

WICHITA FIRE DEPARTMENT  
W.F.D. ENGINE HOUSE NUMBER NINE  
~~Fire Station Number Nine~~  
4700 East Kellogg Street  
Wichita  
Sedgwick County  
Kansas

HABS NO. KS-72

HABS  
KS-72

PHOTOGRAPHS

WRITTEN HISTORICAL AND DESCRIPTIVE DATA

SKETCHES

HISTORIC AMERICAN BUILDING SURVEY  
GREAT PLAINS SYSTEM SUPPORT OFFICE  
MIDWEST FIELD AREA  
NATIONAL PARK SERVICE  
1709 JACKSON STREET  
OMAHA, NE 68102

HISTORIC AMERICAN BUILDINGS SURVEY

WICHITA FIRE DEPARTMENT ENGINE HOUSE NUMBER NINE

HABS NO. KS 72

Location: Wichita Fire Department Engine House Number Nine is located at 4700 East Kellogg, Wichita, Sedgwick County, Kansas. This address is for the property at the northeast corner of the intersection of U.S. Highway 54 (or Kellogg Street) and Dellrose Avenue.

USGS Wichita East Kansas Quadrangle, Universal Transverse Mercator Coordinates  
14.651580.4072400

Present owner: City of Wichita, 455 North Main, Wichita, Kansas 67202

Present Occupant: Unoccupied

Present Use: Vacant

Significance: Erected in 1942, the building reflects the Art Deco influence prominent nationally from 1925 to 1945. The station was built on a corner lot, and includes numerous projecting curved bays. Its modern streamline appearance and its emphasis of horizontal line are achieved through the use of string and belt courses, curved angles, recessed second-story and vertical columns of diffused window panes. The building is one of many local examples designed by the prominent architectural firm of Overend and Boucher. The fire station played an important part in the development of southeast Wichita; included in its service area were three wartime government housing communities that were contained 6,000 residential units which were home for more than 25,000 people.

PART 1: HISTORICAL INFORMATION

A. HISTORICAL CONTEXT

1. Historical Development: Several primary and secondary sources describe the site's historical development. These materials include the 1994 "Context Statement for the College Hill Neighborhood U.S. Highway 54 Corridor Wichita, Kansas," for the Major Modernization Project; the 1993 determination of eligibility report prepared about the Fire Station; the printed historical accounting of the building's past prepared for the

building's final public open house held by the City of Wichita on 21 September 1996; "The Years of Glory' History of the Wichita Fire Department 1872-1918," by W. C. Lauver; *Wichita Fire Department 1872-1978* published in 1978 for the Wichita Fire Department; newspaper articles of the time, and interviews. Equally important are the sources that trace the role World War II, the local aviation industry, and government housing played in the history of the station. The most significant sources for the war years in Wichita history and eastern city growth include the following: Jeff Tully's 1997 draft of "By Rivet or Hammer - Housing Wichita's World War II Defense Workers;" Craig Miner, *Wichita the Magic City*, Wichita: Wichita-Sedgwick County Historical Museum Association, October, 1998; R. M. Long, *Wichita Century a Pictorial of Wichita, Kansas 1870-1970*, Wichita: McCormick-Armstrong, Inc., October, 1969, and microfilmed copies of newspaper clippings of Wichita World War II housing on file with the Wichita Public Library.

Erected in 1942, Wichita Fire Department Engine House Number Nine was constructed at the southeast corner of the Lincoln Heights Addition, part of a larger one-mile area that has been designated by local preservationists as the College Hill Neighborhood, and four blocks north of a Federal Public Housing Authority community named Hilltop Manor, a World War II defense village which was bounded on the east by Oliver Avenue, and on the north by Lincoln Street and on the south by Harry Street (See Location Map of W.F.D. Engine House Number Nine). Four-hundred housing units were constructed at Hilltop Manor in 1941 and another 718 were erected in 1942. Hilltop was the first of three World War II defense villages built east and south of the Wichita city limits. The College Hill Neighborhood, located approximately two-and-one-half miles east of the Arkansas River and the commercial core of the city, was mostly developed between 1880 and 1935. From the 1880s the city of Wichita experienced growth that expanded outward from the downtown area (See Wichita City Limits Map). The east-west pattern of development followed an outward growth radiating from Douglas Avenue, a major thoroughfare that bisects Section twenty-three, Township twenty-seven South, Range one East.

The city of Wichita has experienced continuous population growth except for the depressions of 1890 through 1899 and 1931 through 1935. From 1870 until 1943 the population of the community increased from 50 to an estimated 184,115 people. The greatest concentration of population increase came during a two year

period, from 1941 through 1943, when the community grew from 114,634 to 184,115 people. Since that time, the city has continued expanding. Presently, more than 300,000 persons live within the city limits. According to the *Map of Wichita Kansas 1887*, compiled by the L. H. Everts and Company of Philadelphia, Pennsylvania, platted real estate associated with the city; most of this land was not within the city limits (See *Map of Wichita, Kansas 1887*). The platted area stretched from Twenty-ninth Street on the north to Franklin Street (renamed Pawnee Street) on the south, and from Edgemoor on the east to Sheridan Street west of the Arkansas River (See *Map of Wichita Kansas 1887*). Much of the land depicted in the 1887 map was annexed by the city of Wichita by 1929; the remainder became part of the city after 1940 (See *Wichita City Limits Map*). As the real estate within the city was improved, and the population became more dense. The threat of fires became greater, and the concern for fire protection became a community issue. The development of the Wichita Fire Department evolved over time, meeting the needs of city residents and businesses. The evolution was spurred by local and national demands and trends associated with fire fighting and fire stations.

Officially, the city of Wichita was begun in 1870 when two separate plats were joined. One had been created by a group of speculators and the other by an independent trader/real estate entrepreneurial. Anticipating the eventual opening of the Osage Trust Lands under the Osage Treaty of 29 September 1865 in which the Osage tribe ceded over four million acres to the United States, a group of Topeka, Kansas, land speculators, including then Kansas Governor Samuel Crawford, E. P. Bancroft, A. F. Horner, D. S. Munger, and W. W. Lawrence, formed the Wichita Town and Land Company in 1868. By that time several traders were already operating businesses near the confluence of the Big and Little Arkansas rivers, the site of the treaty signing. Although never legally incorporated, in part because land title was not secured, the Wichita Town and Land Company drafted a town plat, named the site Wichita, and sent the trader Munger to the area where he built a combined residence-trading post. The following year, before the lands were opened and before squatter rights were extended beyond those who had already established prior residency, William Greiffenstein joined the growing settlement. Nearly destitute after the United States Army had evicted him from Indian Territory and confiscated his trading goods on suspicion of selling ammunition to native Americans, Greiffenstein settled near the Arkansas rivers anticipating expansion of the limited preemption

rights (Ibid, 5-6). In 1870 the town plat was filed. The east-west artery of the plat was Central Avenue, so named for being the “central” dividing line between the plats. Land north of Central Avenue was held by the trader Darius Munger sent by the Topeka group. Land south of Central Avenue was owned by Greiffenstein who had purchased a claim owned by another early squatter.

