depths of brick. At the cornice, the masonry detail features red brick laid at an angle (creating a zigzag effect) and topped by a stone parapet cap.

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Roof: Visible mostly from the viaduct, the Upper Storage and Hand Ball Court ceiling extend into a roof-top area located on top of the main station roof. This area has a running-bond red brick face with stone cap.

East elevation: This secondary facade (historically the main entrance facade) features a more restrained asymmetrical design. As previously noted, historic entrances were relocated from this elevation due to construction of the viaduct.

First floor: The curved northeast corner contains a short section of continuous steel-sash windows. Due to viaduct construction, two historic entrances were removed and infilled with red brick plus one original steel-frame window was removed from the original Captain's Office and inset into the new captain's office in 1967; these infilled areas used a different mortar and perhaps brick, so a slight visual difference versus the original brick wall exists. The 1967 remodel also added a sidewall air-conditioner to the new captain's office. (Brice et al) A band-like ribbon of masonry glass-block windows underscored by a continuous projecting curved stone sill punctuates the remainder of the first-floor wall. The red brick above the glass-block windows features a running-bond pattern punctuated every 2 feet 4 inches by a header brick course. The red brick below the glass-block windows is continuous running bond. Some of the glass blocks are cracked, are a slightly different color (replacement), or have been removed/covered over with wood due to installation of window air-conditioning units or venting.

Second floor: A continuous band of steel-sash windows wraps the second story; these windows have vertical structural steel dividers and a continuous stone sill. The brickwork features a running-bond pattern punctuated every 2 feet 4 inches by a header brick course. Above the windows is a dentil course of brick, with alternating depths of brick. Above the dentil course are five carved stone medallions, each featuring a historic fire mark design used to advertise fire insurance companies in centuries past; these medallions are regularly spaced. At the cornice, the masonry detail features red brick laid at an angle (creating a zigzag effect) and topped by a stone parapet cap.

Roof: Visible mostly from the viaduct, the east facade of the Upper Storage and Hand Ball Court ceiling area features steel-sash sidelights, brick wall, and a stone cap at the roofline; it is centered over the fourth stone fire-mark medallion, which in original plans was centered over the historic "Fire Department Headquarters" stone entablature (nonextant) decorating the Ninth Street chiefs' garage bay door (nonextant). An original rooftop flagpole is also centered over the fourth medallion.

South elevation: This facade is in two parts: the main rectangular station building and the attached projecting ell. The main building as originally conceived features a symmetrical plan; the ell features a nominally asymmetrical design.

First floor: The first-floor walls feature a running-bond red brick with decorative horizontal lines via a low stone sill and header brick courses every 2 feet 4 inches. A circa-1987 squat concrete-block generator shed (8 by 13 feet) is built up to the southwest corner of the main building; it is located approximately where 4-by-

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4-foot steel ash doors were inset to provide access for removing ashes from the original coal-fired boiler. Next are four Apparatus Room garage doors separated by brick wall areas; original bi-fold wood-and-glass panel doors have been replaced with late-twentieth-century metal sectional overhead doors. Between the two western apparatus bay doors is a fuel pump set on a concrete pad; the original plans specified a fuel pump location against the chain-link fence centered between the two buildings. Near the northwest corner is a metal pedestrian door into the Hose Tower; the original door was specified as wood and thus appears to have been replaced at date unknown.

On the ell, three sets of steel-sash windows have been removed and infilled with red brick in an undated post-1967 Signal Room remodel, and a pedestrian entrance reached by concrete steps was added circa post-1990 to access the credit union office. (City of Des Moines undated plans) The stone-topped brick wall that encloses the courtyard extends from the south elevation and connects to the Shop Building.

Second floor: On the main building, the original design had eight steel-frame window openings arranged in four pairs. Five windows to the west remain intact; a sixth window was converted to a fire egress door opening with window sidelights (circa 1995); and the final two windows to the east retain the original size but have been infilled with masonry glass block as part of the 1993 Wash Room/Locker Room remodeling. (City of Des Moines 1993 plans) To provide fire egress, the fire door opens to a 1995 metal fire escape that extends east to metal stairs attached to the west ell wall. (Iron Works Ltd.)

On the ell, the continuous band of steel-sash windows terminates; these windows have vertical structural steel dividers and a continuous stone sill. The brickwork features a running-bond pattern punctuated every 2 feet 4 inches by a header brick course. Above the windows is a dentil course of brick, with alternating depths of brick. At the cornice, the masonry detail features red brick laid at an angle (creating a zigzag effect) and topped by a stone parapet cap.

Roof: Projecting from the southwest corner is an approximately 56-foot chimney built for venting the boiler; work has been done to the top portion at a date unknown. The south facade of the Upper Storage and Hand Ball Court ceiling area features an original door for roof access inset into the brick wall, two copper water conductors, and a stone cap at the roofline.

West elevation: This facade is in two parts: the main rectangular station building and the attached projecting ell. The main building as originally conceived features a symmetrical plan; the ell features an asymmetrical plan with an unexpected geometric design made of different shades of brick.

First floor: The first-floor walls feature a running-bond red brick with decorative horizontal lines via a low stone sill and header brick courses every 2 feet 4 inches. On the main station are nine steel-sash windows arranged in regularly spaced trios; each has a stone sill. Two smaller windows for illuminating the basement align under the two southernmost windows; the larger of the two has been removed and replaced with a vent cover, and the smaller window had a pane removed for a vent. A portion of the concrete foundation is visible at alley grade. The concrete-block generator shed is visible, but cloaked by vines.

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On the ell, two original pedestrian doorways remain, with original doors replaced. A decommissioned bus shelter was placed the corner of the ell and main building for use as a smokers' annex after smoking in city buildings was banned. (Giudicessi informant interview) On the southern corner remains one narrow steel-sash window. Brickwork continues the running bond with regular header courses where the doors and window are. Running in the middle is a two-story brick frieze containing a large-scale geometric design made from different colored bricks; this design appears in the original plans and resembles a hash mark (#)—perhaps an artistic rendering of the nonextant Drill Tower open platforms or a fire ladder? Informant interviews did not yield answers.

Second floor: On the main building, the first-floor wall continues the running-bond red brick with decorative horizontal lines via a header brick course up to a brick rowlock course below the second-story windows. Window placement follows the same symmetrical plan as on the first floor, with nine steel-sash windows (larger than the first floor ones) arranged in regularly spaced trios. Above the windows is a dentil course of brick, with alternating depths of brick. There are two overflow outlets from the roof. At the cornice, the masonry detail features brick laid at an angle (creating a zigzag effect) and topped by a stone parapet cap. Nonoriginal lights added at date unknown are mounted on the brick.

On the ell, the running bond/header course pattern continues up to the second-story windows: There are two in the north corner; original steel-sash casements were replaced with glass-block infilling the original openings as part of the 1993 Wash Room/Locker Room remodeling. (City of Des Moines 1993 plans) Above the windows is a dentil course of brick, with alternating depths of brick. There is one overflow outlet from the roof. At the cornice, the masonry detail features brick laid at an angle (creating a zigzag effect) and topped by a stone parapet cap. In the middle of the ell wall, interrupting the regular brickwork, is the continued two-story brick frieze containing a large-scale geometric design made from different colored bricks that runs up to the stone parapet cap. Attached to the ell wall is a 1995 metal fire escape stairway that provides fire egress to the fire egress door on the second-floor south side. (Iron Works Ltd.) Nonoriginal lights added at date unknown are mounted on the brick.

Roof: Projecting from the southwest corner is the approximately 56-foot chimney. The west facade of the Upper Storage and Hand Ball Court ceiling area features a brick wall capped with stone at the roofline.

Interior

The fire station was built as a tri-purpose building, with most interior space dedicated to housing and firefighters and apparatus, and only a few rooms allotted for administration and firefighter education. Over time, administrative staff has grown, with many jobs held by personnel instead of firefighters, and firefighter crews have shrunk, with the number of on-duty firefighters reduced from approximately 25 per shift to approximately 9 per shift. This change in staffing has resulted in reallocating space, with administrative-office expansion into much of the former firefighter living quarters by adding partition walls in and around the original room configurations. The office expansion has been piecemeal and usage of rooms transitory, given

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turnover in fire chiefs and evolving needs. In addition, code compliance has required making changes to the building.

Basement: The original foundation is reinforced concrete footings and walls. The building has a partial basement consisting of two original small areas. In the southwest corner of the main building is the Boiler Room with adjoining Coal Room (coal no longer used) and Ash Room (ashes no longer generated); this area is accessed via existing stairs leading from the Apparatus Room. In the ell, the basement area was originally dedicated to an Equipment Room used to house the central fire alarm battery and repair Shop (later used as a stockroom for departmental supplies), accessed from existing stairs leading from the Signal Room (dispatch) with an exterior door on the ell west elevation. (*Register*, December 20, 1937: 12) Both stairways appear to contain original stairs. Below-slab piping tunnels are presumed to still be in use.

First floor: The Apparatus Room occupies much of the first floor. The Apparatus Room remains largely as it was designed. Buff-colored salt-glazed tile covers the walls, flooring is concrete, and the plastered tall ceiling includes openings for fire poles as well as automatic garage-door equipment. The space is wide open save for tile-and-metal-wrapped columns, the two remaining stainless-steel fire poles, and multiple vehicles that reside in the seven bays. Vehicles enter through the courtyard and drive through one of four entrance garage doors (on south elevation) and park inside in front of one of seven exit garage doors (on north elevation).

The Apparatus Room's south perimeter wall contains the Hose Tower, built for drying cotton hoses, which had to be washed after each fire and then fully dried before storage. In contrast to traditional nineteenth-century fire station architecture, which often included architecturally prominent towers, this tower is integrated into the headquarters building and is not visible from the exterior. (Zurier, 113) The two-story brick-lined Hose Tower shaft includes an exterior pedestrian door to the south as well as interior door. Modern hoses are made of synthetic materials that do not require washing and drying, so the tower's second story was capped off in the 1993 second-story Wash Room/Locker Room remodel and the first-floor area is now used for oxygen tank storage. (Giudicessi informant interview).

Also on the southern perimeter of the Apparatus Room, behind the Hose Tower, stands the elevator. Added in a 1993 remodeling on an interior south wall, the elevator provides second-floor access and is partially housed in a portion of the original Chemical Storage room; elevator machinery occupies the remainder of the Chemical Storage room. (City of Des Moines 1993 plans) Next to this area is the original Oil Room, now used for cleaning supplies and storage, with original clay tile walls.

The Apparatus Room west wall is lined with storage and essentials (from south to north): Closet, Toilet, Basement Stairs, long and narrow Boot and Coat Room, and Storage. (The Boot and Coat Room and Storage were built without a ceiling.) Some original wood-panel doors remain; others have been removed.

The north wall of the Apparatus Room remains largely unchanged except for a 1967 garage door and entrance in the curved corner; the eastern wall was also remodeled in 1967, all due to construction of the

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aforementioned Southwest Ninth Street Viaduct. The 1967 changes are: main pedestrian entrance and chiefs' vehicle door entrances and stone surrounds removed and infilled with red brick; Captain's Office removed from curved northeast corner for new pedestrian entrance and garage door bay; and Stair Hall removed and new stairs installed several feet south of the original staircase. The 1967 replacement captain's office is triangular with an interior diagonal wall lined with similar but different salt-glazed tile and fixed windows that overlook the Apparatus Room; the wall stretches from the east perimeter wall to a south interior wall. The 1967 stairs have black-painted metal rails and stringers with cement-filled steps; related structural support modifications included adding new footings, removing a column, adding new beams, and enlarging existing columns. (Brice et al)

Behind the office is the dining room and kitchen space, created out of the original Study; the use had changed by circa 1950. (Murray informant interview) Firefighters remodeled the dining room and kitchen in 1986, as attested by a dedication plaque hanging in the dining room; the project added new surfaces, a dropped ceiling, and cabinets. (Giudicessi informant interview) Glass-block windows may have been covered over at this time or earlier; many of the building's exterior walls have been furred out to provide space for insulation and then surfaced with painted gypsum wallboard.

Next to the dining/kitchen space is the Storage room, now used for weight lifting; it retains the original-height ceiling, brick interior wall, and glass-block windows. This was used a stockroom for supplies used by all city fire stations; the stockroom was moved to the basement in 1958. (Murray informant interview; Ulm: 2) Across the hallway from the Storage room and enclosed in a shaft is the original metal Circular Stair, which provides access to the second-story men's Locker Room.

The original Signal Room occupies the remainder of the ell; it was the nerve center for the fire department. Fire alarms from across the city rang in and dispatchers then assigned calls to the network of fire stations. It was constructed to be extra fireproof to protect the central alarm system equipment it held; as such, the raised room accessed via interior and exterior steps was built with reinforced concrete slab floors, fire doors, and wire glass. Various interior changes occurred as technology and equipment changed, including a possible post-1967 remodel (plans were stamped "incomplete") that may have reconfigured the larger Signal Room into a new and smaller dispatch room, lounge, equipment room, larger restroom, larger locker room, and exterior ramp; however, at least part of the plan appears not to have been implemented, as the Toilet remains in its original location, and no exterior ramp exists now. (City of Des Moines undated plans) Dispatch vacated the space after centralization of public safety dispatching circa 1990; the credit union office moved into the space post-1990. (Giudicessi informant interview) Currently the credit union occupies the southwest corner, with a television lounge, equipment room, and storage in the remainder of the Signal Room space.

Second floor:

The original 1937 plan allocated most of the second floor to living quarters for the firefighters. The Dormitory occupied the west side, and directly connected to the Wash Room and Locker Room; to an L-shaped

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Corridor that led to the interior Hand Ball Court, Recreation Room/Class Room, and chief's bedrooms; and the Dining Room with adjoining kitchen. Administration was limited to the curved northeast corner: Chief's Office, Secretary's Office, and Vault.

The original plans indicate plaster walls and ceilings throughout with painted metal trim. Flooring was distributed as: asphalt tile floors in living quarters, offices, and hallways; tile in the Locker Room, Washroom, and chiefs' Bathroom; maple flooring in the Hand Ball Court; and cement in the Vault, Linen Closet, and Janitorial Closet. Marble thresholds defined at least four entrances: to the Wash Room, Locker Room, and chiefs' Bath. Seven slide poles were located within or just outside of key living areas; each had a painted pipe railing and slide-pole cover (nonextant). All but two have been removed as administrative offices have taken over former living quarters.

Existing living quarters have been reduced to a downsized Dormitory and remodeled men's Wash Room and Locker Room. An L-shape portion of the Dormitory remains in use, with metal partitions added at an unknown date separating beds, and two slide poles remaining but enclosed in closets. Circa-1995 dropped ceiling, gypsum wallboard furred-out walls, and carpeting covers surfaces. Circa 1995, the original east wall of the Dormitory became a rear fire-egress doorway and hallway leading to additional administrative offices. The 1993 Wash Room/Locker Room remodel reconfigured spaces somewhat and expanded into the second-story of the Hose Tower to accommodate a women's restroom and locker room, plus elevator shaft. Most original Wash Room and Locker Room surfaces, including marble and tile, were removed or covered up. The Locker Room metal Spiral Stair (also called Circular Stair on the first-floor plan) remains in position and in use; the stairs have been painted over time.

Three administration-related rooms retain some original finishes, original windows, and original uses: The Chief's Office remains in its traditional location with its original use; the Chief's Bed Room and Assistant Chief's Bed Room, accessed via a Passage, remain in original configuration and have been used for assistant chief and district chief offices since at least circa 1950. (Murray informant interview) The shared chief's Bath remains in place.

The Hand Ball Court also appears to contain a number of original finishes. The court was used until a 1958 remodel for use as a film-viewing room; a later chief reinstalled use of the sport court until office space requirements led to its decommissioning post-1991. (Ulm: 2; Murray informant interview). The Emergency Medical Services offices most recently occupied the room. The original walls appear to be in place, carpet over wood flooring squeaks when walked on, and a dropped ceiling obscures the extra-tall plastered ceiling. A cursory examination reveals at least some potentially original recessed ceiling lights remain in place (though not in use). Some of the clerestory windowpanes have been painted.

The remainder of administrative offices occupy the north and east perimeter walls. In other words, in a series of remodelings from the 1950s into the 1990s, offices, hallways, and storage closets have been built within original walls or by altering original walls in the northeast two-thirds of the Dormitory, old Kitchen, old Dining Room, Vault, Secretary's Office, Recreation Room, and part of the Class Room. Current finishes

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include dropped ceilings in most spaces; gypsum wallboard, some of which runs over perimeter walls and obscures some window openings; and carpeting with limited old (possibly original) asphalt-type floor tile (visible inside a closet). Some of the original marble door thresholds are visible from hallways. Many original 1937 doors remain in place and in use, with some later doors added to newer offices. A note about the Class Room: original plans detail sliding chalkboards and bulletin boards; it is not known if these remain underneath gypsum wallboard that was added during a remodel, date unknown.

Upper storage room:

This original small "Storage Room Over Corridor" currently houses fire call record books; it also contains an original door providing access to the main station roof. It is accessed via an original Disappearing Stairway fold-down metal ladder that is in the ceiling of the original east-west Corridor between the north Locker Room wall and south Hand Ball Court wall.

Documented Changes to Fire Station No. 1 Building

The following changes to the building are indicated in historic photos, architectural/engineering plans, or fire department records; were noted in informant interviews; or have been observed at the building. Sources documenting changes are noted when available.

1937: Station built; plans by Proudfoot, Rawson, Brooks and Borg (Proudfoot et al)

Fall 1937-circa December 1937: Projecting concrete wheel guards (also referred to as concrete bumpers) removed from pylons in November and December; the concrete was replaced with stone bases continuous with upper portions of pylons (completed circa December 1937). (*Register*, September, 10, 1937: 9; *Register*, November 9, 1937: 4; *Tribune*, December 1, 1937; *Register*, December 4, 1937)

By circa 1950: Dining Room and Kitchen relocated downstairs into Study; old second-floor Dining Room used as television lounge; second-floor Chief's Bed Room and Assistant Chief's Bed Room converted into offices for assistant chief and district chief; credit union office partitioned off in northeast corner of the Recreation Room. (Murray informant interview)

1950s and onward: Administrative office space added and remodeled piecemeal over time; some first-floor rooms were reassigned new uses for living quarters as the original second-floor firefighter's living quarters were reduced. (Ulm; Murray informant interview)

1958: Restroom facilities provided for female personnel (no details provided); Hand Ball Court remodeled into room for showing training film to personnel; old stockroom area in station first-floor converted to reading room; wall constructed in ell basement for new stockroom; generator installed in basement. (Ulm: 2-3) Note: At a later date, specific unknown, the Hand Ball Court was restored for recreational use. (Murray informant interview; Giudicessi informant interview)

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1961: Overhead garage doors installed front and back; fire department offices and fire prevention bureau enlarged (no details provided) and air-conditioners installed; room dedicated for use as "ladies lunchroom"; air-conditioners installed in fire department offices. (Note: Garage doors have been replaced at least one other time.) (Ulm: 6)

1963: Chief's Office remodeled (no details provided). ("History of the DMFD, Fire Station Records")

1964-1965: Secretary's Office remodeled (no details provided). ("History of the DMFD, Fire Station Records")

1967: Viaduct construction necessitates remodel: main (public) entrance into fire station and garage bay door for chiefs' vehicles on east elevation (Ninth Street) infilled with brick and new entrances created in curved portion of north elevation (Mulberry Street); first-floor Captain's Office removed and rebuilt; main (public) Stair Hall removed and stairs rebuilt; doorway into first-floor dining room shifted; slide pole outside Chief's Bed Room removed. (Brice et al)

Post 1967: Undated plans stamped "incomplete" show new Signal Room floor plan, some or all of which may not have been implemented as drawn; plans show a smaller dispatch room, new lounge, equipment room, larger locker room, and larger restroom. Changes that did occur: interior division of larger Signal Room; three original sets of steel windows infilled with brick on ell south elevation; air-conditioning added. (City of Des Moines undated plans)

Post 1978: At date(s) unknown, the Hand Ball Court was converted from recreation use into offices used by the Emergency Medical Services division; dropped ceiling tiles, carpeting, and temporary-type walls installed. (Murray informant interview; Giudicessi informant interview; Kirkpatrick et al: 16)

Circa 1982: Gas pump installed in current configuration approximately 30 years ago. (Bischof informant interview)

1986: First-floor dining room and kitchen remodeled. (Giudicessi informant interview; wall plaque)

Circa 1987: Concrete-block generator shed built approximately 25 years ago. (Bischof informant interview)

Post-1990: Credit union moves into vacated dispatch area in old Signal Room. Unknown if this is what prompted cutting in perimeter door on the ell south elevation. (Murray informant interview)

Pre-1992: A 1991 air-conditioning plan shows various office configurations, partitions, and new hallways in position along second-floor north and east walls (occupying northern third of the Dormitory; all of the original Dining Room, Kitchen, Recreation Room; and a portion of the Class Room); specific remodeling dates unknown. These office spaces generally have dropped ceilings, gypsum wall coverings, and carpeting.