Within the first year the population of the community grew from 50 to 670 people, and competition over real estate development became intense. Douglas Avenue, located four blocks south of Central Avenue, became the main commercial artery, and was chosen as the point of north-south demarcation for numerical and directional change in addressing. Main Street, which was the most important north-south street, was selected as the divider for east-west addresses. In 1871, Central Avenue was surveyed by the county and incorporated as part of Independence Road, the first county highway which linked Wichita to the community of El Dorado in Butler County.

During the 1800s Wichita businesses had few employees, occupied small buildings, and had limited manufacturing. The population of the city was concentrated in a relatively small area, although the beginnings of some neighborhoods were started in areas that were not annexed into the city limits until the 1920s (See Wichita City Limits Map). Real estate speculation, railroad development, the cattle trade, agriculture, and merchant businesses were the primary basis for the local economy during the first two decades of Wichita history. From 1870 to 1909 the population of the city increased from 50 to 54,550 people. During the same period the Wichita Fire Department grew from a volunteer force, first established in 1872, to salaried positions in the 1880s, and from frame buildings that lacked nearly all basic equipment to stone buildings that housed horse-drawn and motorized equipment. In 1882 the city leaders approved the construction of a water plant that would supply adequate water pressure for fire fighting and eliminate the city’s dependency upon the open wells that were scattered throughout the city. The first fire stations were constructed of wood, and were located amongst other buildings along city blocks in the commercial center of town. Fire House Number One and Number Two were built at 220 North Market and 232 South Topeka. The first facility was housed within a building the city acquired and adapted for its use. The early stations lacked sleeping quarters as the firefighters were volunteers.

All fire stations erected after 1888 were built on corner lots, although they were not drive-through buildings. The first stations were wooden structures which were demolished in 1888, when masonry buildings erected with the same station numbers and location. In 1889, two new stations were erected. Number Three was constructed in the north part of town at the corner of Thirteenth and Fourth Avenue, the latter street was renamed St. Francis Avenue. Engine House Number Four was erected west of the river at the corner of Douglas Avenue and Seneca Street. Number Four replaced an earlier volunteer facility named the Number Five Ward Hook and Ladder Barn (*Wichita Fire Department 1872-1978*, Dallas: Taylor Publishing Company, 1978, 13). The location of the blueprints for these early stations is unknown. The architectural influence of these buildings was classical and Romanesque. They featured corbeling, cornices, bell towers, and windows and door openings set in round arches. It is believed these early stations were not drive-through stations. According to Wichita Fire Chief Douglas Stimits, until motorized equipment there was not much advantage in having vehicle doors on two sides of a station. Stimits stated it was unnecessary having equipment doors on two sides of a building until motorized equipment. Often the interior rear of a building served another function, such as space for stalls. Teams could be unharnessed and wagons pushed or backed into the building. More important than drive-through vehicle bays was access to street corners as such settings gave more options in response to fires.

After the city placed fire fighters on the city payroll, the need for housing these employees became a design consideration when planning new stations. Until the late 1880s the only housing restriction placed on these individuals was that they must live within one-block of their assigned stations. The buildings erected in 1889 were two-story, with dormitory for the firemen on the second-floor. When fire alarms sounded, the firemen on the second floor slid down a pole to the apparatus floor, and tripped a release lever for the horses who then went to the front of the wagons awaiting harnessing. A fireman dropped the horse collars around the necks of the animals, and finished the tacking. The Armstrong Hitch was patented and manufactured by R. G. Armstrong, a Wichita fireman, and sped the process of hitching a team of horses. This quick-hitch hung suspended by ropes above the front of the wagons awaiting the arrival of the horses (*Ibid.*, 15). In mild

weather, the doors of the apparatus area were left open, and a chain strung across so the horses would be confined within the facility when the release was thrown on their stalls.

Until 1902, fire stations remained concentrated in the business district of the city. By 1900 the fire department had fourteen horses, twenty-one firemen, fifty-four electric alarm boxes, and 226 water plugs (Ibid., 16). Firemen were on duty full time, except for a twelve hour leave granted every eight days. Alarm boxes were activated by keys which were sometimes impossible or inconveniently located. These passkeys were kept in the fork of nearby trees or at designated neighborhood houses so that interested people could signal a warning for the appropriate station. The city five wards were patrolled by watchmen on "house patrol" who had alarm box keys. These professionals recorded the box number, and telephone number if the building had one, and tripped an alarm near the fire.

The creation of the fire department coincided with the city's first real estate boom, which peaked in 1887 and ended in late 1889. At that time, there were 924 real estate agents licensed by the city. Residential development expanded west of the river and east of Chisholm Creek. Two prestigious neighborhoods were under development. West of the river was Riverside, and east of the river and Chisholm Creek was College Hill. During the late 1880s suburban flight toward these neighborhoods became the trend, despite flooding problems of these exclusive areas. The depression lasted from the autumn of 1889 until 1907, and delayed concentrated development of these two areas, and the rest of the city, until its close. In the 1880s, the most densely populated area extended along a north-south axis from the original city plat and along an east-west axis radiating from Douglas Avenue. The eastward development was somewhat impeded until the flood control canal was built after the 1904 flood. The canal repeatedly intersected the meandering Chisholm Creek, and was ultimately extended south of the city where this trench was linked with the Arkansas River. The Drainage Canal, which today Interstate Highway 35 parallels, was constructed over an eight-year period. By 1889, industrial development and livestock businesses were concentrated in north Wichita near, and along, Twenty-first Street.

From 1871 to 1909 the growth of the city limits continued the elongated north-south pattern (See Wichita City Limits Map). The addition and modernization of infrastructure spurred residential development. Capital

improvements were made in 1907 and 1908 with the construction of Engine House Number Five at Hillside and Second Street, Central Station at the southeast corner of William and Main Streets, and Engine House Number Six at Bailey and Lawrence Streets (the latter street was renamed Broadway). The Central Station, built one block south of Douglas Avenue, replaced fire stations one and two. Built of ashlar limestone and in the Richardsonian Romanesque style, the two-story Central Station was designed to match the adjacent city hall building constructed from 1890 to 1892.

Few improvements and little construction occurred between 1890 and 1907 as national, state, and local economies became stable. The only fire station built in the city between 1890 and 1907 was Number Three constructed at the corner of Eighteenth Street and Topeka Avenue in 1902. This anomaly was erected after a disastrous industrial fire along Twenty-first Street revealed the flaws inherent in having most of the department's equipment located in the central business area far from the industrial sector. The firemen were hampered in their response to the alarm because recent rains had turned the city's dirt streets into mud which mired the department wagons.

From 1910 to 1950 an east-west axis became the dominant pattern of annexation and settlement in the city (See Wichita City Limits Map). Geography, industrial growth, and development of infrastructure were the main reasons for the shift from the north-south pattern. Another factor which contributed, at least somewhat, to the settlement shift was the role of city leaders as planners. Beginning in the 1880s, meat packing plants and stockyards were constructed along Twenty-first Street at the north part of town, and grain elevators and warehouses were built along the five rail lines that served the city. Four of these railroads were ultimately served by one station in 1912. The northern industrial area had a lower elevation than the rest of the city, and therefore undesirable for residential development because of flooding from the Little and Big Arkansas Rivers and Chisholm Creek. The use of ice in the meat packing plants and the business practice of dumping the melted residue into the creek caused a nearly constant flooding along the banks of the Chisholm. The real estate concerns associated with the flooding of the creek were greatly diminished when the city began constructing the Drainage Canal.

With the Drainage Canal finished, north-south development was stimulated, but other infrastructure improvements encouraged a more dominant east-west pattern. While the canal was under construction, the wagon bridge constructed of wood that spanned the creek at Douglas Avenue was replaced with a concrete bridge, and trolley lines were extended east of Hillside Avenue along Douglas Avenue. The Wichita High School (later renamed East High School) was constructed in 1911 at the corner of Grove and Douglas Avenues, near Chisholm Creek. The following year Union Station was constructed, and the railroad tracks at Douglas Avenue were elevated. The railroad overpass at Douglas was a significant traffic improvement as more than fifty trains passed through the city and had caused numerous traffic snarls. This congested train traffic had contributed to several fatal accidents. Other improvements included the extension of water and sewer lines into suburban neighborhoods, and the construction of Engine House Number Five, in 1907, at Hillside Avenue and First Street.

From 1870 through World War I the economic base of Wichita remained dependent upon agriculture. By 1910 Wichita was the world leader in the broomcorn market, second world distributor for threshing machines, second largest United States distribution center for agricultural implements, first in the state in the number of jobbers of dry goods, and meat packing center for the southwest (Sheryll White, Terry Ward, and Patricia Humphrey, "Midtown I Historic Resources Survey Report," 27 June 1990, 25). Following the economic bust of the 1890s, city leaders redefined the commercial role of the community. Business organizations provided temporary aid to troubled firms, and recruited new businesses that were financially solvent and regionally compatible. The Wichita Commercial Club (originally organized in 1897 as the Coronado Club), the Board of Trade of Wichita, and the Wichita Terminal Association were created to promote the economic growth of the city. The Commercial Club focused its efforts at first in the grain and milling industry, helped develop the meat packing industry, and raise funds to entice a fifth railroad to the city. The Board of Trade was associated with brokering grain. The Wichita Terminal Association promoted development along the railroad lines, and selected the site for Union Station. By 1909 Wichita had become the second largest distribution center for lumber in the United States (*The Wichita Eagle* 17 December 1909). New meat packing firms, a livestock yard, milling, and other industries were begun.

From 1915 through 1930 the prosperity and population growth of Wichita was greatly spurred by the industrial sector, which included two new segments, aviation and petroleum. During this period the form of city government changed from commission to city manager, comprehensive city planning was initiated in 1917 and adopted in 1921, and the Wichita Fire Department expanded and modernized. The R. L. Polk *Wichita City Directory 1929* stated that the 300 industrial businesses in the city annually produced goods valued at \$75 million. Following World War I the aviation industry began in Wichita as men discharged from military service, previously trained as pilots and mechanics, returned or moved to the city. Among this group were the founders of the Wichita aircraft factories. Among the earliest and most successful aircraft manufacturing companies were Swallow, Stearman, Swift, Cessna, Travel Air Manufacturing, and Beech. Culver Aircraft Corporation later joined this important group, and Stearman merged with Washington state based Boeing Company. Numerous support businesses contributed to this segment, including flight training schools. In 1928, the Wichita Chamber of Commerce adopted the slogan Air Capital of the World, a title still embraced locally. From 1918 to 1929 a minimum of 117 Wichita corporations, factories, and clubs were directly or indirectly associated with the aviation trade (The College Hill Conservation Society, "College Hill Southeast Quadrant Historic District Local Historic Resources Survey Overview," 22 August 1990: 37-38). By World War II the significant aviation factories in Wichita were the Stearman Division of Boeing, Beech, Cessna, and Culver (See Aviation Factories and Federal Public Housing Authority Communities Map). The Stearman facility was located immediately west of the Municipal Airport built near Oliver Avenue and George Washington Boulevard from 1929 to 1934. This airport replaced an earlier one constructed east of Oliver along Central Avenue. The runway of this newer airport was extended during World War II, and became part of McConnell Air Force Base which was created after World War II. Beech occupied the original site of Travel Air Manufacturing, and was located near the original Municipal Airport along Central Avenue. The location selected for Culver was north of the city near the railroad lines, at Thirty-seventh Street North; the company later relocated near Cessna (See Aviation Factories and Federal Public Housing Authority Communities Map).

The local petroleum boom began in 1915 when a Wichita company brought in the Stapleton No. 1 well near the community of El Dorado, Butler County. This oil well marked the opening of the El Dorado Field. Thirteen years later, the Wright Field near Valley Center, Sedgwick County, became the first major producing well near Wichita. In 1929 nearly 10 million barrels of petroleum were pumped from oil fields in Sedgwick County to four oil refineries in Wichita, the remaining facility located near the railroad tracks at Twenty-first Street (Sara Mullin Baldwin, ed., *Who's Who in Wichita 1929*, Wichita: Robert M. Baldwin Corporation, 1929: Industrial Section, 17). The petroleum industry greatly impacted the growth of the community as a transient society moved to Wichita, geologists, wildcatter, scouts, executives, and office workers associated with the trade. It was also instrumental in minimizing the impact of the Great Depression on the local economy, spurring the socioeconomic acceptance of multi-family housing, and emphasizing the need for city planning when Wichita was confronted by rapid population growth.