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Some wall coverings obscure window openings, leaving insulation over windows visible from the exterior. (Murray informant interview; Giudicessi informant interview; Bischof informant interview; City of Des Moines 1991 plans)

1991: New air-conditioning system added to entire second floor. (City of Des Moines 1991 plans)

1993: Second-floor Wash Room and Locker Rooms remodeled, creating women's restroom and locker room; Hose Tower second-story capped for Wash Room expansion; most original Wash Room and Locker Room surfaces replaced, including lockers; elevator shaft and machinery added to first and second floors; slide pole near elevator removed. (City of Des Moines 1993 plans)

Circa 1994: Station re-roofed with floating rubber membrane over rigid insulation with rock ballast on top. (Bischof informant interview)

1995: Rear fire escape and steel exit stairs added to second-story south elevation and first-story ell west elevation. (Iron Works Ltd.)

Circa 1995: Dormitory reduced and remodeled: east wall converted to rear (south) fire egress door and hallway; additional offices added in former east side of Dormitory; two existing fire slide poles encased in closets for safety; dropped ceilings and some or all gypsum wallboard added to smaller L-shaped Dormitory space. (Polk County Assessor)

1998: Apparatus Room floor replacement; new floor drains and sand-and-oil interceptor added. (City of Des Moines Engineering 1998)

Shop Building Site

The Shop Building facade faces east. The building is set back approximately 12 feet from the public sidewalk to allow for a driveway used to access the two apparatus bays where the fire department maintains, repairs, and paints vehicles and other equipment. Traffic flow from Ninth Street into the building changed somewhat circa 1967 with construction of the Southwest Ninth Street Viaduct; the viaduct ramp carries traffic from the intersection of Ninth and Mulberry Streets south over the railroad tracks. Access now requires traveling under the viaduct. The fire department uses the sidewalk-setback area between the viaduct ramp and the brick wall/Fire Station No. 1 for parking.

The south elevation is the secondary facade; it directly abuts a public sidewalk on Cherry Street. The rear elevation faces west, set back approximately 20 feet from the north-south alley that runs between Cherry and Mulberry streets. The northern elevation faces the inner courtyard of the Fire Department Headquarters complex. The original courtyard paving featured a circular design emanating out from the Drill Tower; the area has been re-paved with asphalt.

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Shop Building Description

The one-story freestanding brick Fire Department Headquarters Shop Building was built in 1937. The building and related headquarters complex were designed in a simplified Streamlined Moderne style with Art Deco motifs by the noted Des Moines architectural firm Proudfoot, Rawson, Brooks and Borg. The contractor for the complex was the Des Moines firm F.B. Dickinson & Co.

The footprint of the rectangular building roughly measures 52 feet by 100 feet; on the east elevation the northeastern corner is slightly recessed. An original stone-topped brick wall extends from the north elevation of the building and terminates at the south elevation of Fire Station No. 1.

Exterior

The main building materials used are red brick; natural stone for decorative wall panels, coping, and window sills; and glass-block and steel-sash windows—the same key building materials used on the adjoining Fire Station No. 1, also completed in 1937. The design of the Shop Building echoes key architectural details of the larger fire station, creating a cohesive aesthetic to the Fire Department Headquarters complex.

On all four sides red brick in a running bond predominates. The walls rise to a cornice treatment of angled bricks (creating a zigzag effect) and stone parapet cap. An asphalt-type roof tops the flat steel-truss roof.

East (front) elevation: The asymmetrical facade is dominated by two large garage door bays topped with large stone wall panels that project to the roofline and feature exaggerated fluting resembling the zigzag motif developed at the cornice. Three brick wall areas, which visually read as vertical columns, separate the garage door bays. A slight recess (approximately 2 feet, 6 inches) of the north corner creates the effect of the northernmost brick "column." Centered in the northernmost brick column is the pedestrian door, graphically marked overhead by sans-serif aluminum letters spelling "SHOP," an original detail specified in the Proudfoot et al architectural drawings. The recessed area contains the Shop Building office; a steel-sash window with a stone sill is centered in the recessed wall. Some damage has been sustained to the east wall, possibly due to viaduct construction or traffic; in 1975 structural-rod reinforcing was added (red-painted metal diamonds) and tuck-pointing done. (McKlveen and Carney) A small portion of the concrete foundation is visible at sidewalk grade. A stone-capped red brick wall approximately 6 feet high connects the Shop Building and fire station visually; the wall connects at the Shop Building's northeast corner and extends to the fire station's southeast corner.

With regard to door openings: The two garage doors are not original and date post-1967; the pedestrian door may be a modified original door. Concrete bumpers on the outer sides of the garage doors as indicated on the original architectural plans have been removed (date unknown, but may have been circa 1937 when concrete wheel guards were removed from the fire station pylons to widen the entry for new wider trucks). Given the bumper removal, it is not known if the existing structural steel angles (approximately 6-feet in height) wrapping the garage door opening corners are original; the architectural

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plans show bent angles adjoining or perhaps tying into the concrete bumpers.

South elevation: This secondary facade faces Cherry Street. Window fenestrations are arranged symmetrically and follow a pattern of four rectangular steel-sash windows with stone sills framing three 8-foot glass-block squares. In 1975 the glass-block openings were replaced with red inlaid brick cut to fit the openings; this modification leaves the overall square dimension discernible. (McKlveen and Carney) A small portion of the concrete foundation is visible at sidewalk grade; this area appears to have been painted a natural (cream) color at an unknown date. Three metal window-well grates inset into the sidewalk paving are centered below first-floor windows. Near the roofline are two overflow openings inset into the brick; these overflows are symmetrically located in reference to window openings.

West (rear) elevation: This elevation contains one garage door opening and one pedestrian door, each flanked by a steel-sash window. A small portion of the concrete foundation is visible at driveway grade; this area appears to have been painted a natural (cream) color at an unknown date. The garage door is not original; concrete bumpers as on the east elevation were removed. The pedestrian door is older, with upper glass and three lower wood panels covered in peeling paint; however, it does not match the door specified in the architectural plans. A modern light fixture is attached to the exterior; the light does not appear in the original plans. The roofline is punctuated on the northwest corner by a short brick chimney.

North elevation: The exterior wall features, from east to west: two smaller steel-sash windows with stone sills, a pedestrian doorway (door not original), a taller steel-sash window with stone sill, three 8-foot square glass-block window openings (brick infilled in 1975 but still retaining square definition), and a second taller steel-sash window with stone sill. During the 1975 repair and window remodeling, the eastern taller steel window was relocated into one of the infilled former glass-block openings. Near the roofline are two overflow openings inset into the brick; these overflows are symmetrically located in reference to window openings. The roofline is punctuated on the northwest corner by a short brick chimney, referenced above.

The previously referenced brick wall fronting Ninth Street physically attaches to the north elevation at the northeast corner. An air-conditioning unit sits on a concrete pad and a generator rests on metal supports. (Note: Vines are growing up on part of the wall surface, obscuring part of the wall, and a portable metal storage unit and piles of tires located adjacent to the building currently block a full view of the building from across the courtyard.)

Overall, the exterior remains as constructed with four exceptions: 1) glass-block window openings on south and north elevations infilled with red brick, but square-shaped openings remain apparent, 2) pedestrian doors and garage doors replaced or altered, 3) concrete bumpers on the outside of the garage door openings on east and west elevations removed, and 4) limited individual windowpanes removed for retrofitting venting and window air-conditioning units.

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Interior

Few alterations have been made to the floor plan or interior. The building remains utilitarian with no applied decoration.

Basement: The basement extends the full size of the main level; it is constructed of concrete perimeter walls and columns with a concrete floor, with additional supports added at a date unknown to provide extra support for modern (heavier) apparatus. The basement was designed for storeroom use, with a large open area and smaller storage area in the southwest corner. The basement is accessed from the first floor by an elevator and a staircase.

Main floor: The main floor structure has a ceiling of exposed metal decking and exposed steel ceiling joists, painted masonry walls, and a concrete floor; original plans specified that walls be painted. Repair operations (Shop) occupies the north two-thirds of the building; it is accessed through front and rear garage doors, plus east and north pedestrian entry doors. This large work space includes metal and wood shelving, work benches, a possibly original hoist hung from a ceiling-mounted track, Tool Room, and Office, with an upper Store Room accessed by stairs. The Office, Toilet, and Tool Room have ceilings; original doors remain in use. The south portion of the building includes a garage door-accessed vehicle storage bay (Storage), with a pre-1976 walled-off lunchroom with upper storage area, a Supply Room with a pedestrian entry door, the Elevator, and Basement Stair. (McKlveen and Carney) Original sliding fire doors remain in place for the Elevator and Stair. The elevator remains in place but was decommissioned in 2012. (Bischof informant interview)

Documented Changes to the Shop Building

The following changes to the building are indicated in historic photos, architectural/engineering plans, or fire department records; were noted in informant interviews; or have been observed at the building. Sources documenting changes are noted when available.

1937: Shop built; plans by Proudfoot, Rawson, Brooks and Borg. (Proudfoot et al)

1958: Gas-fired boiler installed. (Ulm: 2)

1961: Overhead doors installed to front and back garage bays (east and west elevations). (Note: Garage doors have been replaced at least one other time.) (Ulm: 6)

1967: Southwest Ninth Street Viaduct constructed, altering the Ninth Street streetscape.

1975: Structural damage assessed by architectural firm McKlveen and Carney, with the findings as reported in *The Des Moines Register*: "...the roof of the shop building has deteriorated, causing leaks, and frost expansion has damaged a parapet and several windows." The City Council later voted for McKlveen and

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Carney to draw up plans, so the project could be bid and finished before winter. (*Register*, August 22, 1975)

Circa 1975: Glass block removed from window openings on north and south elevations; glass-block areas infilled with brick; one steel window on north elevation moved; new gravel and felt roofing installed; cracks repaired to east masonry wall and other areas; stone tuck-pointed; brick and stone cornice treatment repaired. (McKlveen and Carney)

Pre-1976: The McKlveen and Carney 1975 plans show a wall in the Storage bay creating a lunch room, with an upper storage room. It is not known if these spaces were included in the 1975 remodel or implemented earlier. These spaces remain intact. (McKlveen and Carney)

Dates unknown: Concrete bumpers removed from east and west apparatus bay openings (possibly 1937 when concrete bumpers/wheel guards removed from Fire Station No. 1); exterior pedestrian doors replaced or resurfaced.

Brick Courtyard Wall Narrative Description

Running parallel to Ninth Street, a stone-capped red brick wall approximately 6 feet high literally and visually connects the Shop Building and Fire Station No. 1. The running-bond-patterned wall with light-colored mortar is included in the original Proudfoot et al fire department headquarters complex plans. It creates the eastern boundary of the inner headquarters complex courtyard. The wall extends from the Shop Building's north elevation to the Fire Station's south elevation, and is aligned with the east elevations of both buildings. When the Shop Building was repaired according to 1975 plans, the wall's easternmost section was repaired with brick to match. (McKlveen and Carney)

Documented Changes to the Brick Courtyard Wall

The following changes to the wall are indicated in historic architectural/engineering plans. Sources documenting changes are noted.

1937: Shop built; plans by Proudfoot, Rawson, Brooks and Borg. (Proudfoot et al)

1967: Southwest Ninth Street Viaduct constructed, altering the Ninth Street streetscape.

1975: At the time repairs were made to the Shop Building, the easternmost portion of the brick wall was repaired with brick to match. (McKlveen and Carney)

Radio Tower Narrative Description

The radio tower is a self-supporting communications tower erected in 1958 within the headquarters complex courtyard between the fire station and shop building. The tower stands approximately 165 feet high. (Ulm)

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The freestanding steel-lattice framework consists of three steel legs that are planted in the fire department courtyard pavement; diagonal and horizontal steel crossbars connect the three legs, which taper exponentially to a point. One of the legs sustained a severe blow from falling debris when the Drill Tower was demolished in 1981; the damaged leg is bent. The steel framework is painted in horizontal bands, alternating red and white. Radio antennas and coaxial cable were attached with clamps, and a cable ran from the rear (south) elevation of the fire station and up to the top of the radio tower. (Nevins informant interview) The courtyard offers the only unobstructed view of the tower. As previously described, the courtyard brick wall, a chain-link fence along the narrow alley, the fire station, and the shop building surround the courtyard and block public view of and access to the tower's base. Outside of the courtyard, the tower's upper portion is largely blocked from public view given the placement of surrounding multistory buildings and the viaduct.

From 1958 to 1978, the fire department used a VHF (very high frequency) radio system with an antenna on the tower as the primary transmitter site, tied in with the dispatch center located in Fire Station No. 1. The Des Moines Police Department's Radio Services Section assumed maintenance of the fire department radio system in 1978. From 1978 to 2009, the radio tower was used as a backup transmitter site. With the property passing out of city ownership, the last piece of radio equipment was disconnected from the tower in September 2012. (Nevins informant interview)

Documented Changes to the Radio Tower structure

1958: Department erects 165-foot radio tower at rear of station, next to the Drill Tower. (Ulm: 2) The radio tower replaces an antenna on the roof of Fire Station No. 1, used by the dispatch center. (Murray)

1981: As the five-story brick Drill Tower is torn down, construction debris falls onto a leg of the radio tower and bends it. The structural condition of the tower may have been compromised from the damage. (*Tribune*: April 2, 1981; Nevins informant interview)

Fire Department Headquarters Complex Integrity

The two buildings and two structures were evaluated on the seven aspects of integrity. The findings for each are listed separately below.

Fire Station No. 1 Integrity Considerations

Fire Station No. 1 retains excellent historic integrity in three aspects, very good historic integrity in one aspect, and good historic integrity in three aspects.

Location: Fire Station No. 1 remains at its original site and remains part of the original fire department headquarters complex. With regard to location, its integrity is excellent.

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Design: As a resource considered eligible under Criterion C, integrity of design and materials are of particular importance. The design continues to reflect its historic function and building technologies of its time, as well as set the architectural tone—Streamlined Moderne with Art Deco detailing—echoed in the Shop Building. The courtyard brick wall literally connects the fire station to the shop, just as architectural details visually connect the two buildings: 1) both feature same or similar red brick; 2) both incorporate the same cornice treatment; 3) both use columns and decorative wall panels to accent the apparatus bay facades (the shop's brick "columns" and stone panels that differentiate the Ninth Street vehicle bays reference the fire station's soaring stone pylons and panels of vertical stripes of red, black, and natural terracotta tile set above the Mulberry Street apparatus bays). Some original windows, doors, and doorways have been altered over time, in response to construction of a viaduct, introduction of air-conditioning units, and changing technologies. But over all, its integrity is very good.

Setting: Overall the integrity of setting is good. The building's setting within the fire department headquarters complex remains unchanged, except for removal of the separate Drill Tower (1981). Its setting in relationship to Ninth Street changed with the building of the Southwest Ninth Street Viaduct, which necessitated moving the public pedestrian entrance and garage bay for chiefs' vehicles; however, because the viaduct was sited next to the fire station in part to allow the fire department unimpeded access across rail lines, the changes have allowed the building to better provide public service. The downtown warehouse district and commercial district still exist around the fire headquarters complex, with some buildings retaining original exterior appearances and others having been remodeled or replaced with new multi-story commercial buildings or parking/parking structures. A historical note about surface parking lots: Some have existed in the vicinity since before the fire complex was built on the site of a former parking lot and gas station.

Materials: The integrity of materials is good; the fire station exterior remains relatively unchanged from when it was originally constructed and the condition of materials remains high. The condition of the brick and stone that predominates is very good. Most original steel-sash and glass-block windows have been retained, with some modifications made midcentury to accommodate air-conditioning units. And while original wooden bi-fold garage doors and wooden pedestrian doors have been replaced with modern fire-rated metal doors, the doorways and functions remain intact. The most public area of the station, the large Apparatus Room, retains the majority of its original finishes. Most interior changes have taken place in what were primarily living quarters for firefighters, with many of those changes being driven by the need for administrative offices and reduced firefighter staffing due to technological changes, expanded services, and modern office needs.

Workmanship: The integrity of workmanship is excellent. The PWA-era workmanship is clearly expressed throughout the exterior in the high-quality brickwork, various brick detailing, carved stone pylons, carved stone medallions, stone detailing, and terracotta tile work. Inside, the Apparatus Room expresses PWA-era workmanship with the original salt-glazed tile walls, which remain in excellent condition.

Feeling: The integrity of feeling is excellent. The exterior and the (interior) Apparatus Room readily convey

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its historic character as a fire station within the fire department complex.

Association: The building retains its association to the highest degree with the fire department headquarters complex and to a high level with the surrounding downtown commercial and warehouse districts. Although the viaduct has changed the Ninth Street streetscape, the fire department has used the viaduct to provide public safety services expediently. Overall the integrity of association is good.

Shop Building Integrity Considerations

The Shop Building retains excellent historic integrity in three aspects, very good historic integrity in two aspects, good historic integrity in one aspect, and fair historic integrity in one aspect.

Location: The Shop Building remains at its original site and remains part of the original fire department headquarters complex. With regard to location, its integrity is excellent.

Design: As a resource considered eligible under Criterion C, integrity of design and materials are of particular importance. The design continues to reflect its historic function and building technologies of its time, as well as echo the larger-wrought Streamlined Moderne with Art Deco detailing on the Fire Station No. 1 building. The courtyard brick wall literally connects the shop to the fire station, just as architectural details visually connect the two buildings: 1) both feature same or similar red brick; 2) both incorporate the same cornice treatment; 3) both use columns and decorative wall panels to accent the apparatus bay facades (the shop's brick "columns" and stone panels that differentiate the Ninth Street vehicle bays reference the fire station's soaring stone pylons and panels of vertical stripes of red, black, and natural terracotta tile set above the Mulberry Street apparatus bays). In these regards, its integrity is excellent.

Setting: Overall the integrity of setting is fair. The building's setting within the fire department headquarters complex remains unchanged, except for removal of the separate Drill Tower (1981). Its setting in relationship to Ninth Street changed substantially with the building of the Southwest Ninth Street Viaduct; although the viaduct was sited next to the fire station in part to allow the fire department unimpeded access across rail lines, direct access to the Shop Building requires driving or walking under a raised portion of the viaduct. The downtown warehouse district and commercial district still exist around the fire headquarters complex, with some buildings retaining original exterior appearances and others having been remodeled or replaced with new multi-story commercial buildings or parking/parking structures. A historical note about surface parking lots: Some have existed in the vicinity since before the fire complex was built upon a former parking lot and gas station.

Materials: The integrity of materials is very good; the Shop Building exterior remains nearly as originally constructed and the condition of materials remains high. The condition of the brick and stone that predominates is very good. Original steel-sash windows have been retained, with only minor alterations made to accommodate installation of window air-conditioning units and vents. While original glass-block windows have been infilled with brick, the large square design motif is retained. And while original wooden

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bi-fold garage doors with cement bumpers have been replaced with modern metal overhead doors and bumpers removed, the doorways and functions remain intact.

Workmanship: The integrity of workmanship is excellent. The PWA-era workmanship is clearly expressed in the quality brickwork, cornice brick detailing, carved stone panels, and stone detailing.

Feeling: The integrity of feeling is excellent. The minimal changes to the exterior (and interior) readily convey its historic character as a maintenance shop within the fire department complex.

Association: The building retains its association to the highest degree with the fire department headquarters complex and to a high level with the surrounding downtown commercial and warehouse districts. Although the viaduct has changed the Ninth Street streetscape, the fire department has used the viaduct to provide public safety services expediently. Overall the integrity of association is good.

Brick Courtyard Wall Integrity Considerations

The Brick Courtyard Wall retains excellent historic integrity in three aspects, very good historic integrity in one aspect, good historic integrity in two aspects, and fair historic integrity in one aspect.

Location: The Brick Courtyard Wall remains at its original site and remains part of the original fire department headquarters complex. With regard to location, its integrity is excellent.