Although not without flaws, the Wichita Fire Department became a model for other communities between 1911 and 1930. The first motorized vehicle purchased by the department was delivered in 1909. Since the item was an automobile for the fire chief, its importance may not have been as significant as the Webb Motor Fire Engine delivered on 1 August 1911 (*Wichita Fire Department 1978*, 19). In 1914 the telegraph system used for fire alarms was replaced by a telephone system. Four years later the last of the teams of horses were retired by the fire department. This event has been credited in a history of the department as giving Wichita the distinction of being the first city in the United States and second in the world completely motorized (W. C. Lauver, "'The Years of Glory' History of the Wichita Fire Department 1872-1918," 1987, 75). a local fire school was begun by the city after the fire chief and his clerk attended such a facility in Chicago in 1922. a drill tower located behind the Central Station was remodeled and adapted for the program, and new training techniques were initiated. Neighboring communities requested the school train their firemen. After Wichita fire fighters had completed the training, those from neighboring towns attended the program.

In 1922 Engine House Number Seven was constructed at the corner of Franklin and Porter. The design of the building marked a departure in local fire station architecture which would not be seen again in the city until the design selection process for Engine House Number Nine. The one-story, bungalow-style building

aesthetically complimented the residential neighborhood that was dominated by craftsman architecture. The station was one of several nationwide that reflected the new architectural philosophy that engine houses should blend with their environment. Representatives of the Chicago Fire Department toured the facility (*Wichita Fire Department 1872-1978*, 1978, 27).

The construction of Engine House Number Seven in northwest Wichita and the improvements initiated by the fire department during the 1920s could probably be credited to the National Board of Fire Underwriters who inspected the department in 1921, and warned city leaders that unless improvements were made property owners would face increased insurance rates (*Ibid.*, 27). Among the board's recommendations were the need for a larger water supply, more hydrants, at least thirty additional fire fighters, department appointments by civil service exams, improved record keeping, more training and frequent skill testing of firemen, adoption by city of new building and fire prevention codes since the existing ones had been revised only slightly since 1887. The underwriters stated a new station was needed in the Riverside area, and that a new alarm system was needed to replace the current one. As a result of the group's report, station seven was constructed, and the Gamewell Alarm System was installed throughout the city.

Some discrepancies seem to exist as to how the early alarm systems functioned. The most in-depth description of the history of alarm systems appeared in the department's publication of its history which stated that the first alarm consisted of gongs, wire, and sufficient battery power to establish communication between the main station and its substations. With only slight modification, this basic system remained in operation until the Gamewell system was installed in the 1920s (*Wichita Fire Department 1872-1978*, 1978, 71). One of the changes made to the first system was the change to the use of telephones, which probably accounts for the new alarms in 1914. On 28 April 1923 the Gamewell Appliance Company received the contract for the installation of eighty-two alarm boxes, and preparation of a "battery house" to be built behind the city library (*Ibid.*, 71). According to the specifications, the battery house had to be constructed separate from the main part of the system. The dispatch board and switchboard were installed in Central Station.

The Gamewell system remained in operation until 1967. From 1953 until that date it was used as an backup for its replacement. Gamewell worked as follows. An alarm was dispatched by the fire operator at the

station dialing a five digit telephone number or by tripping an alarm box being tripped. Then, the dispatcher checked a file numbered from 100 to 9,400 for the nearest intersection to the fire. Next, the dial on the dispatch board was set, and an alarm at the responding station(s) activated, and units were to be responding within two minutes. The final part of the system required the alarm be confirmed by signaling an "all stations" on the dispatch board (Ibid., 71).

In 1925 Engine House Number Eight was constructed in northeast Wichita at the corner of Third and Wabash. This red brick, two-story building had simplistic classical features. The wide, round-arch doorways had simple stone surrounds. Oriels and a stone string-course accented the second story. Although the history of this station has not been researched, it was probably built at this location because of the increased concentration of warehouse buildings in the neighborhood. It was also reasonably close to some grain elevators, and Union Station. Several grain warehouses were in the warehouse district where fire disasters had occurred during the 1910s when the area was being developed for this purpose (Sheryl White and Terry Ward, "East Douglas Avenue II Historic District Local Historic Resource Survey Report," 30 March 1989). Among the photographs printed in the department's history is a broomcorn warehouse fire that apparently occurred ca. 1926-1927. Another fire that appears to be in the same area is documented as a tire company fire in 1926 which accounted for a \$200,000 loss. These disasters probably account for the construction of the engine house.

At the time it was built, station eight had the warehouse district to the west, commercial development along the south and west, and residential construction to the east and north. One church south of the station was built in 1902. Although extensive documented surveying of the commercial buildings in the area has not been conducted, many of the business buildings or their predecessors were probably constructed between 1914 and 1930. In 1924 a slum area known as one of many "squatter towns" in the city was shifting from the northern fringe of the commercial center of town eastward to Cleveland Street (Miner, *Wichita the Magic City*, October, 1988, 171). The southern boundary of this slum neighborhood was two blocks north of Engine House Number Eight.

The construction business in Wichita remained fairly stable through 1931. In March 1931 two engine houses were completed in the classical style and replaced the Central Station. These massive, two-story stations were erected near the commercial center. The buildings were assigned the old station numbers one and two. Engine House Number One was constructed north of Douglas Avenue at the corner of Water and Third Street. Engine House Number Two was built south of Douglas at the corner of Topeka Avenue and Lewis Street. With the construction of these buildings the Central Station became the headquarters of the Wichita Police Department. The Gamewell system was moved to Engine House Number One, and the battery house was relocated to Engine House Number Two.

During the remainder of the 1930s the construction largest projects undertaken in the city were associated with the federal government. One of the most massive tasks was the responsibility of the Federal Work Program Authority, which dredged the Big Arkansas River. The project removed Ackerman Island, a sandbar that was used for an amusement park and baseball field. Another large federal project was the construction of the Veterans Administration Hospital from 1932 to 1933 at the corner of Kellogg Street and Edgemoor Drive. The hospital was the responsibility of the Veterans Administration, and not part of the Federal Work Program Authority. When the site for the hospital was selected, the land was outside the city limits. However, the agency stipulated that one of the requirements for the construction of the facility was that city services be extended to the location. Therefore, the city limits were extended as far east as Edgemoor Drive.

By 1935 the city population was approximately 100,000 people. Residential growth of the city had extended east of Oliver Avenue during the late 1920s. The planning and platting of the suburban community of Eastborough, east of Edgemoor, and the Depression altered the development pattern within the College Hill Neighborhood near its eastern boundary. Although still a promoted as a "restricted" and "exclusive" neighborhood, few mansions were constructed along the eastern boundary of College Hill. Eastborough became the next community for upper middle-class suburban flight. More moderate middle and upper-income housing was constructed along and near Oliver Avenue.

Between 1925 and 1945 the population of Wichita varied greatly and rapidly. In 1925 there were 94,179 people in the city. Three years later the number of residents totaled 101,436. The following two years the

figure was slightly more than 114,000 people. In 1931 Wichitans numbered 104,165, and only 99,824 in 1933. By 1936 the statistics reflect the population was 103,347, and 109,201 by 1939. In 1941 the population was 114,634 people. Almost 20,000 more people joined the city the following year, and in 1943 the number of residents reached 184,115. In 1944 the population was 176,316, and in 1945 almost 20,000 people had left the city. The prosperity associated with the 1920s, petroleum, aviation, and other local businesses, and annexation of densely populated areas account for the population increase during the late 1920s. Urban flight for other communities or rural lifestyles considered more desirable during the Great Depression was probably responsible for the loss of population during the 1930s. The dynamic increase in population after 1940 was because of the war in Europe, Japan's "new order" in East Asia, and the aviation contracts local manufacturing firms had with United States allies and the military.

President Franklin D. Roosevelt made his State of the Union Address in January 1939, and signified a shift in the United States' neutrality policy. By law the United States prohibited providing material aid to nations involved in the war. Roosevelt argued that by denying aid to the nations that were victims rather than combatants a neutrality policy was helping the aggressors (Italy, Germany, and Japan). In November 1939 the United States Congress repealed the embargo of arms, ammunition, and implements of war to the Allies. This change in policy had an immediate impact on the Wichita economy and growth. The Stearman Division of Boeing, Beech, Cessna, and Culver received contracts for training aircraft and other airplanes.

No comprehensive history has been published about Wichita and the impact the city experienced from defense housing or related housing shortage during World War II. However, based upon newspaper clippings available on microfilm at the Wichita Public Library on housing during the 1940s, a draft of an article prepared by Wichita Senior Planner Jeff Tully, and references by Craig Miner in *Wichita the Magic City*, an impression of the period is possible. In 1939 only three percent of Wichitans relied upon the aviation industry for employment, but by 1943 at least fifty percent of the population were dependent upon the airplane manufacturing (Jeff Tully, Draft "By Rivet or Hammer - Housing Wichita's World War II Defense Workers," 1997, 5). During the same four years the population increased fifty-nine percent. This sudden shift in the local dependency upon one sector of the economy and the rapid increase in population had city planners and leaders

frantic because of the demands placed on the city's infrastructure as well as the sudden housing shortage. Based upon the sources mentioned, it appears that time constraints prevented city leaders and planners from developing an organized solution to the problems associated with instant community prosperity and population growth. Answers were sought on multiple fronts simultaneously, and resolutions were put in place bit by bit. Newspaper coverage of these activities usually focused only upon one issue rather than the connections between the items. For example, in January 1940 the city commission appointed a committee to study government housing, slum clearance, and resettlement trends, and in November 1940 Wichitans approved the bond issue for the construction of new schools and a fire station (*Wichita Beacon* 20 July 1941; Miner, *Wichita the Magic City*, 1988, 188). President Franklin D. Roosevelt designated the city one of 146 "defense areas" eligible for home financing through the Federal Housing Administration, and in 1941 the federal government established an office in Wichita to coordinate the construction of housing communities for workers in the aviation factories (Ibid., 189). Included in this complex mix was the change in the country's neutrality policy. Not all these factors were widely known, yet all were interconnected, and all played a major role in the development of east Wichita.

All the main aircraft manufacturers were located east of Main Street. The largest companies were east of the city limits (See Aviation Factories and Federal Public Housing Authority Villages Map) Stearman was the largest aviation industry. In 1940 the local branch of the company was the Stearman Division of Boeing, but the name was changed in September 1941 to the Wichita Division of Boeing Airplane Company. In 1940 the company employment was 1,033 people; by January 1944 there were 29,402 workers at the Wichita plant (Ibid., 4). Beech Aircraft, Corporation employed nearly 2,000 people in 1941; four years later employment totaled 14,100 people. Stearman, Beech, and Cessna became large military contractors during World War II. The Wichita plant of Boeing manufactured the PT-13 and PT-17 Kaydet Trainers, the L-15, and the B-29 Superfortress. Beech Aircraft produced 7,415 military versions of Beechcraft planes that which were militarily designated AT-10 and AT-11. The Cessna Company manufactured 5,359 twin-engine airplanes known as the model T-50 and 750 CG-4A gliders used in the Normandy invasion (R. M. Long, *Wichita Century a Pictorial History of Wichita, Kansas 1870-1970*, Wichita: McCormick-Armstrong, Inc., 1969,

182). Cessna also had subassembly contracts with Boeing (Miner, *Wichita the Magic City*, 1988, 188).

Although originally designed for the civilian market, the T-50 was purchased by the United States and Canadian armed forces for use as a trainer. The Canadians named the T-50 the "Crane I" and in the United States the plane was called the "Bobcat" (Long, *Wichita Century*, 1969, 179-182). Culver Aircraft was established in Wichita in September 1940. Culver produced 2,448 pilotless, radio-controlled airplanes named by the military as the Model PQ-8 and PQ-14. These remote-controlled planes and their manufacturing were designated a defense secret by the United States government (Ibid., 184).

Local newspaper accounts in 1941 through 1942 the Federal Public Housing Authority intended to build multiple defense villages near Wichita that would have multi-family housing as well as commercial buildings and public meeting facilities. A total of 6,000 housing units were erected and housed a population of 27,500 people (Tully, "By Rivet or Hammer," 1997, 2; Miner, *Wichita the Magic City*, 1988, 191). Beechwood had 500 residential buildings, Hilltop Manor had 1,118, and Planeview had 4,382 units.

Because they were constructed under federal guidelines, these villages were not subject to the same construction codes or specifications and inspections as buildings erected by the private sector. Local newspapers sometimes referred to the federal tracts of land as federal housing reservations. The federal guidelines stated that when possible construction standards should meet local building codes, but that the need for housing were to take priority over material shortages and local standards. The defense communities were to be considered self-contained, constructed outside the city limits, but dependent, at least in part, upon some city services.

Initially, newspaper articles speculated about the number of defense villages and the possible real estate tracts that might be selected. Throughout 1941, newspapers articles stated a plan existed or was being drafted for a train system that would be constructed to shuttle workers from the defense villages to the aviation factories. The idea of a railroad was eventually abandoned, possibly because of the amount of time, materials, and cost of construction. The *Wichita Eagle* reported that at least one or all of the villages would be constructed in the north part of town. On 10 April 1942 the newspaper announced that plans were being completed for a 360 acre defense village bounded on the west by Grove, the east by Hydraulic, the south by

Thirteenth, and on the north by Twenty-fifth Streets. This location was abandoned about the same time as the idea of a railroad for workers. It is probable the north area was originally considered by city planners as the more desirable location for low-income housing since that region already included many neighborhoods of ethnic minorities and inexpensive housing. With abandonment of the railroad concept, planners decided the housing should be near the aviation factories (See Aviation Factories and Federal Public Housing Authority Villages Map).