Design: As a resource considered eligible under Criterion C, integrity of design and materials are of particular importance. The design continues to reflect its historic function and building technologies of its time, as well as echo the design and detailing on Fire Station No. 1 and the Shop Building. The courtyard brick wall literally connects the shop to the fire station, just as architectural details visually connect the two buildings. In these regards, its integrity is excellent.

Setting: Overall the integrity of setting is fair. The wall's setting within the fire department headquarters complex remains unchanged, except for removal of the separate Drill Tower (1981). Its setting in relationship to Ninth Street changed substantially with the building of the Southwest Ninth Street Viaduct; although the viaduct was sited next to the fire station in part to allow the fire department unimpeded access across rail lines, the wall is largely blocked from street-level view by the viaduct ramp. The downtown warehouse district and commercial district still exist around the fire headquarters complex, with some buildings retaining original exterior appearances and others having been remodeled or replaced with new multi-story commercial buildings or parking/parking structures.

Materials: The integrity of materials is very good; the wall remains nearly as originally constructed and the condition of materials remains high. The condition of the brick and stone is good.

Workmanship: The integrity of workmanship is excellent. The PWA-era workmanship is clearly expressed in

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the quality brickwork and stone cap.

Feeling: The integrity of feeling is good. The minimal changes convey its historic character as a courtyard wall within the fire department complex, although its view from the street is compromised due to the viaduct ramp's location.

Association: The building retains its association to the highest degree with the fire department headquarters complex and to a high level with the surrounding downtown commercial and warehouse districts. Although the viaduct has changed the Ninth Street streetscape, the fire department has used the viaduct to provide public safety services expediently. Overall the integrity of association is good.

Radio Tower Integrity Considerations

The 1958 radio tower has been considered a contributing resource because of the extended period of significance under Criterion A – Government/Politics, ending at the 50-year mark (1963).

Location: The 1958 radio tower remains at its original site in the courtyard. In this regard the integrity is excellent.

Design: The tower's design is that of a typical three-legged communications tower. In this context, its design is good.

Setting: The setting remains largely the same, although the adjoining Drill Tower was removed in 1981. In this respect, the integrity is good.

Materials: One of the tower's legs is bent, and the metal shows rust and is in need of repainting. The integrity of the materials is good to fair.

Workmanship: The tower has riveted factory-made steel parts. This workmanship is good.

Feeling: The tower has the feel of a typical mid-twentieth-century three-legged communications tower.

Association: Viewed from within the courtyard, the tower retains its association with the fire station and shop building.

Summary of Des Moines Fire Department Headquarters Complex Integrity

Overall, the 1937 fire headquarters complex possesses very good historic integrity. As discussed, the buildings and structures remain at the original *location*. The *design* continue to reflect the headquarters complex' historic function and building technologies of the time, and the architecture remains much as it was when built in 1937. The *setting* remains a warehouse/commercial area, although it has been

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compromised somewhat by the construction of the Southwest Ninth Street Viaduct; this large concrete ramp rises to the east of the headquarters complex, built in 1967 in part to allow fire department access over railroad tracks that were busy with trains that had blocked roads and impeded public safety. The *materials* remain in good to very good condition, although some windows and doors have been altered or replaced in response to changing technologies (mainly window-unit air-conditioners, modern fire-rated doors, and metal roll-up garage doors). The *workmanship* continues to reflect the PWA-era attention to quality in the brickwork, brick detailing, and carved stonework. Due to the minimal changes to the exterior and main publicly accessed interior areas, the headquarters complex readily conveys the *feeling* and character of fire department station, administrative headquarters, maintenance shop, and inner courtyard. And finally, the individual components of the complex retain their original *association* with the fire department headquarters complex as a whole, as well as the surrounding warehouse/commercial districts. The radio tower, being built two decades after the main 1937 PWA complex, brings a midcentury association and feel.

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8. Narrative Statement of Significance

Period of Significance (justification)

The Period of Significance for the Des Moines Fire Department Headquarters Complex is 1937 to 1963, with the Significant Dates being 1937 to 1941, marking the year that Fire Station No. 1 and the Shop Building were constructed and placed into service—and the period through which the federal Public Works Administration (PWA) program operated. It was during the Significant Dates era in which the headquarters complex made its most significant impact on the community in its capacity as a local “jobs creation” project under the federal Public Works Administration (PWA), as an important local architectural statement reflecting national Streamlined Moderne design trends, and as a design model highlighted in PWA publications as an excellent example of modern fire station design. The year 1963 marks the 50-year cutoff, as the station was used continuously until 2013. Beginning in the mid twentieth century, the fire department made piecemeal changes to the fire station and shop building largely within the original interior wall structure as administrative duties and staff increased and fire-fighting techniques and technologies changed and led to a reduction in on-duty fire fighters.

Summary Statement of Significance

The Des Moines Fire Department Headquarters, consisting of Fire Station No. 1 and the Shop Building, at 900 Mulberry Street (historically known as 100 and 124 Ninth Street), is locally significant under Criterion A - Government and Criterion C - Architecture. The radio tower is locally significant under Criterion A - Communications.

Criterion A: The Des Moines Fire Department Headquarters complex derives local significance for its association with Politics/Government due to its construction in 1937 using a grant from the federal Public Works Administration (PWA) program, the first nationwide federally funded public works undertaking that included local government buildings. The City of Des Moines matched this federal grant to construct the city’s first modern unified campus dedicated to fire department administration, citywide dispatch, department-wide training, department-wide maintenance, and increased protective services especially to the fire-prone commercial and warehouse districts wherein the headquarters complex is located. The construction project provided much-needed jobs to local residents employed directly by the Des Moines-based architecture firm and building contractor, as well as jobs to those local residents employed by Des Moines-based firms that supplied building materials. In 1939, the headquarters complex was highlighted in two PWA publications as a model project and an excellent example of modern fire station design. The PWA program continued through 1941. The fire station and shop building have changed incrementally since the midcentury to meet the changing needs of administration and fire fighting techniques and technologies. The radio tower is significant locally for its association with Communications due to its use by the fire department in dispatching fire personnel from 1958 through 1978.

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Criterion C: The Des Moines Fire Department Headquarters complex is significant locally because of its finely designed Moderne style that has come to be known as "PWA Moderne" because of its use in New Deal-funded building projects. The two-story fire station embodies the distinctive building form, architectural elements, and materials associated with late Streamlined Moderne style with Art Deco details; it also provided the design template for the smaller utilitarian maintenance Shop Building located on the same block. Fire Station No. 1 and the Shop Building are well-preserved examples of 1930s Streamlined Moderne with Art Deco detailing architecture and are also representative of modern professional fire department headquarters of the era.

The headquarters complex also calls attention to the work of Proudfoot, Rawson, Brooks and Borg, the esteemed Des Moines-based architectural firm that designed the entire fire department headquarters complex. The firm's public and commercial buildings dominated downtown Des Moines by the 1930s.

With further research, the fire headquarters is likely important at a statewide level; and there may be potential at a national level, suggested by the inclusion of the Des Moines Fire Department Headquarters in two 1939 PWA books, one a survey of well-designed projects and the other a comprehensive examination of the PWA program.

The Need for Adequate Fire Protection in Des Moines

The Des Moines Fire Department's Nineteenth-Century Heritage

Fire posed a real and ever-present threat to Des Moines during its first century. And the threat was not isolated to Des Moines, as urban historian Mark Tebeau writes in his history of urban fire departments and fire insurance companies, *Eating Smoke: Fire in Urban America, 1800-1950*:

Controlling fire long posed a fundamental historical challenge to human society, but the growth of cities, especially after industrialization, caused fire safety to become more critical.... No other environmental danger jeopardized the entirety of the city-building process—encompassing human life, property, and the dreams of city boosters—in such a sweeping or intense fashion....

Further complicating matters, the problem of fire did not remain static over time. Each time the material infrastructure or cultural fabric of urban America changed, so too did the danger. For example, late in the nineteenth century the threat of fire intensified and changed as cities grew taller, contained new combustible materials, and were more densely populated. Establishing order in environments so routinely in flux represented an enormous challenge. (Tebeau: 4-5)

The city of Des Moines was incorporated in 1851, but it was not until 1865 that the first fire company in the city was organized with volunteer firefighters using a city-owned fire engine. The volunteer forces proved unsustainable, with several reorganizations and attempts by the city council to legislate chain of command, fire-response protocol, and use of city-owned fire engines. (Dixon: 281-283; City directory 1869: insert of

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"Revised Ordinances of 1869": 20-25)

Firefighters became paid full-time city employees circa 1883. Authors of the Des Moines Fire Department's history book attribute this change as a response to a particularly destructive 1883 fire that gutted a store and then spread to the Clapp's Block in the central business district; the fire was large enough that the *New York Times* reported that it caused an estimated loss of \$160,000. (Kirkpatrick et al: 7; *New York Times*) These first professional firefighters lived and worked out of two firehouses, one on each side of the Des Moines River. On the west side of river, next to City Hall (201-205 Locust Street; nonextant) stood the Fire Engine House (209-215 Locust Street; nonextant), a freestanding building with a hose tower; the 1884 Sanborn fire insurance map shows a hose shed behind the firehouse and a nearby creek, a probable water source. A brick Fire Engine House with tower (411 E. Walnut Street; nonextant) shared with the East Side City Hall (409 E. Walnut Street; nonextant) served the east side.

In response to rapid population growth and expanding city boundaries, the fire department added nine new fire stations between circa 1885 and circa 1895 to provide faster response times. (Kirkpatrick et al: 7-10; "History of the Des Moines Fire Department: Written for...": 1-2) A cursory survey of Sanborn fire insurance maps and city directories shows the locations of Fire Stations No. 3 through 11 reflecting overall trends in growth of Des Moines residential neighborhoods along streetcar lines with corresponding commercial nodes and institutions, as well as industrial and warehouse districts.

Expansion of the city and of the western downtown commercial core also necessitated the construction of a new fire and police headquarters building in 1892-1893. (*Register*, March 2, 1893; *Capital*, March 2, 1893) The city hired the Des Moines-based architectural firm Nourse & Hallett to prepare the plans. (*Register*, March 8, 1892) Architect George E. Hallett designed a soaring two-story brick Romanesque public safety compound on the corner of Grand Avenue and Second Street, on the former city yard north of City Hall. The Central Fire Engine House occupied the prominent corner location (200-206 Grand Avenue; nonextant) and included a projected corner office tower; the Central Police Station had a separate entrance on Second Street (412-418 Second Street; nonextant). Hallett included commanding archways for horse-drawn fire apparatus and police patrol wagons, living quarters for firefighters tucked under a mansard roof, and a rear three-story fire-hose tower. (Sanborn maps; "Souvenir Album": 9) The architecture reflects national firehouse trends historian Rebecca Zurier identifies as "The Red Brick Fire Station: Electricity, Horses and the Romanesque, 1865-1895" in her nationwide architectural survey book *The American Firehouse, An Architectural and Social History*. (Zurier: 89)

Early-Twentieth-Century Fire Department Growth

In the early twentieth century, government reform changed the city's governance to a commission-based system, adopted as the "Des Moines Plan" in 1907. These reforms led to an architectural and planning response of decentralizing the old City Hall—public safety compound. In a symbolic move, a new Municipal Building (400 E. First Street; extant), built 1910-1911, replaced the old City Hall. (Stanford: 1-3) The police department relocated to a new Municipal Court and Public Safety Building (25 E. First Street; extant) built

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1918-1920. (Long 1988: F-IV 3-4) A 1913 proposal for a new central fire station at Eighth and Plum streets, then site of Fire Station No. 13, is mentioned as being "laid aside for the present" in a period newspaper story. This indicates an interest in completely vacating the old City Hall—public safety compound. But instead of building a new central fire headquarters, the city invested in its first motorized fire apparatus. (*Register*, April 30, 1913)

Presiding over the Des Moines Fire Department during this era of motorization and continued expansion was Fire Chief William Burnett, who served as assistant chief in 1895 before leading the department from 1896 to 1937. Burnett's long tenure took place during a time of unprecedented modernization of firefighting equipment, techniques, and work conditions, which affected fire station space usage and design. Major administrative and technological changes made during his leadership include: establishment of civil service in the fire department circa 1908; replacement of horse-drawn apparatus with motorized firefighting fleet (completed 1913 to circa 1919); International Association of Firefighters unionization circa 1919; implementation of the double-platoon system circa 1919, which divided personnel into two shifts alternately on duty every 24 hours; introduction of the city fire marshal as an officer in the fire department circa 1921; and creation of a drill master to lead training circa 1928. (Kirkpatrick et al: 10-12; "History of the Des Moines Fire Department: Written for...": 2-3)

Burnett also oversaw continued expansion of the department's physical plant, building and remodeling stations to service the growing city. Between circa 1901 and circa 1928, the department built or rented space for six new stations (Fire Station Nos. 12 to 17), rebuilt or expanded at least three stations (Fire Station Nos. 3, 4, and 7), and built a four-story drill tower at Fire Station No. 2 to replace a rented building used for drills. (Kirkpatrick: 10-12; "History of the Des Moines Fire Department: Written for...": 2-3; "Fire Department values") Even the central fire headquarters may have expanded, into the adjoining former police station after the new police headquarters was completed in 1920; this may be indicated on the 1920 Sanborn map by the lowering of a wall that once separated police and fire headquarters.

1930s Fire Department Challenges

Major building projects for the fire department appear to have halted post-1928. The 1930s found Burnett and the Des Moines Fire Department facing twentieth-century firefighting challenges while headquartered in a dark and dusty late-nineteenth-century building constructed to house horses and horse-drawn apparatus. Motorized fire trucks of the day were growing ever wider, longer, and taller. Motorized apparatus and other new equipment required a different set of tools and set-ups for maintenance and repair. Traffic around the old headquarters had become congested, lengthening response time. Firefighter recruits required training. And even seasoned pros needed updates and practice in how to handle the ever-changing technical aspects of life-saving and controlling fire in a city landscape filled with fire risks unimaginable in 1892—from skyscrapers and crowded movie theaters to fuel-laden gas stations and large-scale industrial operations. (Tebeau: 5; Zurier: 159-163, 173-178)

A 1933 survey of the Des Moines Fire Department by the National Board of Fire Underwriters (NBFU)

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flagged the need for extended training facilities and a modernized fire alarm system. The report also found the department undermanned and lacking some equipment. In addition, the NBFU suggested strengthening building department laws for fire prevention and pointed out areas with higher fire probability, including industrial districts and older commercial districts. (*Register*, September 4, 1933) These deficiencies underscored the need for a new fire headquarters complex.

New Deal Financing for a Modern Fire Department Headquarters Complex

Public Works Administration Grants

Des Moines needed a new centralized fire department headquarters at the same time the federal government needed local public works projects. President Franklin D. Roosevelt signed legislation authorizing creation of a national public works program during his first 100 days in office in 1933, and he appointed his secretary of the interior, Harold Ickes, to head it. The Public Works Administration's (PWA) mandate was to help the economy recover by jump-starting the construction industry and to create demand for consumer goods and services, capital goods, and financial credit—through wages, material orders, and other business contracts. (*America Builds*: 9) Through the National Industrial Recovery Act, the Public Works Administration provided billions of dollars in grants to federal, state, and local government agencies for public improvement projects. (*The Story of the PWA in Pictures*: introduction; Short et al: I-II; *America Builds*: v)

Local governments filed project applications with their state PWA office. The PWA evaluated these projects using five main criteria, as explained in the 1939 book *America Builds. The Record of PWA*:

These were the yardsticks by which an application of the local community was measured:

1. The social desirability of the project and its relation to coordinated planning.
2. The economic desirability; that is its relation to unemployment and the revival of industry.
3. The soundness of the project from engineering and technical standpoints.
4. The financial ability of the applicant to complete the work and 'reasonably secure' any loans by the United States.
5. The legal collectability of the securities to be purchased or the enforceability of any lease entered into. (*America Builds*: 36)

Architectural design did not directly enter into the main criteria. And the PWA did not provide architects nor dictate architectural styles or floor plans for funded projects. Instead, government entities contracted with private, often local, architects and engineers, and design was left to local consideration. For those projects selected, PWA authorities provided legal, financial, and engineering review; allotted loans and grants; and inspected construction. Circa 1936, nearly 22,000 applications for local-project loans and grants had been filed, with 8,000 projects selected for funding. (*The Story of the PWA in Pictures*: "How PWA Works," n.p.)

The PWA initially provided a federal grant of 30 percent of the cost of labor and materials. The emergency

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Relief Appropriations Act of 1935 increased the grant by Executive Order to 45 percent of the total project cost, which covered land acquisition costs and fees for architects, engineers, and legal and administrative work. A PWA book noted that the change "meant better planned and better executed projects. More communities were able to participate in the recovery program." (*America Builds*: 43) Congressional authorization in 1936 introduced a project completion deadline of July 1, 1938. (Ibid) The PWA officially ended in 1939 and was eventually absorbed into the Federal Works Agency as part of war preparation efforts. (Svendsen: E 6-7)

Des Moines' PWA Successes

During the years that the PWA made grants, the City of Des Moines successfully applied for at least two projects: the 1934 Armory and World War Memorial (also known as Argonne Armory, historically 604 E. First Street; extant) and the 1937 Fire Department Headquarters complex. (Long 1988a: E 33, F-IV 4; *The Story of the PWA in Pictures*: Armory photograph, n.p.) The Des Moines Fire Department Headquarters complex application took advantage of the more generous 45 percent grant, but it included a tight timeframe. A December 1936 newspaper story unveiling the Proudfoot, Rawson, Brooks and Borg architectural rendering and details of the headquarters complex proposal stated: "Under the 45 percent grant offered by the public works administration, work must be started by Jan. 11 and completed by the end of the year. The estimated cost of the building is \$175,000 while new equipment to be included is to cost \$57,000, if the city's application is finally approved." (*Register*, December 13, 1936) Later newspaper reports gave seemingly conflicting grant totals of \$94,500 and \$74,200, and various project cost totals. (For example, *Register*, November 10, 1937) A 1939 PWA design survey book lists the final construction cost of the complex as a whole as \$260,778 and total project cost of \$281,700. (Short et al: 83)

The Des Moines fire complex was positioned as necessary to deliver expedient fire response, based on newspaper coverage and PWA publications. (The City of Des Moines does not possess this PWA application.) A 1939 PWA retrospective included the Des Moines fire headquarters complex as an example of modern stations constructed with PWA financing: "In Des Moines the central fire station was located in a congested area so that there were consistent delays in answering calls and an ever-present danger of serious accidents as fire equipment was being moved through heavy traffic. A new station was built in a location from which most parts of the city can be reached with minimum delay." (*America Builds*: 198) Delivering services faster would have a direct effect on improving public safety and have a secondary effect on lowering fire insurance rates for building owners. In addition, the new headquarters streamlined operations by consolidating two stations: the smaller Fire Station No. 13, in rented space a block away from the new headquarters complex and the old central station. With the new fire headquarters complex, the total number of fire stations in use decreased to fifteen. The application may also have included the previously mentioned NBFU's 1933 findings that the department lacked adequate training facilities and needed an updated fire alarm system.

Historian Marlys Svendsen provides a snapshot of the Iowa PWA application process in her National Register Multiple Property Document on PWA-funded Iowa courthouses. She found one surviving PWA

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courthouse application and related documentation, which gives insight in how an Iowa architectural firm worked with a PWA-grant-receiving local government—in this case to build the Jones County Court House in Anamosa:

It was necessary for a PWA applicant to provide considerable information about their intended project. The only surviving application for a county courthouse in Iowa is believed to be the application prepared for the Jones County Court House in Anamosa in 1935. It is likely that it was typical of other applications filed....

.... To answer these [application] questions, an applicant-county would need to have preliminary cost estimates in hand. It would be impossible to determine the overall cost figure or any of the breakdowns required in the application without first having a general building plan in hand. To do this it appears that several architectural firms in Iowa were prepared to work for little or no fee during this first phase. In courthouses where Keffer & Jones of Des Moines were involved, the firm signed a contract stipulating that no fee would be charged until the PWA grant was approved and the bonds sold. Their services were limited to preliminary sketches until that time. (Svendson: E 9-10)

The Des Moines Fire Department Headquarters complex may have followed a similar protocol. Architectural plans were well underway before the PWA grant was officially awarded; the set of original architectural plans for the headquarters complex by Des Moines architecture firm Proudfoot, Rawson, Brooks and Borg includes Shop Building revisions dated December 1936. (Proudfoot et al) And although the architectural plans for the Fire Station and Drill Tower revisions are dated March 1937, a December 13, 1936, newspaper story announcing project details included an architectural rendering of the complete complex. (Proudfoot et al; *Register*, December 13, 1936). The same article states: "Proudfoot, Rawson, Brooks and Borg are the architects who have completed the plans on the station. They have the approval of the chief and Henry HasBrouck, public safety commissioner."