Hilltop Manor was the first defense village constructed. This community was the only village federal planners requested the city annex at the time of its construction. Only three blocks from the city limits, the federal administrators wanted the city's infrastructure be extended to include the defense village. The newspapers reported the request for annexation several months after the location for the village had been announced, and several weeks after construction had been initiated. The request was made because federal administrators wanted local water and sewer service, and police and fire protection extended to include Hilltop Manor.

In September 1941 plat of the neighborhood had been submitted to the Wichita planning commission. Hilltop Manor was built in three phases. Construction on the first 400 units began in April 1941, and were completed in August 1941. The second section of the village began in April 1942, and a third part was completed later that year. Policy makers announced another 600 units be added. Construction began in April 1942. Another 118 buildings were added later that year.

After much speculation about where the "Boeing" village would be constructed, the *Wichita Beacon* announced on 21 April 1942 that two sections of land had been selected, one was immediately north of Boeing and the other was immediately north of Municipal Airport. Ultimately, this village was named Planeview, was built on the tract immediately north of Boeing. It was bounded on the north by Pawnee Avenue, on the south by Hamilton Avenue, on the east by Oliver, and on the west by Hillside. The federal government also purchased a tract of land immediately north of the Planeview site with the intent of constructing another defense village there if needed. Although the fourth village was not built, defense housing could have extended the entire one-and-one-half miles between Lincoln Avenue on the north and Pawnee Avenue on the south. See

Aviation Factories and Federal Public Housing Authority Villages Map. The tract for the fourth village is designated by a building with a diagonal line of dashes through it.

The third defense village Beechwood, was the smallest. It consisted of only 500 buildings constructed immediately west of the Beech factory at Douglas Avenue and Webb Road. Douglas Avenue east of Webb Road had become part of the factory grounds during the 1930s when the runway was extended. Although not annexed by the city at the time Planeview and Beechwood were constructed and despite the two villages being promoted as “self-contained communities,” the Federal Public Housing Authority requested the city provide police and fire protection, and health services (*Wichita Eagle*, 22 October 1942). The city of Wichita furnished these services within village buildings. Because many residents were unaware of the city’s role, local folklore and most secondary sources present the history of these villages as communities that functioned totally independent of the city.

2. Trends in American History:

Nationally, between 1890 and 1942 fire stations reflected the transition from buildings that were little more than glorified barns to specialized buildings designed for motorized equipment operated by skilled professionals. According to Rebecca Zurier in *The Firehouse: An Architectural and Social History* (New York: Artabras Publishers, 1978, 119), from the 1880s until the 1920s or 1930s, the alarm equipment and apparatus used in fighting fires changed little, and that the greatest design change during this early period was one of architectural style rather than size of rooms or floor plan. Most contained a bell tower which included an alarm during fire runs, but also as a means a drying tower for wet hose. During the era of horse-drawn equipment, many of the fire stations resembled medieval castles or bulky industrial designed buildings. Until automotive equipment replaced horses the first floor of fire stations resembled barns while the second floors were little more than glorified lofts that functioned as dormitories for firemen despite designs that incorporated the use of marble moldings, bronze railings, or systems of speaking tubes throughout the stations. Many engine houses were only two-stories in height, with the second floor containing the dormitory for fire fighters.

By 1890 volunteer fire departments had given way to professional firemen. In many cases volunteer firemen had been perceived as fun-loving, rowdy individuals. Zurier contends that the establishment of the

professional fire fighters helped change the public perception of these men. The transition from volunteer to paid service paralleled the golden age of extravagant fire stations. This period of architectural flamboyance was often reflected in building designs for both the public and private sectors (Ibid., 122, 127).

In 1893 Chicago hosted the World's Columbian Exposition which revolutionized urban architecture. Event planners and architects stressed urban order through the use of open areas, symmetrical arrangement of tree-lined boulevards, parks, and lagoons. Building designs incorporated Classical and Renaissance features, including great staircases, porticoes, and white columns. Nationwide these planning features and concepts became known as aspects of the "City Beautiful" movement. Although these concepts were not commonly incorporated into fire station designs, they were sometimes included in the architecture for the headquarters of fire departments. This transition in urban planning coincided with the increased use of steel for building support. The introduction during the 1800s of steel framing in building construction freed architects from the design limitations caused by exterior walls being the bearers of a building's entire weight (Ibid., 128). Materials used in constructing public buildings changed during this time. Glazed bricks, tile, and colored terra-cotta were praised in trade publications in the 1890s as welcome changes from darker materials.

Public buildings, such as city halls, court buildings, post offices, and libraries, retained imposing architectural features, but fire stations were stylistically more eclectic, reflecting the design freedom used in residential architecture (Ibid., 131). Stylistic changes during this time were generally confined to the exteriors of the buildings. Because the buildings were part of city government but constructed in commercial, industrial, and residential areas, planners normally wanted a facade that identified the building use and association with government. During the era of volunteer firemen, stations often incorporated fire fighting symbols into a building's decoration; by the 1890s this practice had been revived. Engine houses had relatively simple requirements: their function was similar to that of barns. Space was needed for storing animals, grain, and wagons. Fire stations also required sleeping quarters for personnel, a tower for drying water hose, and a bell for signaling an alarm. The use of a bell tower combining the alarm and hose drying functions. For more affluent communities, stations also incorporated space for a lounge or other activities. Although varying greatly in size, most fire stations were rectangular shapes, like barns. The buildings were normally only two or

three stories tall, included large doorways, and windows in the dormitory area. Tongue-and-groove paneling, plan rooms, and hardwood floors were standard features in fire stations at the turn of the century. In some communities, a third floor functioned as a recreational center for the workers. The facilities could include game room as well as sitting and reading rooms. As early as the 1870s New York City stations had billiard rooms on the third floor (Ibid., 143). By 1900 several stations nationwide had incorporated exercise rooms.

After 1900 the architecture of fire stations became more simplified. During the 1910s and early 1920s architects generally abandoned the use of elaborate features in designing fire station, although a few communities continued erecting architecturally elaborate engine houses (Ibid., 155). Between 1905 and 1940 the philosophy about fire station architecture for the suburbs had undergone drastic change. Part of this change was made possible as horse-drawn equipment was replaced with motorized apparatus. Innovators designed buildings that blended with the surroundings.