Designing a Modern Fire Department Headquarters Complex

National Fire Station Trends of the 1930s

Fire station design in the 1930 was changing, but lacked accepted "best practices" for equipment or layout. Historian Zurier describes the era as "Streamline and Specialization: Conflicting Ideas in the 1930s." On one hand, the city planning movement brought professionalism and rationality to fire station design and location. For example, examining the efficiency of motorized fire trucks, which could travel farther than horse-drawn apparatus of the past, led to centralizing equipment in fewer, more widely dispersed stations. (Zurier: 178) On the other hand, Zurier notes that chiefs tended to let architects make more decisions, with varying results: "Some [architects] sought to emphasize the modernization of the fire department, with buildings that glorified the technical side of the fireman's work. Others stressed the familiar and traditional aspects of the fire service; because fire chiefs were so conservative, many traditions remained. More and more architects ... designed fire stations to be as unexceptional as possible." (Zurier: 173-174)

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Exterior fire station architecture of the 1930s varied widely. But Zurier found Modern styles making headlines. She cites a 1929 student competition for designing a firehouse sponsored by the influential Beaux-Arts Institute of Design in New York City. The three published winning entries, selected from more than 470 entries, featured Modern exteriors. (Zurier: 184-185; Anderson: 3) In the world at large, Modernistic architecture rose in popularity after wide publication of Finnish architect Eliel Saarinen's 1922 second-prize Art Deco skyscraper design for the *Chicago Tribune* headquarters building. In subsequent years, streamlined industrial design began to influence architecture, giving rise to Art Moderne, also referred to as Moderne, Streamline Moderne, or Streamlined Moderne. Many Modern buildings of the 1930s feature a combination of the geometric styling and vertical emphasis of Art Deco and curved lines and horizontal emphasis of Moderne. (McAlester: 465-466)

In the midst of the conflicting theories came Boston architect George Ernest Robinson, who set a new standard for fire station design in the 1920s through 1940s. He was perhaps the first architect to specialize in fire station design, widely publicizing his theories and plans in firefighting and architectural journals and at meetings at firefighters' associations. By the 1930s and 1940s, numerous New England fire departments had hired him to design their stations or consult with their architects. One of his most publicized designs, the 1926 Arlington, Massachusetts, central fire headquarters, incorporates many of the features Robinson invented or popularized—a number of features that are found in the Des Moines Fire Department Headquarters complex:

- The large building allowed consolidation of several smaller companies.
- Constructed of concrete and steel with exterior brick cladding, it features fireproof materials intended to protect the equipment and the fire alarm system.
- The apparatus room had a reinforced floor to support heavier vehicles.
- The unusual octagonal layout with eight bays allowed returning vehicles to pull into and through the station instead of backing in. (Zurier notes it would take until the 1960s for "drive-through" layouts to become widely used.)
- In designing space for eight vehicles, three more than the city owned, Robinson left room for future expansion.
- The apparatus room also featured numerous slide poles so firefighters could arrive from the second floor just steps from a vehicle.
- At the main public entrance, he designed a watch room with alarm equipment but also space for an employee to be stationed and interact with the public.
- The city's central alarm equipment was housed in a separate rear ell.
- The basement included a fully equipped maintenance shop for repairing apparatus.
- The second floor contained offices and bedrooms with plentiful natural light and ventilation as well as creature comforts including a full kitchen and a sky-lit common room with pool table and fireplace. Zurier notes that for all of Robinson's fire station design advancements, his preference for second-floor living quarters and classic architecture followed nineteenth-century tradition. (Zurier: 179-183)

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In the 1930s, New Deal-financed stations featured simpler interiors and more space dedicated to professionalism, according to Zurier's survey. Classrooms replaced billiards rooms. Libraries and studies stocked technical manuals instead of pleasure tomes. Gymnasiums and handball courts provided physical fitness, replacing entertainment-focused bowling alleys and card tables. And standalone drill towers located in utilitarian drill yards simulated working conditions (such as with sealed smoke chambers), allowing firefighters to train and hone skills. (Zurier: 183)

"Completely Modern": Designing the Des Moines Fire Department Complex

In designing the new Des Moines Fire Department Headquarters complex, Fire Chief William Burnett, other city officials, and the architects surveyed contemporary fire stations, "studied several other stations and visited a few, then drew the best points in each into the present plans." (*Register*, December 13, 1936) A later newspaper story says architects surveyed fire stations in the Middle West. (*Register*, September 10, 1937) Undoubtedly, Burnett and the architects had exposure to architect Robinson's work via professional journals.

Modernistic design principles prevailed on the exterior: The Des Moines community perhaps got its first look at the proposed Streamlined Moderne Fire Department Headquarters complex via the aforementioned December 13, 1936, lead story in the Commercial (business) section of the *Des Moines Sunday Register*. The lengthy story summarized the project as "three major units: the headquarters building and central fire station, a shop and repair garage, and a drill tower between the two in a paved court.... From the stainless steel sliding poles to the glass bricks in its outside wall the new station would be completely modern."

The newspaper story's accompanying large architectural sketch shows the complex from the vantage point of the northeast (opposite) corner of Ninth and Mulberry streets; Fire Station No. 1 dominates the view, but the Shop Building east facade and north elevation are also visible, as is the top floor of the Drill Tower. The rendering, which appears to be as built, shows the fire station and the shop facades embodying the hallmarks of Streamlined Moderne: flat roofs, asymmetrical facades, horizontal banding (via brickwork, stonework, and window configurations), and curved walls (fire station). Also visible is Art Deco vertical ornamentation on the garage door bay facades: the fire station's vertically soaring curved stone pylons—which in profile resemble streamlined vehicle hoods—separated by vertical stripes of terracotta tile and stone. The shop facade's utilitarian garage facade shows brick "columns" inserted between two stone panels. The Drill Tower's top floor shows a flat roof, brick walls (on three sides), and metal pipe railing with curved corners on the fourth side.

The east facade of the station, minus the curved corner, is much more traditional. As built (and until the 1967 remodeling), classically inspired carved stonework surrounded the original pedestrian entrance and adjoining chiefs' garage door opening. Near the flat roofline, five large round carved stone medallions are inset into the brick; they replicate fire marks—signs featuring firefighting symbols—used by early American fire insurance companies as advertisements. (Siegel) The following five marks are depicted, from north to south: fireplug with hose gushing water with initials "F A" (Fire Association of Philadelphia); four hands

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clasped at the wrists ("Hand-in-Hand," Philadelphia Contributionship); steam fire engine with initials "U F" (United Firemen's); deciduous tree in full leaf ("The Green Tree," Mutual Assurance Company of Philadelphia); and old-fashioned hand fire engine with initials "F. I. Co" (Firemen's Insurance Company). (*American Fire Marks*: 13-57; Gillingham: 12-35)

The stone medallions are referenced in the December 1936 *Des Moines Sunday Register* story accompanying the architectural sketch: "Plaques depicting history of fire fighting would adorn the building cornice." (*Register*, December 13, 1936) Awareness and collecting of American fire marks increased during the early twentieth century, as mentioned in the 1933 book *American Fire Marks*. (*American Fire Marks*: 10-11) The use and design of fire marks in the United States was inspired by British and Irish fire marks. (*American Fire Marks*: 5-9; Gillingham: 3-12) The Proudfoot architectural firm's set of original building drawings includes a pencil sketch of six fire marks—three representing U.S. companies and three British and Irish. In the end, Fire Station No. 1 was built with five marks used by U.S. companies, three of those from the architectural pencil sketch. (Proudfoot et al)

The interiors of the headquarters complex buildings featured modern conveniences, healthful features, and new technologies, which were reported in newspaper accounts. Readily apparent to the casual viewer are the bands of clear-glass windows and garage door openings that draw in natural light and ventilation, in contrast with recessed windows and garage openings of the old station. A *Des Moines Tribune* photo essay on the nearly completed station is headlined "Fresh Air and Sunlight." Pictures show the second-floor Dormitory, Wash Room, Kitchen, Classroom, and first-floor alarm switchboard in the Signal Room:

[• Dormitory, picturing beds on a checkerboard asphalt tile floor:] "Sunlight and fresh air, together with spring mattresses on each of the 30 new beds, are features of this large sleeping room on the second floor of the new Central fire station. At four points in the room are located the polished poles down which the firemen slide.... [Each] Circular opening in the floor through which the firemen pass is covered to prevent draft. One yank on a chain and the cover rises. Venetian blinds keep out the sun when it isn't wanted.

[• Wash Room, picturing well-lit mirror, sinks, and wall-mounted radiator:] "... contains wash bowls, toilets, and shower baths....

[• Kitchen, picturing appliances:] "Off the dining room ... is the attractive kitchen, containing ample cupboard and drawer space, three gas stoves and a huge icebox where different shifts will keep under lock and key their supply of food.

[• Classroom, picturing desks, chalkboard, and venetian-blind-covered windows:] "This is where firemen will go to school.... The large sunny room has 50 desk chairs of the type the school board uses, and upfront are sliding blackboards. A sliding and folding soundproof partition separates the classroom from the recreation room.

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[• Large alarm switchboard with glass-block window visible in foreground:] "Into this room ... electricity will carry fire alarms. The switchboard, only piece of equipment installed at present, is shown...." (*Des Moines Tribune*, December 10, 1937)

Other modern features that newspapers reported on during the planning and building process:

- The fire poles were stainless steel. Burnett specified them after a Central Fire Station firefighter's near fatal infection from friction burns received while sliding down a brass pole at the old station. The new poles were fitted with a new kind of manhole cover to keep dust, fumes, drafts, and heat out of the second-floor living quarters. (*Register*, November 14, 1937)
- The seven slide poles were placed strategically so that firefighters would zip into the Apparatus Room only steps from their fire truck post: "It takes a fifth of a second to walk around a pole," Burnett explained to the *Des Moines Sunday Register*. (*Register*, December 13, 1936)
- "A pull of a string over the driver's seat of each truck lights a small red light on the ceiling and opens the accordion door. The light is to notify the operator which truck opens the door." (*Register*, December 20, 1937)
- The new fire station and Shop Building featured "drive-through" apparatus bays. The *Register* explained the concept thusly: "On returning from a fire, the trucks would enter the station from the rear and be in place to 'roll again.'" (*Register*, December 13, 1936)
- "The central fire alarm system... is protected from exposure by fire doors, wire glass, masonry walls, and reinforced concrete floor slabs. The room ... has walls of salt-glazed buff tile, acoustic plaster ceiling, and a floor of sheet rubber." (*Register*, December 20, 1937)
- Glass block was selected for the Signal Room and Storage first-floor Ninth Street windows to provide dispersed light and privacy. (*Register*, December 13, 1936)
- The second-floor administration offices are "bright... and business-like." Secretary to the chief Harry Cree, a 42-year member of the department, said: "It's quite a change from the dusty, dark offices that we have always had before." (*Register*, December 20, 1937)
- "[E]very provision is made for recreational and healthful activities. On the second floor... a handball court and recreation room are planned. While at the south end of the station there will be a small athletic field for outdoor exercises." Burnett selected a handball court over a gymnasium because he found it "more popular." (*Register*, March 18, 1937; December 13, 1936)
- For keeping up with training, the five-story Drill Tower in the paved Court provided "a portion of a 'sample' building with stairs, windows, fire escapes and steel ladders to train rookies" plus an enclosed smoke chamber for simulations, traveling safety net attached to an electric hoist, and cistern for supplying water. (*Register*, December 20, 1937; December 13, 1936; November 10, 1937)
- The 100-foot-long Shop Building would accommodate even the longest trucks for painting and repair. (*Register*, December 13, 1936; December 20, 1936)

Burnett took a direct role in guiding the design, creating a legacy of his 40-plus years of executive service to the department. The month before the Fire Station No. 1 and Drill Tower final plans were approved by city council, the chief engineer of the National Board of Fire Underwriters (NBFU), Harry K. Rogers, was in town for a fire prevention event and stopped by the Proudfoot offices with Burnett to examine plans for the Des

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Moines fire headquarters. The newspaper reported that he said the new station would be one of the best in the country. (*Register*, February 11, 1937)

Burnett saw the plans through approval by the city council in March 1937. (*Register*, March 18, 1937) But tragically, the chief was fatally injured while attending an industrial fire and died March 27, 1937. (*Register*, March 28, 1937) And so it was a new fire chief, Charles Slade, who occupied the corner executive office when the new Fire Station No. 1 opened Monday, December 20, 1937, with a crew of 50 men. (*Register*, December 20, 1937) The building's cornerstone dedicates the building to Burnett and his ultimate sacrifice.

Proudfoot, Rawson, Brooks and Borg: Fire Headquarters Architects

Rich Architectural Heritage

The architecture firm behind the "completely modern" design worked closely with the Des Moines fire chief and city officials to create an efficient, cost-effective, and striking Machine Age fire headquarters. Proudfoot, Rawson, Brooks and Borg was *the* architecture source in Des Moines and Iowa, as documented by historian Barbara Beving Long in her multiple property nomination of the firm's work. [Note: This report uses Proudfoot, Rawson, Brooks and Borg, spelling out "and" based on the spelling used by the firm on its fire headquarters complex plans.] Established in 1882, the firm saw various compositions of partners: Proudfoot & Bird (1882-1910); Proudfoot, Bird and Rawson (1910-25); Proudfoot, Rawson & Souers (1925-29); Proudfoot, Rawson, Souers & Thomas (1930-1933); and Proudfoot, Rawson, Brooks & Borg (c. 1933-1945). (Long 1988b: F1) Long includes the Des Moines Fire Station No. 1 in her overview on the firm's many accomplishments:

Over a forty-year period, the firm was responsible for major office buildings, over two hundred residences, more than one hundred commercial buildings, and some fifty public schools across the state. Approximately thirty apartment buildings and a like number of banks are also represented in the firm's records. In addition, they designed a number of Carnegie libraries, hotels, theatres, lodge halls, churches, hospitals, and other public and semipublic buildings such as courthouses in five counties, the Iowa Fish and Game Pavilion at the Iowa State Fairgrounds, and the Central Fire Department firehouse in Des Moines. (Long 1988: F2)

By the 1930s, the Des Moines downtown contained numerous skyscrapers, hotels, and other commercial buildings as well as public buildings designed by the various iterations of the Proudfoot firm. The firm had a positive track record with the City of Des Moines, having collaboratively designed the Des Moines Municipal Building (1910-1911) with three other firms, including Hallett & Rawson, of which Harry D. Rawson would later become a partner with Proudfoot. (Long 1988b: E7) And it had an ancillary architectural connection to the 1890s Central Fire Station: architect Hallett, who designed the old central headquarters, later entered into partnership with Rawson, who later joined Proudfoot.

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Proudfoot, Rawson, Brooks and Borg

However, the Great Depression years saw the firm's commissions dwindle and the firm's partners change. The new Proudfoot, Rawson, Brooks and Borg formed in 1933, when John Woolson Brooks and Elmer H. Borg, who had joined the firm in 1912 and 1913, respectively, bought into the firm. Founding partner William T. Proudfoot died in 1928, and Rawson died unexpectedly in 1934. (Long 1988b: E8)

The Des Moines Fire Department Headquarters complex presented a good-size project with sound financing for the newly reformatted firm. It also seems to have presented an opportunity to branch out from the more conservative architectural heritage of the firm by boldly employing the less typical Streamlined Moderne style. Long describes the firm's design heritage:

The architectural philosophy of the firm can be characterized as conservative, both in design and attention to cost. Their designs reflected those who commissioned them: the local boards of education, the State Board of Education (for collegiate buildings), the Des Moines public schools, county boards of supervisors, successful old-line households, prosperous businesses. As John Woolson Brooks, who joined the firm in 1912 as a blueprint boy and went on to become a partner, described it: *The main objective has been to produce Architecture in the unlimited sense of beauty, utility, and commodity; unlimited in that none of the three properties was allowed to predominate; none was neglected.* (Long 1988b: E1, citing Brooks: 3)

This tri-part balancing of style, usefulness, and price led the Proudfoot et al firm to create enduring architecture, including the Des Moines fire headquarters complex.

The Streamlined Moderne style is somewhat unusual in Des Moines, although this may be attributed to the few buildings constructed during the period that the style enjoyed popularity. The immediate public response to the design remains unknown at this time, but in 1939 community leaders selected the building as an outstanding example of recent local architecture for a feature in *Architectural Record*, which published a series on citizen-nominated noteworthy architecture in six cities. (*Architectural Record*: 14-15)

In decades since, architectural historians and critics have praised the Fire Station No. 1 design. David Gebhard included the station in *The National Trust Guide to Art Deco in America*, comparing the building's curved fins and horizontal banding to the celebrated Pan Pacific Auditorium (circa 1935) in Los Angeles. (Gebhard: 119) In the 1993 book *Buildings of Iowa (Buildings of the United States)*, Society of Architectural Historians series, Gebhard and co-author/architectural historian Gerald Mansheim called Fire Station No. 1 a "full-fledged essay in the 1930s Streamline Moderne style," pointing to the vertical pylons, dramatically curved street corner, and continuous bands of windows. (Gebhard et al: 203) Preservation proponent Leonard Wolf, head of the Iowa State University architecture department, described the building as a local architectural landmark in 1961: "It has a unity of design that's very difficult when you're building a structure for two different uses. A fire station has, first, the function of housing trucks and equipment and, second, the housing of men. Usually, in a fire station, there's a disunity of design because of the two functions. This is

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an excellent building." (*Register*, January 31, 1961)

Project Construction Timeline

The Des Moines Fire Department Headquarters complex project moved rapidly. In late December or early January, the *Register* reported that the City of Des Moines was awarded a \$94,500 PWA grant for the \$185,000 fire headquarters complex with a stipulation that construction begin Monday, January 11, 1937. (*Register*, January 6, 1937) On January 4, F.B. Dickinson & Co. of Des Moines secured the \$29,468 contract to build the Shop Building. The next day, the school board approved a contract for a 99-year lease with the city for the half-block lot at Ninth and Mulberry streets, once the site of Lincoln School. The lease was a legal bridge until the school board could ask voters at a March election for authority to sell the land to the city for its appraised value, estimated at \$100,000. Meanwhile, the city negotiated buying out the current tenants who used the vacant lot as a parking lot and gas station. (*Register*, January 6, 1937)

A ceremonial groundbreaking took place January 11. (*Register*, January 12, 1937). But steam-shovel-excavation for the Shop Building basement did not begin until mid March. (*Register*, March 15, 1937) Meanwhile, Safety Commissioner Henry HasBrouck began work on purchasing the fire site from the school board following the school board election, at which voters approved by a ten-to-one majority selling the fire headquarters complex site to the city at a minimum price fixed at \$100,000. (*Register*, March 10, 1937) Also in mid March, the city council approved the final station and tower plans, allowing bidding for the construction contract. (*Register*, March 18, 1937) F.B. Dickinson won this second contract for construction of the fire station and tower. (*Register*, May 23, 1937)

Tragedy struck the fire department March 26, when fire chief Burnett was fatally injured in the line of duty at a warehouse explosion and fire. (*Register*, March 27, 1937) Following his death, March 27, hundreds attended his funeral. (*Register*, March 29, 1937) Burnett's demise created confusion as to how to appoint the next fire chief, as Burnett was hired well before the "Des Moines Plan" of commission-led government was implemented. (*Register*, March 31, 1937) In the end, the new chief, Charles Slade, was selected later in the year based civil service, oral, and physical examinations. (*Register*, May 28, 1937)

The Shop Building was completed circa June. (*Register*, May 23, 1937) The fire station's stone pillars along Mulberry Street were under construction in July, and steel girders for the second story were in place by the end of the month. (*Register*, July 6, 1937; July 28, 1937) A strike that closed the United Brick and Tile Co. in Des Moines cut off the supply of brick for the headquarters project, delaying brickwork on the fire station in August. (*Register*, August 17, 1937)

Also during the summer, the \$6,000 Drill Tower developed a sag after steel-rod reinforcements dropped out of position. City council members had requested a new tower, but the contractors added reinforcing to fix the tower at no extra cost to the city. (*Register*, November 9, 1937)

Completed garage doorways at the fire station were found to be potentially too narrow for the new larger fire

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trucks in September; the concrete bumpers on the bottom of each side of the door openings took up approximately two feet of space. (*Register*, September 10, 1937) A November test run of fire trucks narrowly exiting the Apparatus Room doorways prompted the city council to approve widening the entries. The *Register* reported the following method for removing the concrete wheel guards: "Pneumatic chisels will be required to pare down the poured concrete footings which restrict the door openings. Reinforcing rods which were to strengthen the bumpers to withstand accidental jolts from five-ton fire engines will have to be severed with acetylene torches." (*Register*, November 9, 1937) Widening began in late November and continued into December at a cost of nearly \$2,000; at a date unknown, stone was infilled into the excavated cavities. (*Des Moines Tribune*, December 1, 1937)

Fire Station No. 1 opened for public service on December 20, 1937, with approximately 25 firefighters on duty at each shift. Station No. 13 a block away closed, with personnel and apparatus moved to the new station. (*Register*, December 20, 1937)

The old central headquarters building on Second Street and Grand Avenue was razed circa 1939 for potential sale as a taxable commercial property. (*Des Moines Tribune*, August 14, 1939) But for many years it served as a parking lot. ("History of the Des Moines Fire Department")

The Fire Department Headquarters Complex as an Employment Engine

At the heart of the PWA program was job creation. As explained in a 1939 book published by the federal agency, *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and other Governmental Bodies between the Years 1933 and 1939 with the Assistance of the Public Works Administration*: "The main purpose of the creation of the P.W.A. was to increase employment of labor in the construction of permanent and useful public projects and in the building industries and the factories which supply building materials." (Short et al: X) The book cites figures as of yearend 1938 of all federal and nonfederal PWA projects expending approximately \$381 million on direct labor for buildings only and approximately more than \$493 million on indirect labor for supplying materials used in construction of the buildings; the cost of materials for said buildings was estimated at \$717 million.

The Des Moines Fire Department Headquarters complex provided both direct and indirect employment for Des Moines-area residents. Direct employment was locally based: Both the architecture firm — Proudfoot, Rawson, Brooks and Borg—and construction contractor—F.B. Dickinson & Co.—had main offices in Des Moines and, as such, employed local residents. The headquarters complex project also provided indirect labor for supplying materials, and at least some of that work was locally based—such as the bricks produced by the United Brick and Tile Co. in Des Moines used to build Fire Station No. 1 (and presumably the Shop Building, based on appearance). When a strike at United Brick halted production and cut off the source of material for the fire station, F.B. Dickinson, president of F.B. Dickinson & Co., told the local newspaper he would wait for the reopening of the United plant rather than hunt for another source of supply. (*Register*, August 17, 1937)

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The Fire Department Headquarters Complex as a Design Prototype

The headquarters complex received recognition for its design from the PWA through inclusion in two books published in 1939 by the agency. In *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and other Governmental Bodies between the Years 1933 and 1939 with the Assistance of the Public Works Administration* the Proudfoot design was one of 620 projects highlighted, selected from 26,474 total PWA projects (which produced some 17,300 buildings) completed by January 1, 1938. (Short et al: I-II) The survey encourages further high quality architecture in government buildings by featuring a photograph, floor plan, and project description for each project. The Des Moines fire headquarters complex page shows a photo and first-floor plan of Fire Station No. 1 plus a description that in part praises the design of the complex as a whole: "This is a modern fire station which includes not only all the necessary facilities for the fighting but also provisions for training, recreation, housing of personnel, and maintenance of all equipment.... In addition to the building illustrated, the project includes a shop building and a drill tower...." (Short et al: 83)

Later in 1939, the comprehensive *America Builds, the Record of PWA* offered a retrospective on the breadth and impact of the PWA program. In a section on PWA-funded public safety projects, the Des Moines fire headquarters was cited as the representative "modern" fire station example from among the \$315,315,500 worth of grants made to municipal safety facilities, not including those included in city halls. In addition, the book published a photograph of Fire Station No. 1, with its architecture specifically referenced as "a modern note in fire stations." (*America Builds*: 198, 202)

With inclusion in both publications, the headquarters complex became a design prototype for Modernistic fire station-related design.

And it could be argued that the DMFD headquarters Streamlined Moderne design influenced later Des Moines fire station designs. The fire department did not build any new stations again until the 1950s and 1960s, when five new buildings were added, which can be categorized as functional Modern. A cursory review of the five buildings shows flat roofs, large window expanses, brick-clad exteriors, and minimal applied decoration predominate on the linear designs. The five station buildings examined are:

- 2458 Easton Boulevard, No. 18, two story, 1950, in use as Fire & Rescue Station No. 3;
- 2217 Beaver Avenue, No. 17, one story, 1952, no longer in use as a fire station;
- 1241 S.W. McKinley Avenue (now known as 1249 McKinley Ave.), No. 16, one story, 1959, in use as Fire & Rescue Station No. 8;
- 917 University Avenue, No. 15, one story, 1960, in use as Fire & Rescue Station No. 4; and
- 3226 University Avenue, No. 5, one story, 1961, no longer in use as a fire station.

(Note: Station numbers have changed over time, in part due to a reduction in the number of stations; those used above in the first reference are the historic numbers.) ("Fire Department" unappraised value memo; Kirkpatrick: 13-15)

The mid 1970s saw another wave of station consolidation and modernization in Des Moines. The consulting

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firm Gage-Babcock & Associates in a 1970 study of the fire department recommended closing ten stations and building five new stations to provide better fire coverage and upgraded facilities. (*Register*, December 19, 1970; February 2, 1973) The closures occurred between 1971 and 1976, shuttering the last remaining stations built in the era of horse-drawn equipment—such as old No. 12, 535 40th Street—as well as newer stations that had only been open for a decade or two—such as old No. 5, 3226 University Avenue. (Kirkpatrick, et al: 10-17; *Fire Engineering*, v. 129: 2) The fire department opened the following new stations in 1975 and 1976:

- 1727 E. Walnut Street, No. 2, 1975;
- 1919 SE 6th Street, No. 6, 1975;
- 3500 East 12th Street, No. 7, 1975;
- 711 42nd Street, No. 5, 1976;
- 4800 Douglas Avenue, No. 9, 1976 (Kirkpatrick, et al: 15-17)

All five stations, which remain in use, were built using a Post-Modern prototype that appears to take cues from Fire Station No. 1. Des Moines-based architectural firm McKlveen and Carney developed the prototype, which won a design award from the Iowa Chapter of the American Institute of Architects in 1976. (*Des Moines Sunday Register*, July 4, 1976) (The firm also drew up the 1975 plans for the repair of the Shop Building.) The McKlveen and Carney plans each feature a one-story brown-brick facade with an apparatus bay section on one side, and living quarters on the other; the public pedestrian entrance is through a recessed doorway that visually bridges the two sections. The five stations feature curved brick pylons framing the garage doors, reminiscent of the stone pylons framing the garage door bays on Fire Station No. 1. The area above the garage doors features vertical brickwork that recalls the vertical terracotta tile work above the garage door bays on Fire Station No. 1. Rounded corners define the living quarters area, perhaps an homage to the dominant rounded corner on Fire Station No. 1.

Change and Growth within the Fire Department Headquarters Complex

The profession of fire fighting has continued to evolve, in response to environmental changes affecting what is being protected and new technologies affecting how protection is delivered. These overall changes as well as changes to the Des Moines Fire Department's real estate (fire stations, training facilities, and the like) have led to a variety of changes to the headquarters complex. A close study of the changes shows an overall trend of working within the 1937 Proudfoot building envelopes and interior walls. In other words, limited changes have been made to the exteriors of the buildings, and those changes made inside tend to work within the internal plaster/tile walls laid out by the Proudfoot plan.

One major factor that drove interior changes was, over time, the growth of administration and simultaneous reduction in firefighters; these personnel changes led to repurposing former living quarters on the second floor of Fire Station No. 1 into office space. Overall, offices were added within the original interior wall structure. For example, the Hand Ball Court was remodeled into a film-viewing training room, then returned to Hand Ball Court status under a different chief, and later remodeled into offices for Emergency Medical Services. (Ulm, 2-3; Murray informant interview; Giudicessi informant interview) With the Hand Ball Court specifically and with the Fire Station No. 1 in general, working within the original interior wall structure was a

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conservative approach: Removing plaster (or tiled) walls would have cost extra time and money, and keeping them in place would allow the flexibility to return to the larger living quarters should firefighter staffing return to higher levels.

Technological advances also led to changes. For example, communications technology led to the 1958 erection of the 165-foot steel lattice radio tower in the courtyard, next to the Drill Tower. This location right next to the Drill Tower was possible because the Drill Tower was no longer used for some of the original training exercises for which it had been built, as fire fighting techniques changed. (Murray informant interview) The radio tower replaced a smaller antenna mounted on the roof of the fire station. From 1958 to 1978, the fire department used a VHF (very high frequency) radio system with an antenna on the tower as the primary transmitter site, tied in with the dispatch center located in Fire Station No. 1. The Des Moines Police Department's Radio Services Section assumed maintenance of the fire department radio system in 1978, as the city moved to a centralized emergency dispatch system. From 1978 to 2009, the radio tower was used as a backup transmitter site. With the property passing out of city ownership, the last piece of radio equipment was disconnected from the tower in September 2012. (Nevins informant interview)

Representation in Other Cultural Resources Surveys

Professionals are in agreement that Fire Station No. 1 is National Register eligible. And the most recent of three Iowa Site Inventory Forms includes the Shop Building as a second building on the site related to fire fighting.

In 1975, in one of the first surveys of significant architecture in Des Moines, consultant John Maves identified "Central Fire Station" as having state and national significance for National Register inclusion. (Maves) The building was assigned Site Number 77-020-824 at this time, or during the subsequent site inventory, in 1987.

In a 1988 National Register of Historic Places Multiple Property Documentation Form, "The Architectural Legacy of Proudfoot & Bird in Iowa, 1882-1940," State Historical Society of Iowa historian Barbara Beving Long included the central fire station as an example of important buildings designed by the firm. In a related 1987 Site Inventory Form, she describes "Central Fire Department Headquarters" as:

The city's most distinctive fire station.... Curves—at the corner and forming the prominent stone or concrete columns—are a notable feature. Bright panels in geometric patterns of red, black, and yellow alternate between the columns and further enliven the surface. Other textural features are the continuous band of multiple-pane casement windows and rows of headers placed at an angle. Along the east facade are large sculptured discs with various fire department-related scenes. Alterations are minimal.... (Long 1987: 2)

Long identifies the building's association with the PWA as a context for historical significance and provides the construction date of 1937 as a significant date. (Ibid)

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In 1995, consultant Patricia Eckhardt conducted a reconnaissance survey of downtown Des Moines and completed a series of Iowa Site Inventory Forms. She included "Fire Department Headquarters" as a surveyed resource, and the fire station building was assigned Iowa Site Inventory Number 77-07145. Eckhardt found the building significant for its architecture (Streamlined Moderne), citing it as a long-recognized example of outstanding architecture in Iowa; as the work of Proudfoot, Rawson, Brooks and Borg; and as a 1939 published example of PWA architecture. Eckhardt references the original Proudfoot plans, and she includes in a site description that the building lot includes two other structures related to fire fighting: "There is a shop at the back of the lot. In the open courtyard between the station and the shop is a drill tower." (Eckhardt: 2-4) However, the Drill Tower was removed in 1981, so the structure noted would be the radio tower.

To summarize, these inventories offered opinions of eligibility for the station, based on Criterion A for the federal funding program (Public Works Administration, or PWA) used to finance the project, and Criterion C for architectural characteristics of Streamlined Moderne as well as significant architectural firm (Proudfoot, Rawson, Brooks and Borg) and builder (F.B. Dickinson & Co.) involved in the design and construction.

Fire Department Headquarters Future Plans

The City of Des Moines Fire Department vacated the entire headquarters complex in March 2013. The fire department completed a new headquarters complex for administration, training, and maintenance operations, Des Moines Fire Department Training and Logistics Facility, 2715 Dean Avenue, to where maintenance operations previously located in the Shop Building as well as administrative offices previously located in Fire Station No. 1's second floor moved in late 2012. The department also constructed a new two-story fire station four blocks west on Mulberry Street, to where the firefighters and fire equipment from the current station moved in spring 2013.

The City of Des Moines determined there was no known public need for the property and is selling the complex to the Des Moines Social Club (DMSC). In November 2011, the nonprofit arts organization initiated a request to the City Council to purchase or lease the fire department headquarters for use as a multidisciplinary arts venue. Following the City's open request for letters of interest in the property in early 2012, the City Council accepted the DMSC's redevelopment proposal in June 25, 2012. Council voted October 22, 2012, to support a conveyance and redevelopment agreement with the DMSC, selling the buildings on installment for \$600,000 plus interest. Recognizing the historic value of the fire department headquarters complex, the Des Moines City Council included contract conditions binding DMSC to nominate the property to the National Register of Historic Places, maintain the 1937 exteriors of the fire headquarters buildings in the ensuing rehabilitation, and consult with the City if the DMSC were to decide to sell the property within the next 10 years.

The nonprofit arts organization is currently completing fund-raising for rehabilitating the headquarters complex into a mixed-use commercial, nonprofit office, and theater complex. As part of its funding package, DMSC applied for state historic tax credits for the two 1937 buildings, and was informed in October 2012

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that it has been awarded credits for the Shop Building from the Small Projects Fund; however, no funding for larger projects was available, so DMSC has reapplied in 2013 for the Fire Station No. 1 building. The rehabilitation plans call for Fire Station No. 1 to be used as mixed-use retail (restaurant and coffee shop on first floor) and office space (second floor). The Shop Building is slated for use as a theater, bar, and related spaces. The courtyard may be used for performances or recreation, honoring the tradition of firefighters using the space for recreation. The DMSC's rehabilitation schedule currently calls for the work to be completed in 2014.

As an interesting side note, the Des Moines Social Club theater project incorporates principles used by the New Deal-funded Federal Theatre Project. The nonprofit group is interested in making connections between its New Deal heritage and the New Deal heritage of the fire headquarters.

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10. Geographical Data

Verbal Boundary Description

The legal description for the site is:

Lots 1, 2, 3, and 4 and all of the East and West Alley lying between Cherry Street and Mulberry Street, extending from the East line of the North and South Alley lying between 9th Street and 10th Street to the West line of 9th Street in Block 13 in H.M. Hoxie's Addition to the Town of Fort Des Moines, now included in and forming a part of the City of Des Moines, Polk County, Iowa. (Polk County Assessor's Office; Polk County Recorder's Office)

Boundary Justification

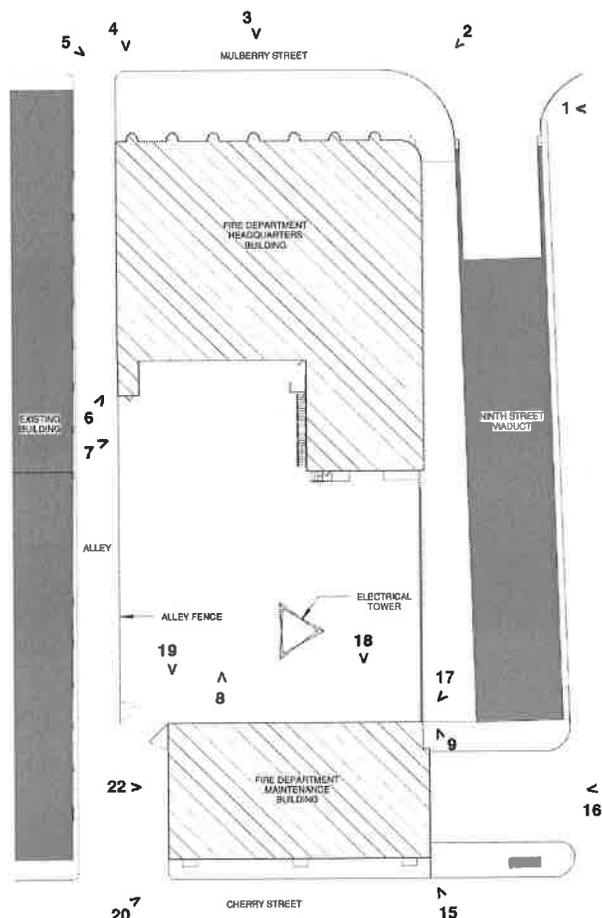
The boundaries represent the original site acquired by the City of Des Moines to construct the fire department headquarters complex in 1937.

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Images County and State Polk County, Iowa

Sketch Map – Site plan, 2013



1 PHOTO KEY - SITE PLAN
PK-A.1 SCALE: 1" = 40'-0"



SLINGSHOT ARCHITECTURE	DES MOINES SOCIAL CLUB	NO.	REVISION SCHEDULE	DATE	01/11/13
	900 MULBERRY ST 2012-17		DESCRIPTION		SITE PLAN
					PK-A.1

(Source: Slingshot Architecture, Des Moines, Iowa.)

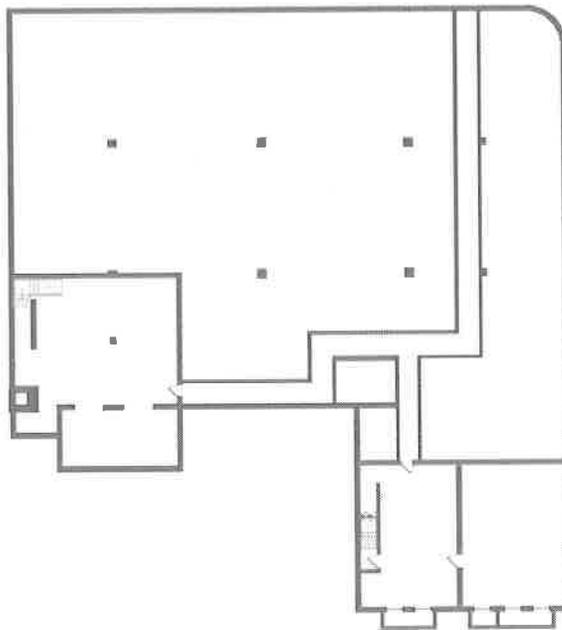
For all "Photo Key" plans to follow: Photographs are indicated by numbers and arrows, corresponding to the Photo Log; north is indicated by an N with an arrow on top, in the right-hand corner.

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Sketch Map – Fire station basement floor plan, 2013



1 PHOTO KEY - HQ BASEMENT PLAN
PK-H.1 SCALE: 3/64" = 1'-0"



SLINGSHOT
ARCHITECTURE
400 10th Street, Des Moines, IA 50319

DES MOINES SOCIAL CLUB
900 MULBERRY ST
2012-17

NO.	REVISION SCHEDULE DESCRIPTION	DATE
-----	-------------------------------	------

01/11/13
HQ BASEMENT PLAN
PK-H.1

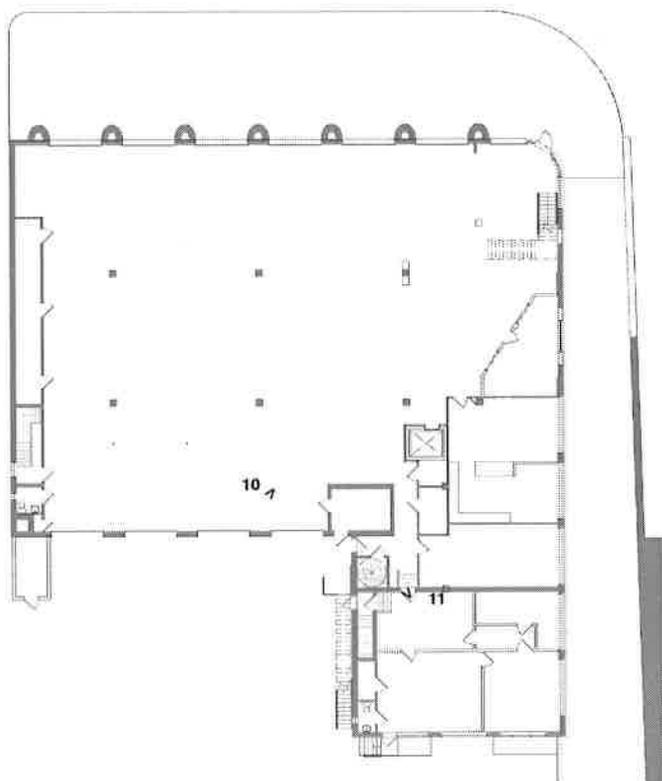
(Source: Slingshot Architecture, Des Moines, Iowa.)