By the late nineteenth-century suburban growth had increased the distance between residential neighborhoods and the commercial centers of cities. Until then, most fire stations were constructed in the commercial sections of cities. With residential housing spreading further from the commercial centers, the need for fire stations in residential areas became an issue. In some of the more progressive, large cities public officials requested fire stations in the suburbs be designed to conform with the residential neighborhoods. Such requests were made of the San Francisco city architect in 1907. Other communities that also incorporated design sensitivity included Seattle, Washington, Lake Forest, Illinois, South Orange, New Jersey, Newport Rhode Island, and New Orleans, Louisiana.

Engine houses in the suburbs usually had one or two pieces of equipment like a chemical engine. The suburb station's floor-plan remained basically the same as that found in the heart of the city (Ibid., 138). The plan of the first floor usually divided the space into two or three areas. Stables were maintained along one wall, often the rear wall, the largest room was designated the apparatus room, which housed the department wagons and heavy equipment. If a third room was incorporated on the ground floor it was used as either an office or lounge. The plan of the second floor included one or two dormitory rooms above the apparatus area, a locker room, and bathrooms. A hay loft was often located above the stalls or stable area. In communities

that allocated greater funding for the department the second floors of the stations often included locker rooms, and separate officers quarters.

The use of bungalow-style stations may be credited to the use of the internal combustion engine, change in the work day of firemen, changes in fire fighting procedures, and creation of city planning commissions or departments. The word bungalow is derived from a Hindi word that referred to small houses in India that had a low-pitch roofs with overhangs. The style became a favorite of Pasadena, California, architects Charles and Henry Greene. The bungalow style easily adapted to the southern region of the United States because of open shady porches and emphasis on ventilation. Its small size and simple design became popular with middle-class suburban communities throughout the country (Ibid., 157). With the elimination of horses, basements or shafts could be incorporated into fire station designs. Towers needed for drying the water hoses could be extended from one-story above ground to below ground. This alteration in the exterior view of the towers helped incorporate the features of fire stations into architectural plans that were more sympathetic to residential neighborhoods. In some cases, the wide doorway needed for the apparatus room was installed at the rear of the building. The front entrance resembled a residential vestibule complete with front porch. a living room or game room and dormitory were located along the front of the building, and the captain's office was adjacent the apparatus room at the back. The tower was often constructed near the basement or sunken shaft staircase, with both being part of the apparatus room (Ibid., 158). At times, the bungalow fire stations blended so completely into their environs that newly reporting firemen passed the station unaware of its presence.

By 1919 more than 700 American cities with populations greater than 5,000 had replaced horse-drawn equipment with combustion engine driven apparatus (Ibid., 159). By the late 1920s nearly all towns had at least some motorized equipment. Some of the more innovative and financially challenged communities converted tractor engines and parts onto automobile chassis or towed older steamer equipment behind newer engines in case of emergencies (Ibid., 159). With the elimination of horses, fire stations no longer needed haylofts, feed rooms, stalls, harnesses areas, or ceilings as high. Dormitory, lounges, and recreation rooms could be moved to the first floor. One-story stations eliminated the need for brass poles associated with fire stations. In some cases, the cost of real estate or other factors required stations still be constructed of multiple-

stories. In Seattle the fire department abandoned the poles because of related injuries to firemen, and linked the floors by a spiral sliding chute that could be used during alarms. However, within a year the chutes were replaced with the conventional poles because the fire fighters complained that the seats of their pants were receiving too much wear (Ibid., 160-161).

Some communities were willing to fund better facilities for firemen in the wake of the civil service reforms of the 1880s and 1890s. With the emergence of professional firemen the public perception of firemen changed from rowdies to noble, self-reliant individuals who were public servants (Ibid., 119). The use of written tests and physical examinations were introduced in the hiring of recruits. Although these civil service reforms were introduced in the 1880s, some communities had still not adopted them by the 1920s.

By 1918 reform of the fire fighters work schedule was gaining wider acceptance. As early as the 1880s a movement had begun to change the work routine from being on duty twenty-four hours a day, seven days a week to alternating twelve-hour shifts (Ibid., 161). In 1907 Omaha, Nebraska the fire department had two alternating shifts. Opposition to the change had argued for years that such a change would increase costs as more firemen would have to be trained. Under the old plan workers were on duty twenty-four hours a day, seven days a week. They received three hours off daily for meals, but were financially penalized if they were unable to return for alarms. Because of these fines, firemen usually ate at nearby restaurants. Kitchens became a feature of fire stations with the introduction of the twelve-hour shifts. Because of the fines, firemen often brought their meals when they no longer had to live at the stations rather than risk being fined in case of alarms. But employee dissatisfaction soon led to the addition of kitchens in the stations. In bungalow stations this room was usually added at the rear. In older stations that had housed horses the stall area was often converted into cooking and eating area (Ibid., 163).

By the 1920s and 1930s fire stations needed less space for the apparatus. By this time motorized equipment had replaced bulky steamers which required more space. During the 1920s more styles were introduced for fire stations constructed in residential neighborhoods. Architects incorporated the influences of Italian villas, Spanish patios, Tyrolean inns, Dutch Colonial farmhouses, and Tudor manor-houses (Ibid., 168). In 1928 Providence, Rhode Island, a Dutch Colonial fire station was built that featured a steeply pitched roof

and brick walls laid in a random pattern while the same year in Santa Barbara, California, a Spanish Colonial style fire station was erected. The Santa Barbara station featured stucco walls, tile roof, carved wood, and wrought-iron trim. The following year, in Shreveport, Louisiana, a Tudor inspired fire station was constructed (Ibid., 168).

The public perception of firemen became part of the ambience of residential fire stations. No longer were firemen simply noble heroes risking their lives while fighting fires. With the introduction of suburban fire stations into residential neighborhoods and the blending of these public buildings and residential neighborhoods, firemen became more human when seen as neighbors. Tours and visits to fire stations became a common occurrence. Visitors and neighborhood residents saw these professionals mowing lawns, working in gardens, and cooking in the kitchens of the engine houses. These noble heroes became the good neighbors who solved many daily dilemmas faced by housewives by retrieving frightened cats from trees or open bathroom doors locked by children that were trapped in rooms alone.

From 1925 to 1945 fire departments and city governments nationwide became more professional and specialized. During the 1920s and 1930s many cities changed their forms of government from mayor and council or commission form of government to elected commissioners who were guided by the services of trained city managers. Spurred greatly by New Deal urban reforms, professional city planners were also added to the staff of cities, and residential districts became an emphasis in urban planning (Ibid., 171). City reforms and new approaches to solving urban problems were initiated as a result of these changes in local government. One change was the hiring of fire chiefs. Previously, the position was seen as purely political as the office was filled by political appointment. City managers became responsible for selecting a qualified applicant whose appointment was confirmed by the elected governing body. Within the city manager forms of government fire chiefs were essentially appointees of the managers. By 1930, planning commissions had been established in 691 American cities, including the city of Wichita which had adopted it in 1917. This philosophical change was often viewed as scientific because studies, surveys, statistics, and proposals were used in seeking solutions to urban problems.