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Images
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Sketch Map – Fire station first-floor plan, 2013



1 PHOTO KEY - HQ LEVEL 1 PLAN
PK-H.2 SCALE: 3/64" = 1'-0"



SLINGSHOT
ARCHITECTURE

DES MOINES SOCIAL CLUB
900 MULBERRY ST
2012-17

NO.	REVISION SCHEDULE DESCRIPTION	DATE

01/11/13
HQ PLAN 1
PK-H.2

(Source: Slingshot Architecture, Des Moines, Iowa.)

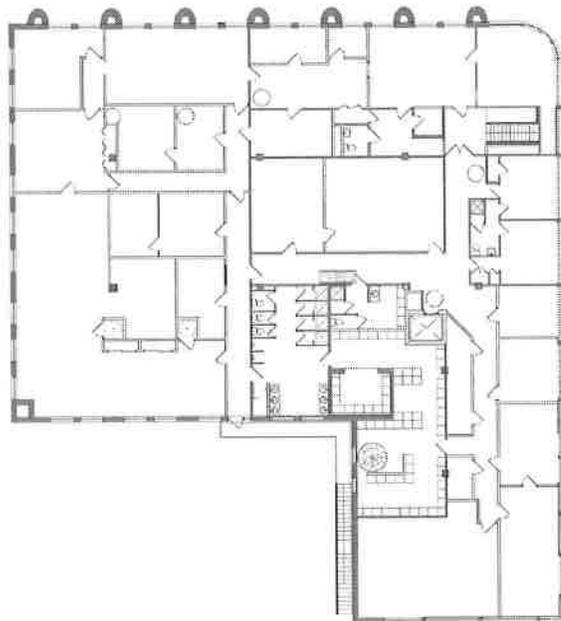
Photographs are indicated by numbers and arrows, corresponding to the Photo Log.

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Images
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Sketch Map – Fire station second-floor plan, 2013



1 PHOTO KEY - HQ LEVEL 2 PLAN
PK-H.3 SCALE: 3/64" = 1'-0"



SLINGSHOT
ARCHITECTURE

DES MOINES SOCIAL CLUB
900 MULBERRY ST
2012-17

NO.	REVISION SCHEDULE DESCRIPTION	DATE

01/11/13
HQ PLAN 2
PK-H.3

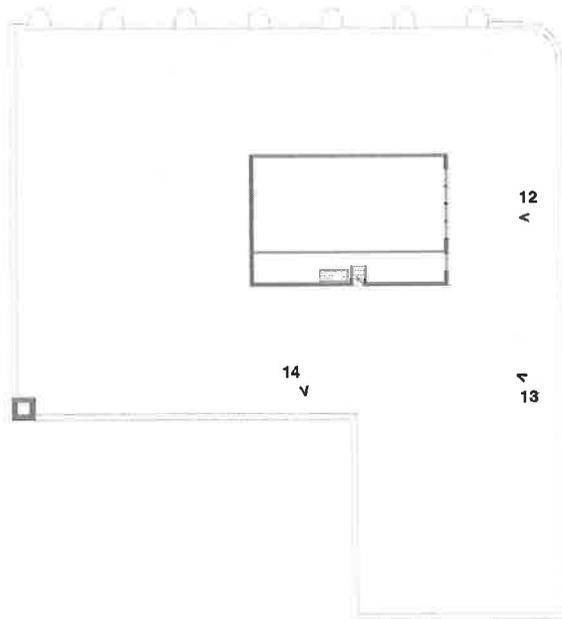
(Source: Slingshot Architecture, Des Moines, Iowa.)

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Section Imbedded **Page** 55 **Property name** Des Moines Fire Department Headquarters
Images **County and State** Polk County, Iowa

Sketch Map – Fire station roof plan, 2013



1 PHOTO KEY - HQ ROOF PLAN
PK-H.4 SCALE: 3/64" = 1'-0"



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ARCHITECTURE

DES MOINES SOCIAL CLUB
900 MULBERRY ST
2012-17

NO. REVISION SCHEDULE
DESCRIPTION DATE

01/11/13
HQ ROOF PLAN
PK-H.4

(Source: Slingshot Architecture, Des Moines, Iowa.)

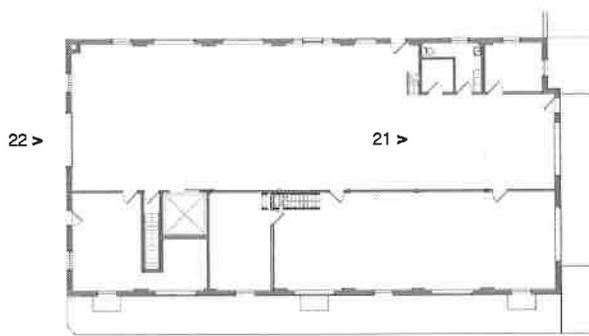
Photographs are indicated by numbers and arrows, corresponding to the Photo Log.

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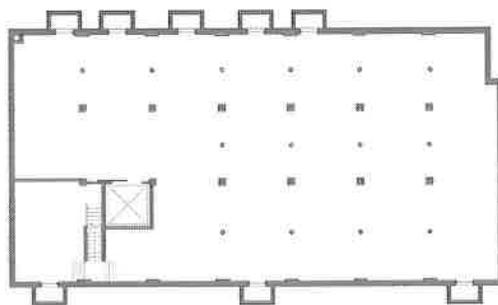
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Images
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Sketch Map – Shop Building basement and first-floor plans, 2013



2 PHOTO KEY - SHOP LEVEL 1 PLAN
PK-M.1 SCALE: 3/64" = 1'-0"



1 PHOTO KEY - SHOP BASEMENT PLAN
PK-M.1 SCALE: 3/64" = 1'-0"



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2012-17

NO. REVISION SCHEDULE DESCRIPTION DATE

01/11/13
SHOP BASEMENT &
PLAN 1
PK-M.1

(Source: Slingshot Architecture, Des Moines, Iowa.)

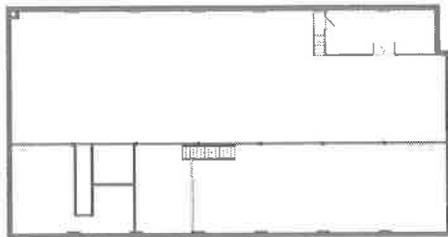
Photographs are indicated by numbers and arrows, corresponding to the Photo Log.

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Sketch Map – Shop Building upper level plan, 2013



1 PHOTO KEY - SHOP LEVEL 2 PLAN
PK-M.2 SCALE: 3/64" = 1'-0"



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DES MOINES SOCIAL CLUB
800 MULBERRY ST
221 2-17

NO.	REVISION SCHEDULE DESCRIPTION	DATE
-----	----------------------------------	------

01/11/13
SHOP PLAN 2
PK-M.2

(Source: Slingshot Architecture, Des Moines, Iowa.)

Photographs are indicated by numbers and arrows, corresponding to the Photo Log.

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Photo Log

Des Moines Fire Department Headquarters Complex, Polk County, Iowa

All photographs taken by Jennifer James, Jennifer James Communications, Des Moines, Iowa.

A CD-ROM of all images is on file with the property owner and the Iowa State Historic Preservation Office.

Photographs printed commercially by Alexander's Photography, Des Moines, Iowa, on archival paper.

1. View of east (historic primary) elevation of Fire Station No. 1, looking west across Ninth Street, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0001.tif
2. View of east and north elevations of Fire Station No. 1, looking southwest from Ninth Street and Mulberry Street, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0002.tif
3. View of Fire Station No. 1 north (primary) elevation, looking south across Mulberry Street, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0003.tif
4. Detail view of Fire Station No. 1 north façade terracotta tile and stone pillars, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0004.tif
5. View of Fire Station No. 1 west elevation, looking southeast from Mulberry Street and alley, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0005.tif
6. View of Fire Station No. 1 west and south elevations, looking northeast from alley, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0006.tif
7. View of Fire Station No. 1 south and west elevations, looking east from alley, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0007.tif
8. View of Fire Station No. 1 south elevation, looking north from headquarters complex courtyard, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0008.tif
9. View of Fire Station No. 1 south elevation and courtyard wall, looking north from Ninth Street Viaduct sidewalk at Shop Building, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters0009.tif
10. View of Fire Station No. 1 first-floor Apparatus Room, looking northeast, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00010.tif
11. View of Fire Station No. 1 first-floor Signal Room lounge (typical interior), looking east, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00011.tif
12. View of Fire Station No. 1 rooftop east elevation of the upper Hand Ball Court, looking west on

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roof, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00012.tif

13. View of Fire Station No. 1 rooftop south elevation of the upper Hand Ball Court, looking northwest on roof, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00013.tif

14. View of headquarters complex courtyard and Shop Building north elevation, looking south from Fire Station No. 1 roof, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00014.tif

15. View of Shop Building south and east (primary) elevations, looking northwest from Cherry Street and Ninth Street, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00015.tif

16. View of Shop Building east elevation, looking west from Ninth Street under the viaduct, June 29, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00016.tif

17. View of Shop Building east and north elevations, looking southwest from Ninth Street Viaduct sidewalk, June 29, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00017.tif

18. View of Shop Building north elevation (eastern portion), looking south from headquarters complex courtyard, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00018.tif

19. View of Shop Building north elevation (western portion), looking south from headquarters complex courtyard, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00019.tif

20. View of Shop Building west and south elevations, looking northeast from Cherry Street, July 10, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00020.tif

21. View of Shop Building interior (typical), looking west from inside main "Shop" work bay, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00021.tif

22. View of Shop Building interior (typical), looking east into main "Shop" work bay from alley, June 25, 2012. CD image IA_PolkCounty_DesMoinesFireHeadquarters00022.tif

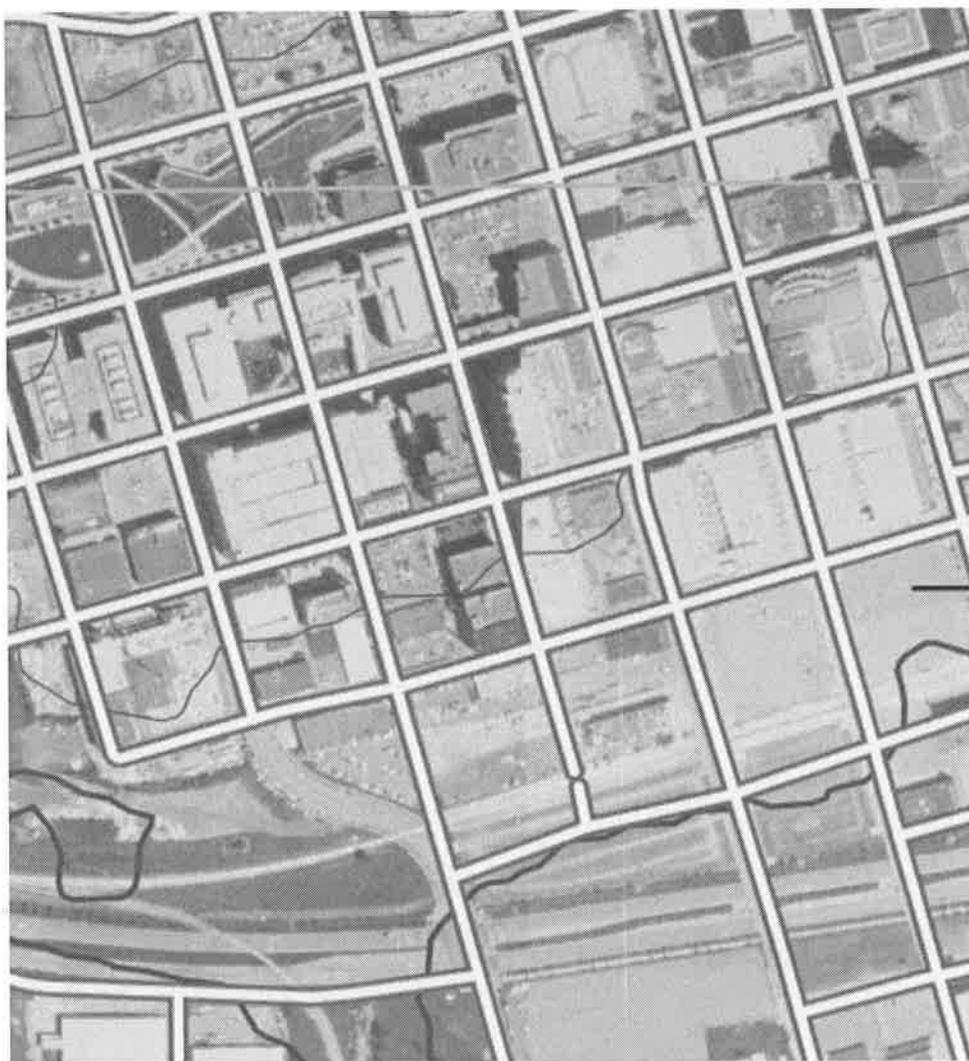
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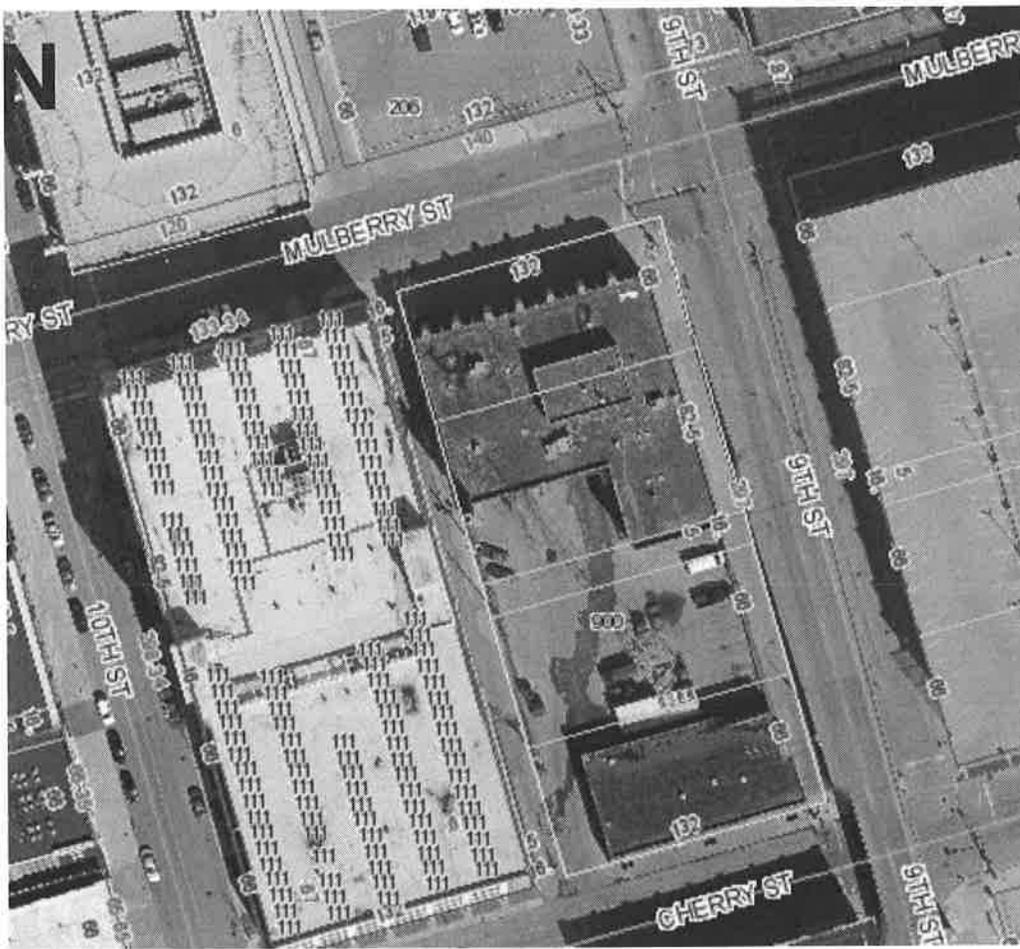
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Figure 1. U.S.G.S. 7.5 Minute Topographic Map – Des Moines SW, 2010



(SOURCE: USGS Map Store, <http://www.usgs.gov/pubprod/>, accessed October 12, 2012)

The larger bold arrow indicates the location of the Des Moines Fire Department Headquarters Complex.

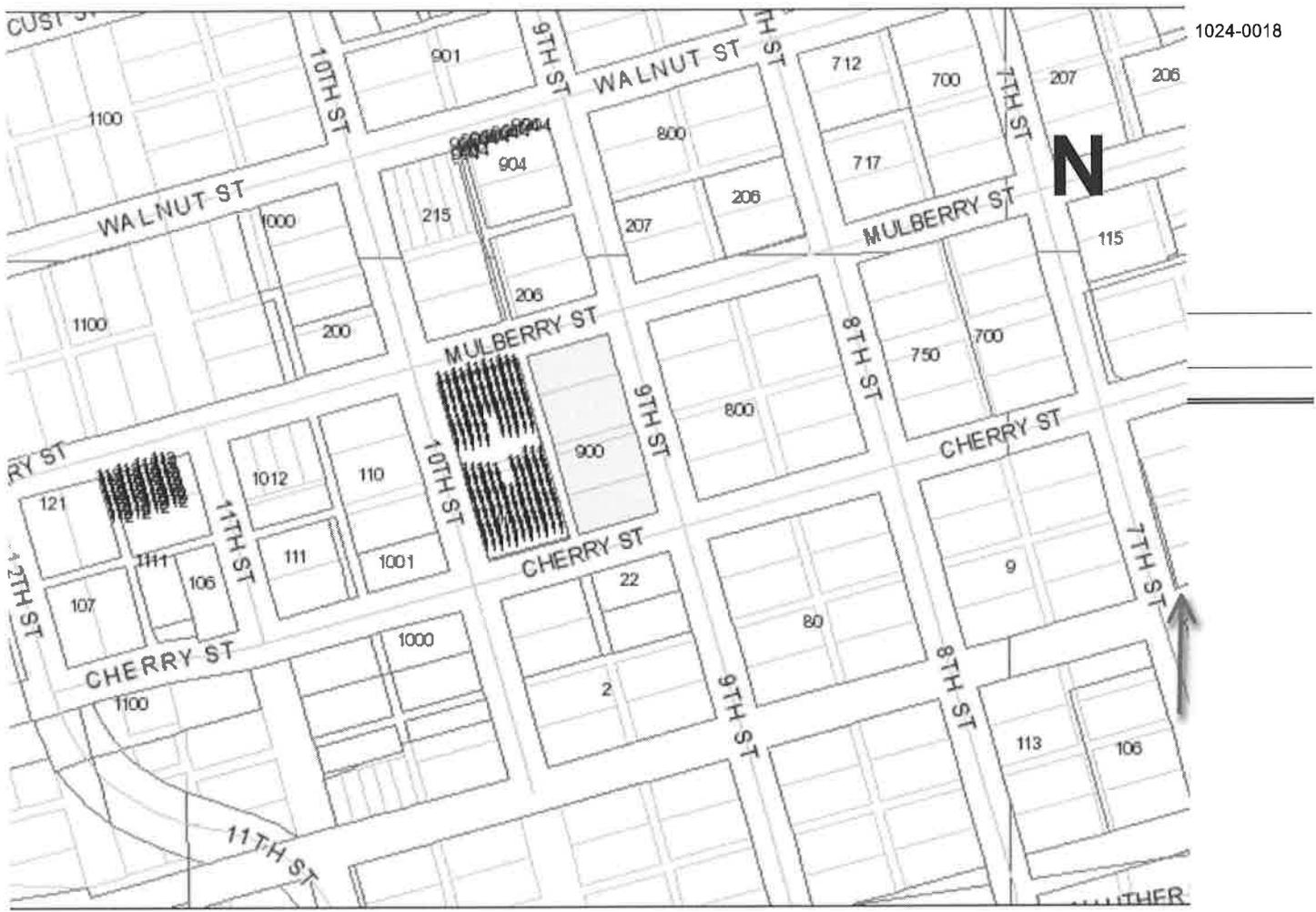


Department Headquarters



(SOURCE: Polk County Assessor's Office, <http://www.assess.co.polk.ia.us>, accessed October 24, 2012)

The Des Moines Fire Department Headquarters Complex is sited in parcel 900 Mulberry Street, Des Moines, Iowa; the two bold arrows point to the two buildings in the complex: Fire Station No. 1 (upper) and the Shop Building (lower).



(SOURCE: Polk County Assessor's Office, <http://www.assess.co.polk.ia.us>, accessed October 24, 2012)

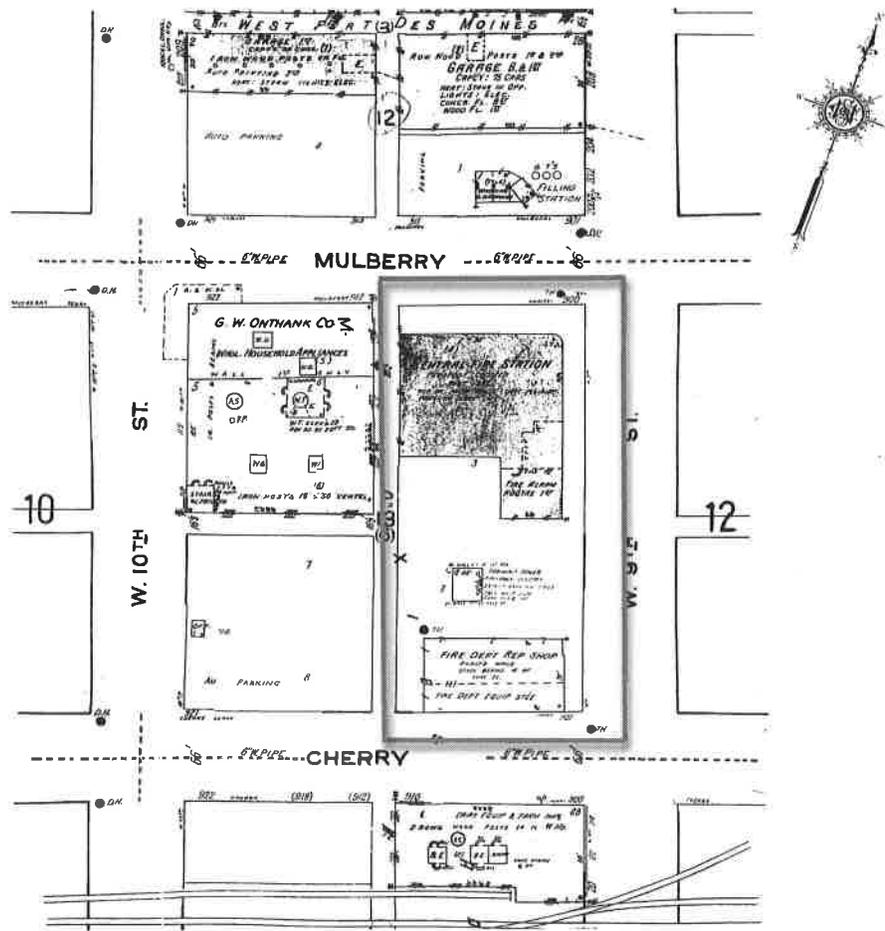
The Des Moines Fire Department Headquarters Complex is sited in parcel 900 Mulberry Street (at the intersection of Mulberry Street and Ninth Street), Des Moines, Iowa; the parcel is shaded in the map above.

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Figure 4. HISTORIC MAP – Sanborn Fire Insurance Map, 1920–1950 edition



(SOURCE: Sanborn Fire Insurance Map, "Des Moines," 1920–December 1950, Vol. 1, Sheet 11.)

The Des Moines Fire Department Headquarters Complex (outlined) as it appeared when it was added to the fire insurance map. Fire Station No. 1 ("Central Fire Station") is shaded to reflect its fireproof construction. The Drill Tower (nonextant) is represented between the station and Shop Building.

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Figure 5. HISTORIC IMAGE – Architectural rendering, December 1936



(Source: *Des Moines Sunday Register*, December 13, 1936: 10-Commercial.)

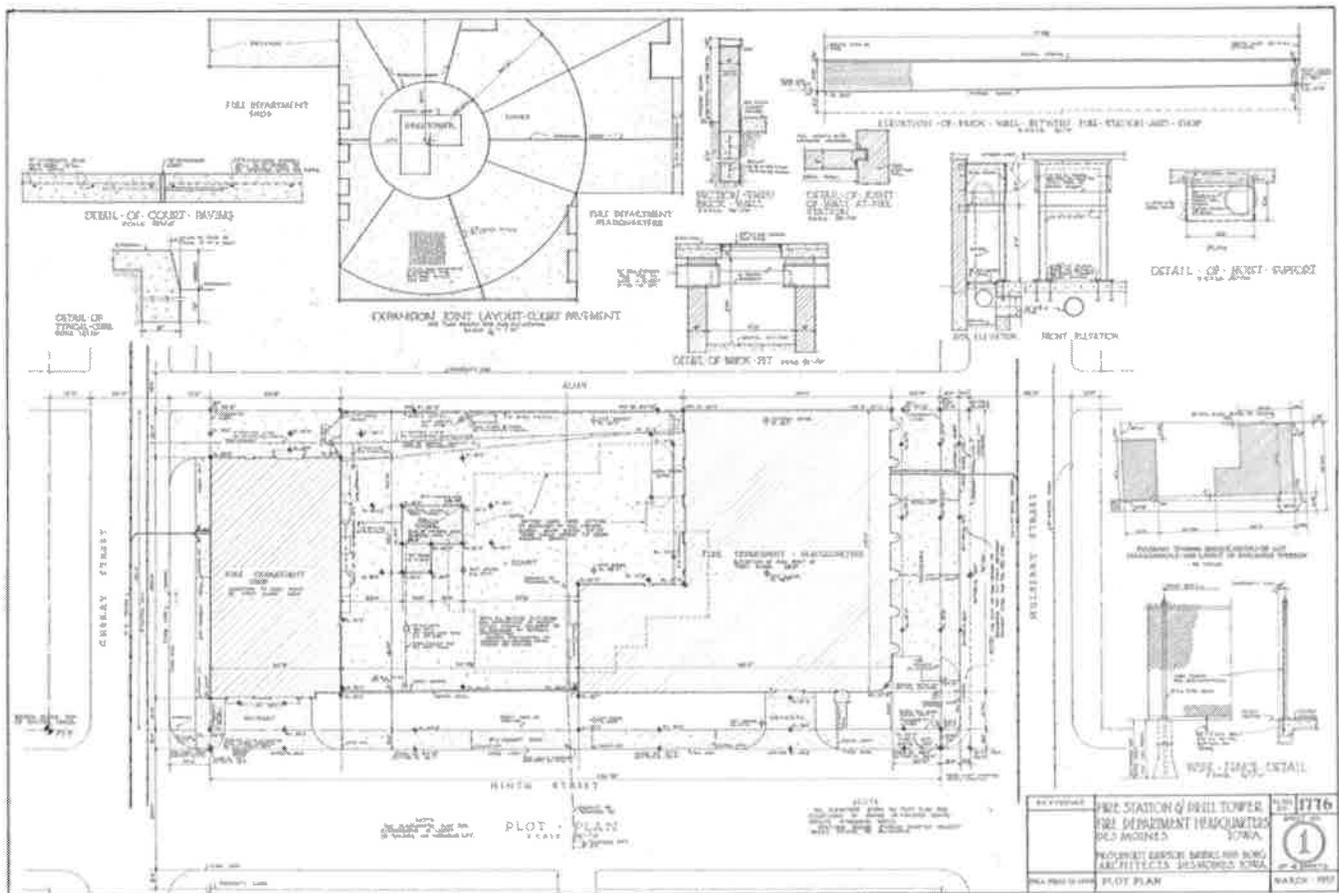
The architectural rendering for the Des Moines Fire Department Headquarters Complex is unveiled in a December 1936 newspaper story, showing the three original buildings in the complex: Fire Station No. 1 with administrative offices, Shop Building, and Drill Tower (nonextant); the view is looking southwest from Ninth Street and Mulberry Street.

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Figure 6. HISTORIC IMAGE – Plot plan, March 1937



(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, March 1937.)

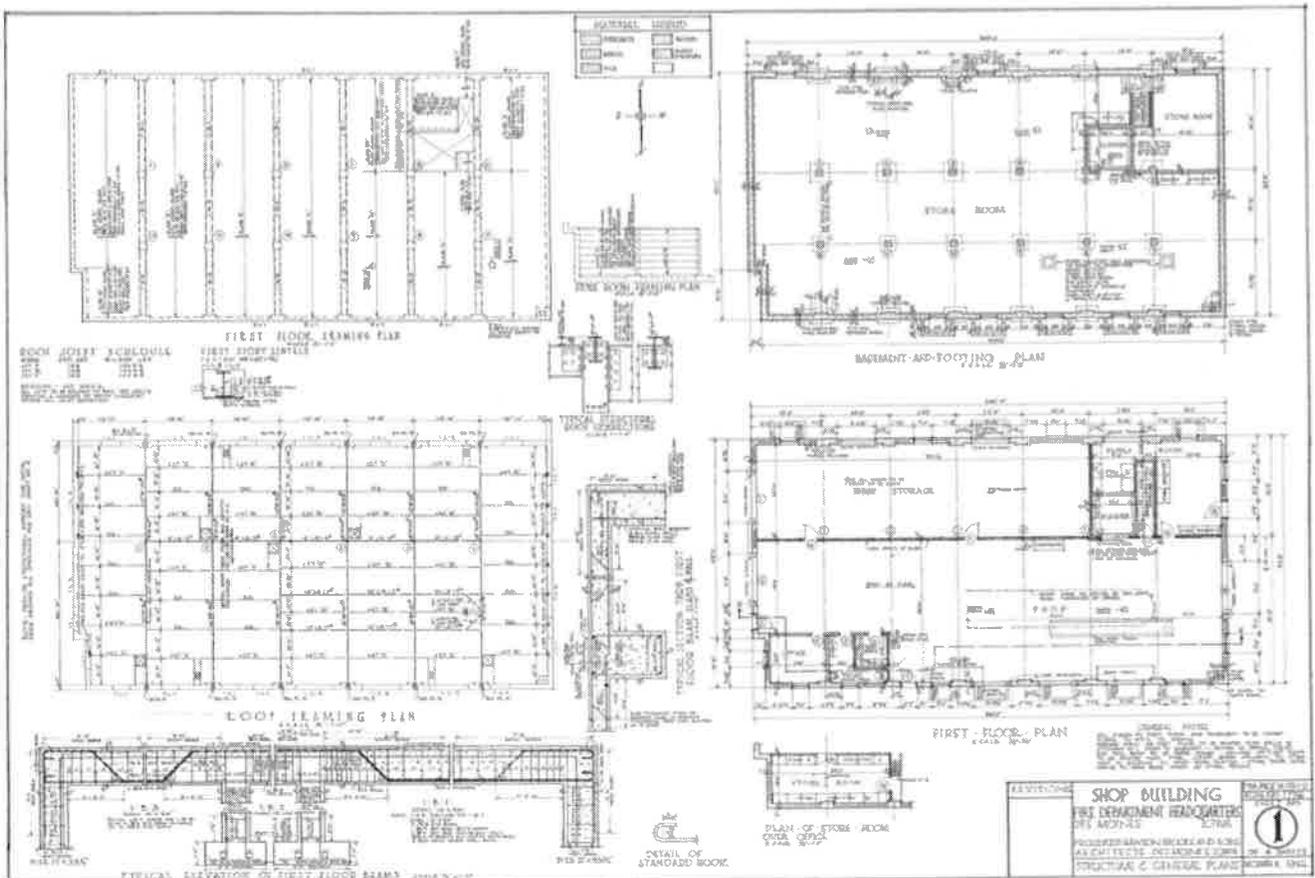
This plot plan shows the fire department headquarters complex as built, with the east Ninth Street façade as the historic main entrance for Fire Station No. 1 and the Shop Building. (Note: Top of the page is west.)

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Figure 7. HISTORIC IMAGE – Shop Building floor plans, December 1936



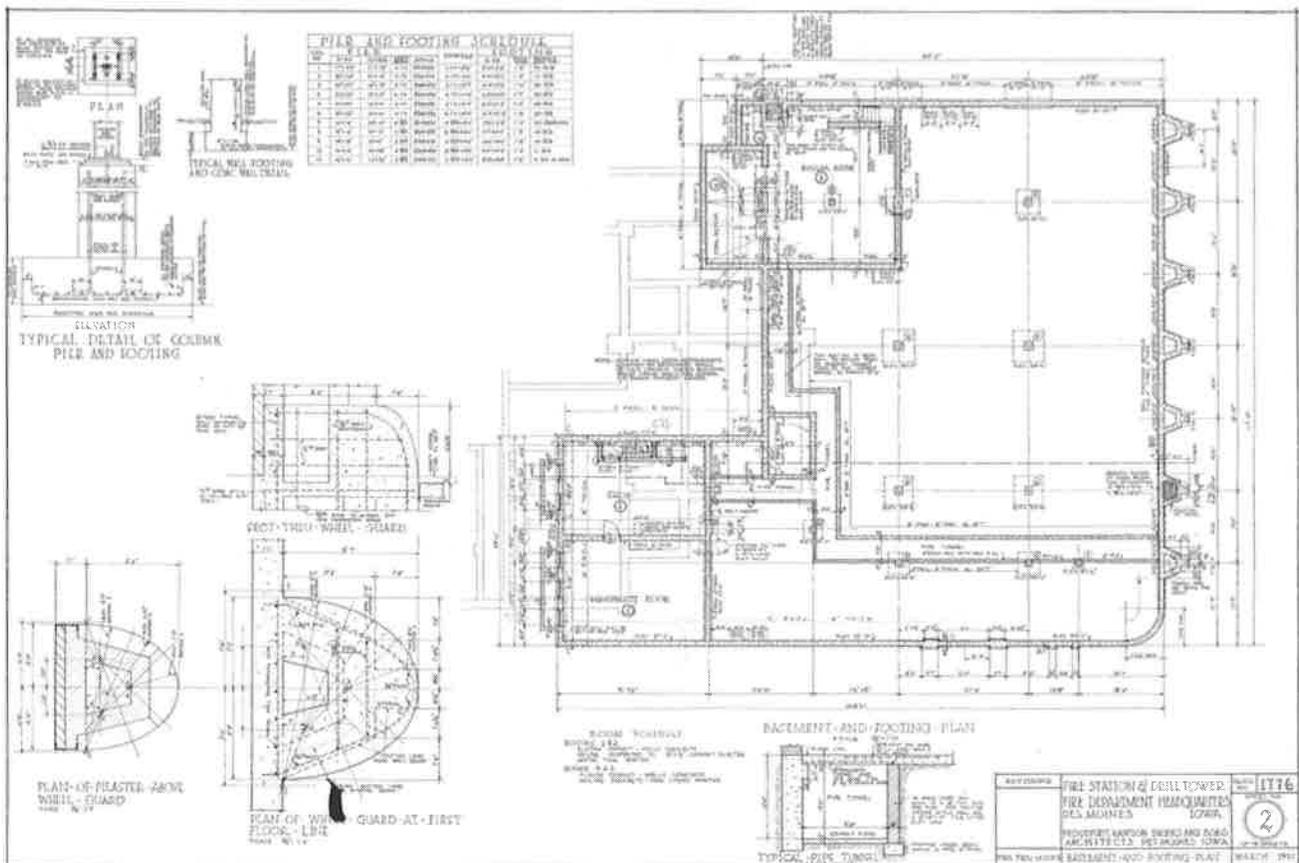
(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, December 1937.)

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Figure 8. HISTORIC IMAGE – Fire station basement plan, March 1937



(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, March 1937.)

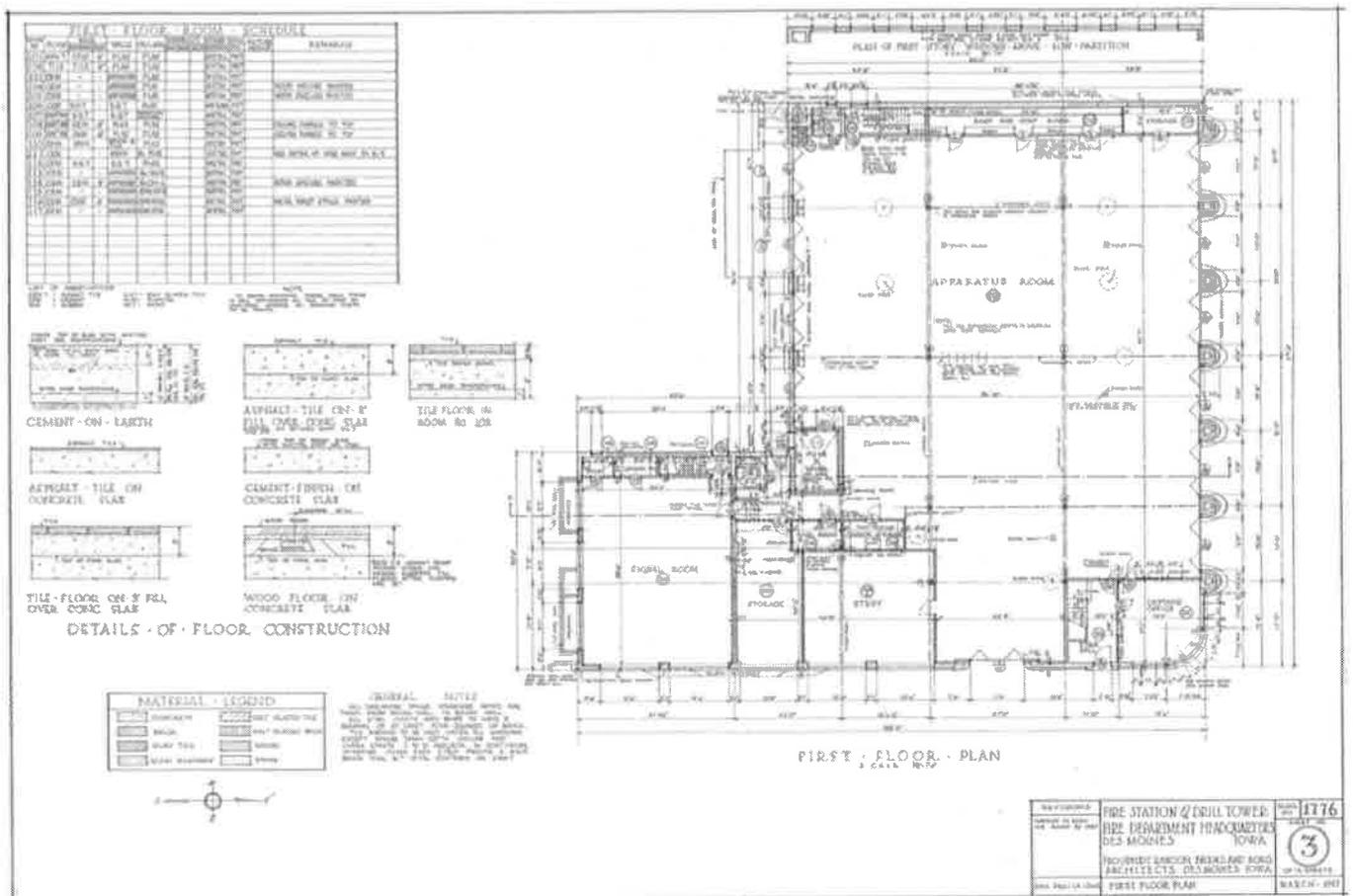
Note on left side of the page, the wheel guard (bumper) plans, for use in protecting the stone pillars on the north elevation; these guards narrowed the garage bay doorways too much to accommodate new fire engines, and were removed in late 1937 before the fire station was occupied.

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Figure 9. HISTORIC IMAGE – Fire station first-floor plan, March 1937



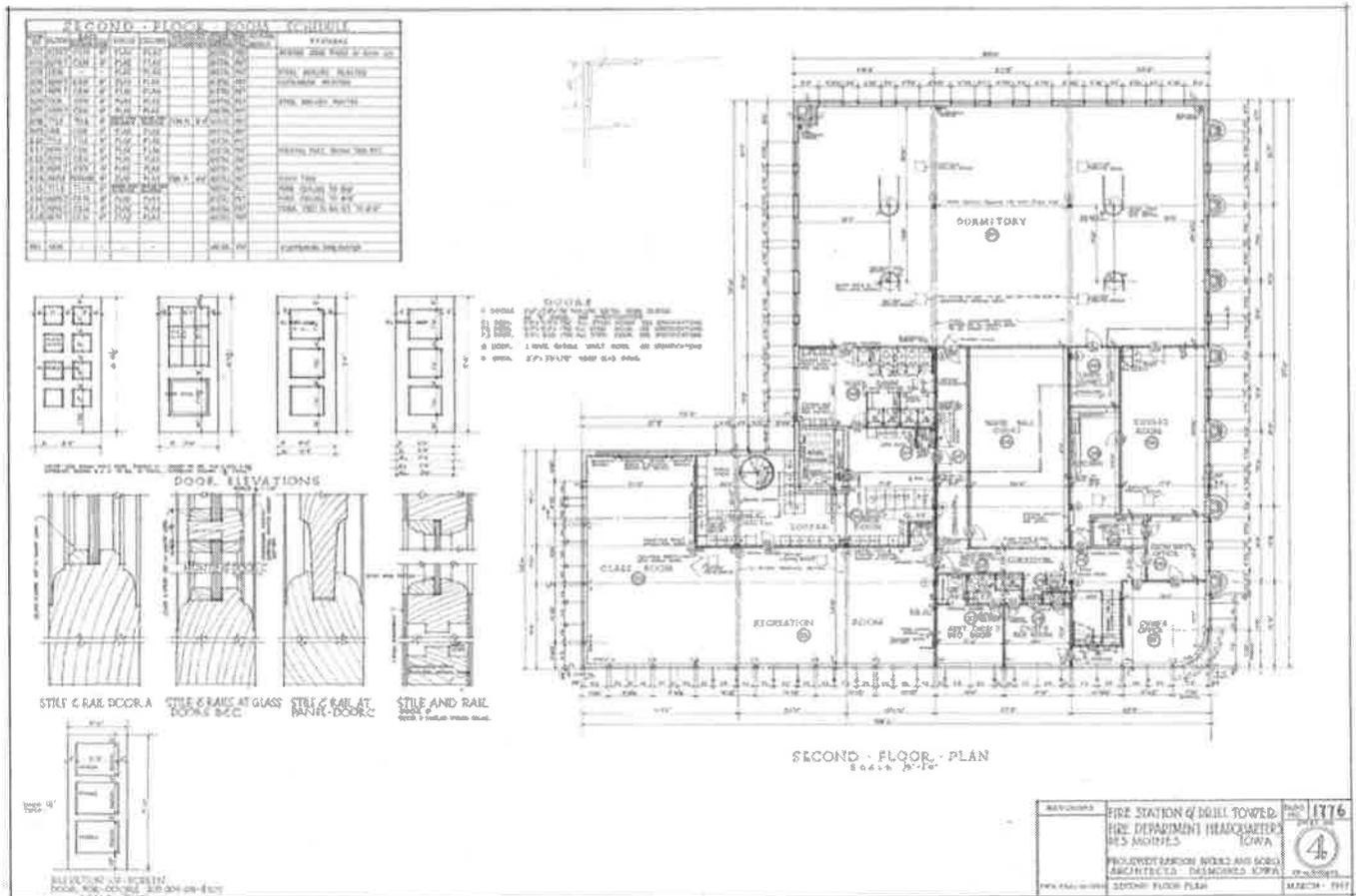
(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, March 1937.)

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Figure 10. HISTORIC IMAGE – Fire station second-floor plan, March 1937



(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, March 1937.)

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Figure 11. HISTORIC IMAGE – Fire station medallion fire mark sketches, circa 1937



(Source: Proudfoot, Rawson, Brooks and Borg; original architects' sketches, undated, circa 1937.)

These pencil sketches depict fire marks, or symbols, used by fire insurance companies in the United States and Great Britain. (The marks above correspond to fire insurance companies in England, Ireland, and the United States, according to the sketch artist's notes.) Five stone medallions depicting U.S. fire insurance company fire marks are inset into the east (historic primary) façade of Fire Station No. 1.

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Figure 12. HISTORIC IMAGE – Shop Building excavation, March 1937



(Source: *The Des Moines Register*, March 15, 1937.)

Newspaper coverage of the Shop Building basement excavation, looking south; the warehouse building pictured behind, on Cherry Street, is extant.

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Figure 13. HISTORIC IMAGE – Shop construction, April 1937



(Source: *The Des Moines Register*, April 15, 1937, 10-A.)

Shop Building construction site, looking northeast from Cherry Street. This story notes that the shop (garage) was the first of the three fire headquarters buildings to be constructed. Newspapers followed the fire department headquarters project in detail, from planning to construction to occupancy.

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Figure 14. HISTORIC IMAGE – Shop nearly completed, fire station underway, May 1937



(Source: *The Des Moines Register*, May 23, 1937: 10-Commercial.)

Looking southwest, this image shows the intersection of Ninth and Mulberry streets, with the nearly completed one-story Shop Building in the background and, in the foreground, Fire Station No. 1's basement. The warehouse building pictured at the far right (west of the headquarters complex) is extant.

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Figure 15. HISTORIC IMAGE – Fire station, July 1937



(Source: Des Moines Sunday Register, July 25, 1937: Commercial.)

As photographed from Mulberry Street, stone columns rise on the north façade; the PWA sign in the lower left corner was included in the architectural drawings.

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Figure 16. HISTORIC IMAGE – Fire station, late July 1937



(Source: *Des Moines Sunday Register*, July 28, 1937: 9A.)

Looking north, this photograph shows the rooftop of the completed Shop Building, scaffolding surrounding the Drill Tower, and steel girders being placed for the second floor of Fire Station No. 1.

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Figure 17. HISTORIC IMAGE – Fire station, late August 1937



(Source: Original *Des Moines Register* photograph from the State Historical Society of Iowa, Des Moines library, Des Moines photography collection, Fires and Fire Departments – Fire Stations, with published caption adhered to back.)

This photograph appeared in the August 31, 1937, *Des Moines Register* with the caption: "Work is proceeding rapidly on the \$250,000 central fire station at Ninth and Mulberry streets. The station is expected to be ready for occupancy Nov. 1."

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Figure 18. HISTORIC IMAGE – Fire station, September 1937



(Source: *The Des Moines Register*, September 10, 1937: 10.)

As photographed from Mulberry Street, the concrete wheel guards at the bases of the north elevation columns narrowed the fire station garage openings, problematic for the department's new wider fire trucks.

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Figure 19. HISTORIC IMAGE – Fire station, late November or early December 1937



(Source: *Des Moines Tribune*, December 1, 1937, 1A.)

On the fire station's Mulberry Street (north) façade, crews removed the wide concrete wheel guard bases under the stone columns.

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Figure 20. HISTORIC IMAGE – Fire station, December 1937



(Source: *The Des Moines Register*, December 4, 1937.)

Looking at the north elevation from Mulberry Street, this news photograph shows the concrete chiseling continuing. After the removal, the base areas were filled with stone cut and shaped to match the stone columns above.

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Figure 21. HISTORIC IMAGE – Fire station interiors, December 1937



(Source: *Des Moines Tribune*, December 10, 1937: 11.)

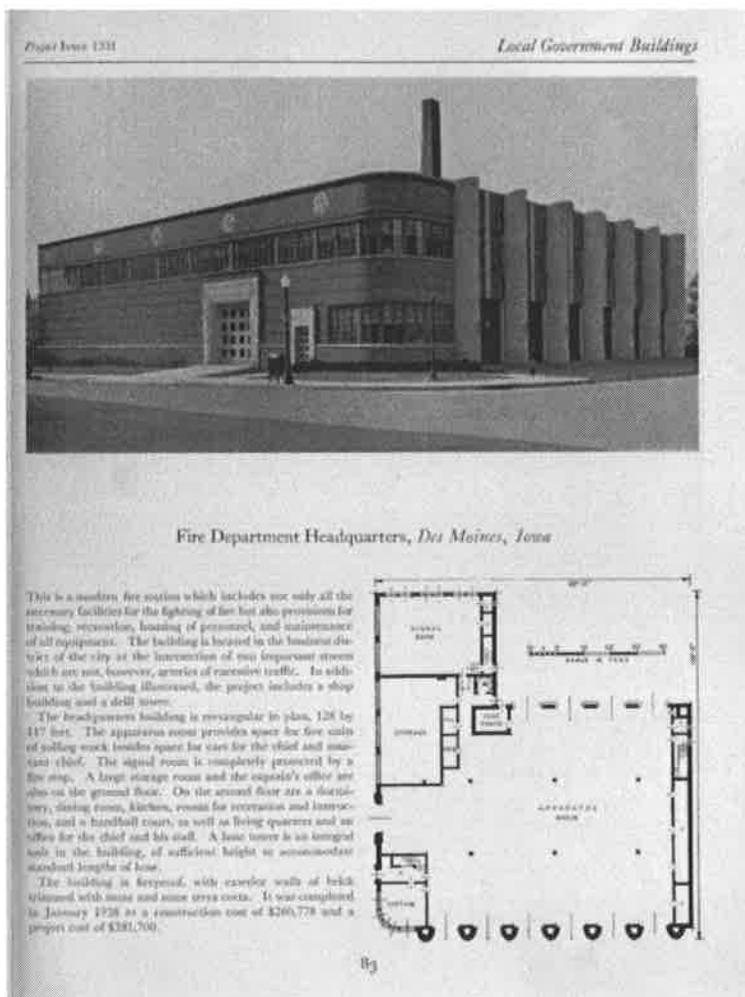
This photo essay on Fire Station No. 1 interiors showcases modern technology and healthful design features, including plentiful natural light and ventilation.

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Figure 22. HISTORIC IMAGE – Fire station, circa 1939



(Source: C.W. Short and R. Stanley-Brown. *Public Buildings: A Survey of Architecture of Projects Constructed by Federal and Other Governmental Bodies Between the Years 1933 and 1939 with the Assistance of the Public Works Administration*. Washington, D.C.: United States Government Printing Office, 1939: 83.)

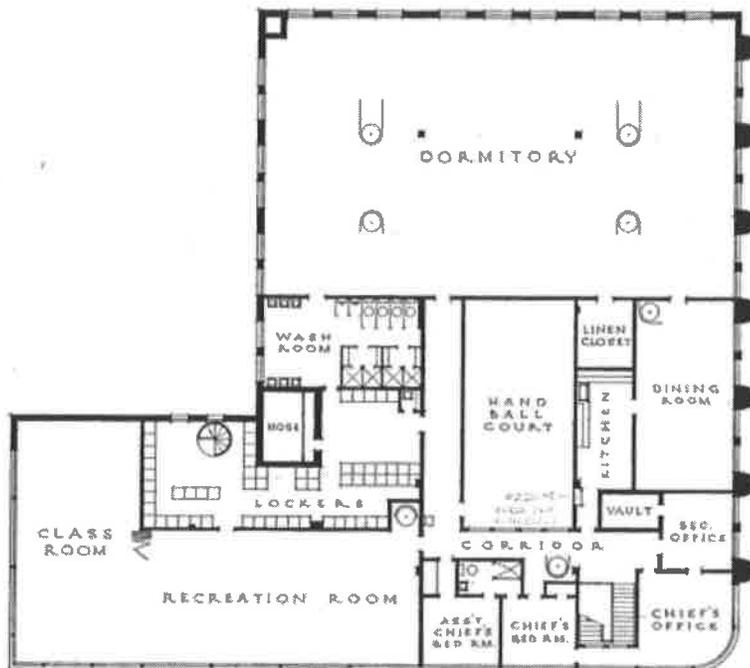
Two PWA books included the Des Moines fire headquarters complex with project descriptions and photographs, as an example of a successful PWA project. Here, the fire station is depicted in a survey of well-designed PWA architecture (image appears to be retouched, removing warehouse to the west).

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Figure 23. HISTORIC IMAGE – Fire station second-floor plan, circa 1937



(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, undated, circa 1937.)

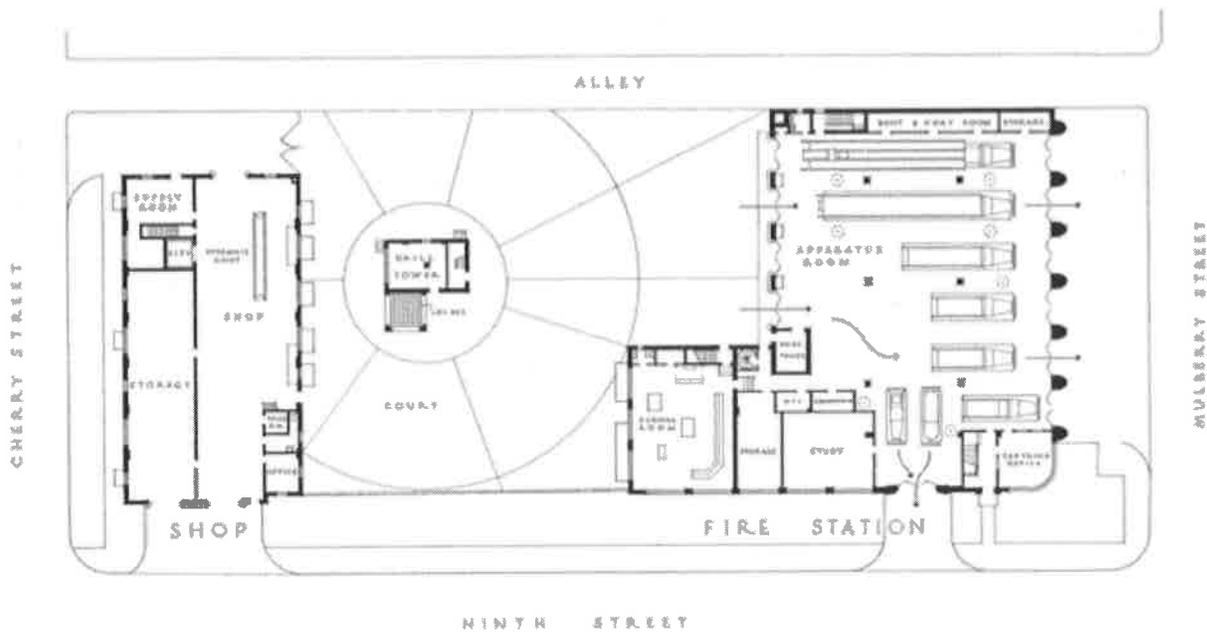
This floor plan matches the first-floor fire station floor plan included in the above referenced 1939 PWA book, *Public Buildings: A Survey of Architecture*. However, unlike the first-floor plan printed in the book, this second-floor plan is oriented with west at the top and north to the right.

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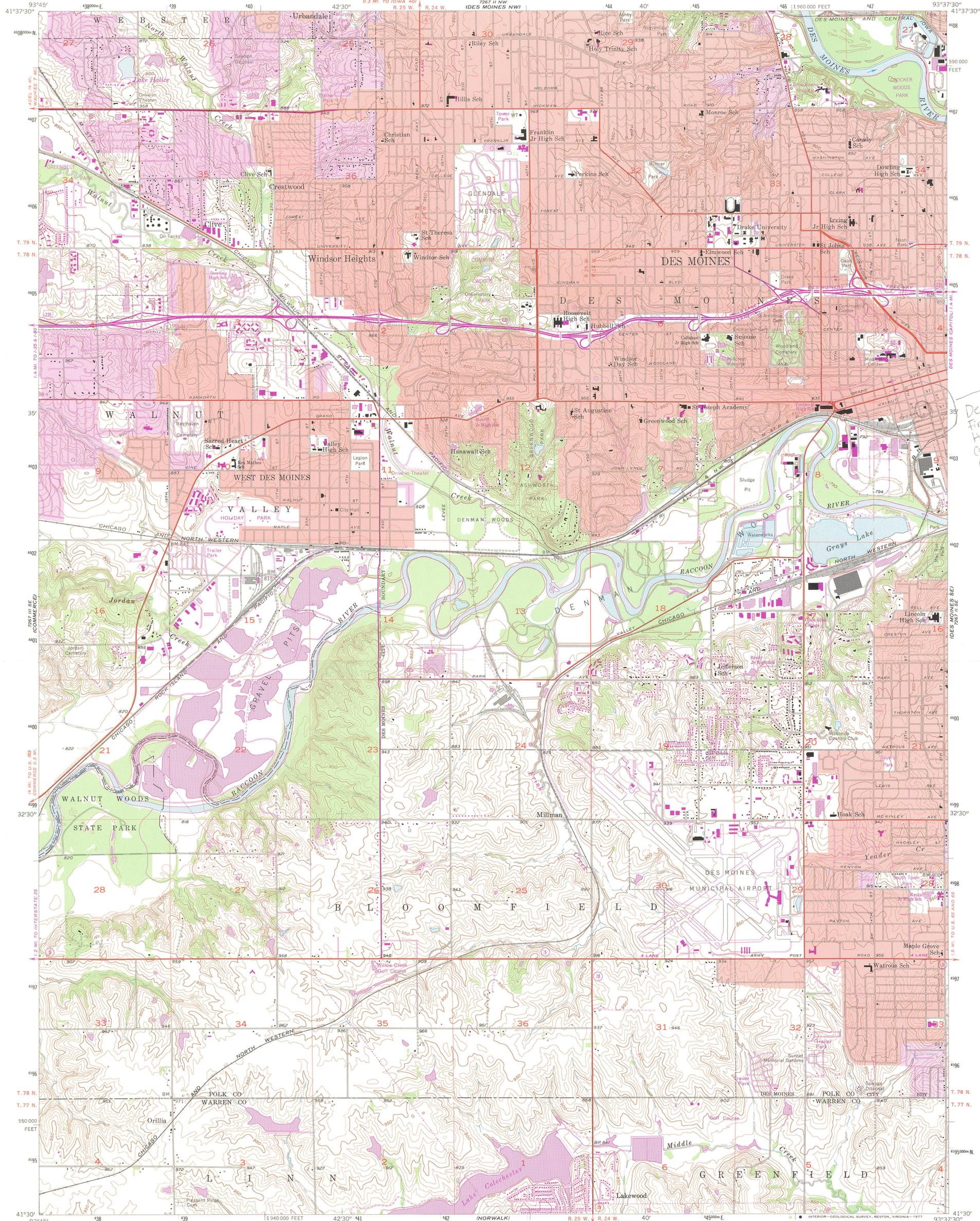
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Figure 24. HISTORIC IMAGE – Fire department headquarters site plan, circa 1937



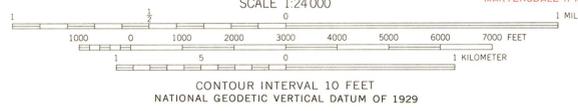
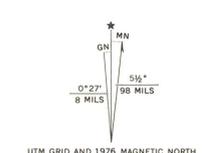
(Source: Proudfoot, Rawson, Brooks and Borg; original architects' drawings, undated, circa 1937.)

This site plan matches the first-floor fire station floor plan included in the above referenced 1939 PWA book, *Public Buildings: A Survey of Architecture*. This is drawn with an orientation of west at the top and north to the right.



Des Moines
Fire Department
Complex, 900
Mulberry St.
Des Moines, IA
(Polk Co.)

Mapped, edited, and published by the Geological Survey in cooperation with Polk County and City of Des Moines
Control by USGS, USC&GS, and Iowa Geodetic Survey
Topography from aerial photographs by Kelsch plotter
Aerial photographs taken 1956. Field check 1956
Polyconic projection. 1927 North American datum
10,000-foot grid based on Iowa coordinate system, south zone
1000-meter Universal Transverse Mercator grid ticks,
zone 15, shown in blue
Red tint indicates areas in which only landmark buildings are shown
City boundaries of Des Moines, West Des Moines, Clive,
Urbandale, and Windsor Heights are in litigation
Revisions shown in purple compiled from aerial photographs
taken 1967, 1971, and 1976. This information not field checked
Purple tint indicates extension of urban areas



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
Interstate Route	U.S. Route
	State Route

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
AND IOWA GEOLOGICAL SURVEY, IOWA CITY, IOWA 52240
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

DES MOINES SW, IOWA
SW/4 DES MOINES 15' QUADRANGLE
N4130—W9337.5/7.5
1956
PHOTOREVISED 1967, 1971, AND 1976
AMS 7267 II SW—SERIES V876



HEADQUARTERS
FIRE DEPARTMENT

AUGUSTY ST





Mulberry St

9th St

HEADQUARTERS
FIRE DEPARTMENT

MENT STO



FIRE STATION
WARTERS DEPARTMENT





ONE WAY







RESERVED
PARKING
MFD
STOP

END
NO
STOP

E250







PLEASE USE
OTHER DOOR







BUCK AND COMPANY
EQUIPMENT STORE

Budget
Mobile
Storage
315 33 2576



th St

De Winton Fire Department

De Winton Fire Department



NO PARKING
Zone 10
11/1/10





RESERVED
PARKING
DMFD
SHOP

SHOP

77



1800 SAFIT



RESERVED
PARKING
FIRE
SHOP

350
3.7L V6 GAS

DES MOINES