In 1934, Thomas Adams's book *The Design of Residential Areas* became the standard text for city planners. Adams recommended fire stations be constructed away from commercial zones and along the fringe of development so that more land and greater selection in traffic patterns could be incorporated in the plan (Ibid, 175). Until the New Deal reforms of the 1930s that provided federal funds for public works projects, city planners had little chance of altering the urban landscape of existing cities except through zoning changes. During the 1920s many communities and states enacted zoning acts and ordinances. Through this legislation future growth and types of development could be confined to restricted areas. Residential districts were often designated for areas beyond the limits of the city core (Ibid., 175). Because of these early stages of city planning, uniformity of street names, placement of street signs, required sizes of lots for types of buildings and their uses, and set-backs of buildings became common. Adam's book emphasized that community planners needed to develop self-sustaining districts. During the 1920s some suburban neighborhoods already had movie theaters, churches, and schools. Adams advocated that each community have its own neighborhood center or meeting place, library, post office, stores, police substation, and fire station. He suggested the fire, police, and community buildings be constructed far from the commercial areas where people tended to congregate. Adams reasoned that constructing public facilities on the outskirts of the residential neighborhoods meant more planning options were available in planning the use of the space and planning transportation routes.

Until the 1930s, city planners were more concerned with planning growth around commuter rail or trolley lines. Such an approach limited what and how areas could grow as residential growth was normally limited to one-fourth of a mile from mass transportation routes. With automobiles more affordable and reliable, and more city streets being paved, city planners were able to consider the entire road system in the design rather than just a small portion of it.

City planners and their managers were often joined by progressive architects during this time in seeking rational answers for social problems by applying scientific approaches in creating design concepts or plans for the cities. These individuals often sought rational answers for social problems through new approaches. Change often conflicted with tradition.

Many fire departments were embedded with tradition which often came in conflict between traditionalists and reformers. Because of the power of the national board of insurance companies, fire departments were often forced to follow board and city planners recommendations for change. Civil service examinations and “fire colleges” became part of fire departments. The concept of trained professional fire fighters was spurred by the passage of the New Deal Federal Vocational Training Act. Fire colleges trained the students in construction of buildings, water supply and its distribution, rudiments of chemistry, and skills needed to battle new fire hazards. Progressives of the time introduced new mobile equipment for fire departments. The newer models of the old motorized apparatus were lengthened, and made more complex by adapting them to multiple uses. Some cities adopted centralization or district concepts so that more equipment could be housed at one location (Ibid, 178).

More progressive departments considered altering the architectural philosophy for stations. New standards for fire station designs were introduced to reflect changes in station function and construction technology. New styles were used as a means of symbolizing progressive fire department policy (Ibid., 179-185). This stylistic evolution is reflected in the 1929 design competition sponsored by the Beaux-Arts Institute of Design, ironically often considered the most conservative architectural school in the country. This competition required participants to design a two-story fire station set on a corner site, and allow for at least two large vehicles and proper street access for the equipment (Ibid 185). The competition concept had first been introduced by Boston architect George Ernest Robinson who has been credited with creating the standards for the new station design. Robinson had recommended generous room be allowed for vehicle bays and more than one entry point for such equipment. He used steel and concrete trusses and beams in ceilings to eliminate support columns. This change in framing made it possible to span as much as seventy-five feet. He favored corner sites because it provided the best means for bringing equipment into the building without having to move other equipment out of the way through a single entry.

The functional changes in fire station design were incorporated into modern architecture, with the architect’s intent being a symbolic rejection of the traditional fire fighting philosophy of the previous century. Many of the stations originally occupied by horse-drawn equipment were still in use, and had not been

radically altered for motorized equipment. In many communities fire stations were still built along a city block rather than on corner lot. The latter arrangement provided greater flexibility in moving equipment, easy accommodation of drive-through bays, and choice in response routes during alarms. In many cases fire stations still had hardwood floors that required special care rather than concrete or other smooth, more durable surfaces.

During the 1930s and 1940s, the use of Art Deco style became a popular means of symbolizing acceptance of science and rejection of old methods. Elements of the style which symbolized the abandonment of tradition and the embracing of modern reason included an emphasis on horizontal lines, smooth lines, asymmetrical plans, rounded corners, simplified silhouettes, and lower overall building height for multiple-story buildings. Construction materials included metal ornamentation and steel signs, glass blocks, concrete, tile, and brick. This style was chosen in constructing fire stations because it projected a progressive image of speed, energy, machines, and power (Ibid 186-189). The use of an asymmetrical massing was seen as complimenting the image.

Among communities that erected progressive, Art Deco fire stations, dichotomies were common. Often the progressive elements were only external while the internal designs and room arrangements reflected more traditional architectural designs. These architectural contradictions reflected the clashes present between individuals within fire departments, and between some fire departments and city planners. In departments that had the two philosophies in positions of authority or opposing city leaders, disputes were sometimes bitter. When the new trends were forced upon more traditional subordinates, the conflict was less visible.

The training schools exemplifies how conflicts could arise. In some communities, attending or establishing "fire colleges" was optional rather than mandatory. Often, even in cities that had their own schools and training programs, only one or two representatives of the department would annually attend the national conferences or schools. These attending individuals were usually the most progressive in their departments. However, their insights might not sway the traditional fire chief or overcome the complaints of traditional firemen.

Theoretically, new technologies and pressure from insurance underwriters should have brought all fire departments into the modern age. However, the reality was that often budgets, community standards, city leaders and planners, and department personnel often hampered change. Some stations reflected the new style but continued operating ticker tape and gong system alarms, and few engine houses were equipped with radios or telephones until after World War II (Ibid., 192-194).

Repeatedly, Art Deco fire stations were constructed that reflected a modern external facade while maintaining traditional floor plans and finishes, such as hardwood floors. Art Deco style fire stations that were constructed before 1945 that exhibited style's characteristics on the exterior and interior, and incorporated modern technology within the daily operation of the stations were distinctive for their time. Because the style personified science, speed, and power, it was generally considered by city planners and architects as most appropriate for locations in the commercial core area or centers of industry. Generally, the experts considered it too dehumanizing and powerful for fire stations in residential neighborhoods as the style glorified the scientific or technical side of fire fighting rather than the heroism of the firemen, and was therefore viewed by some as unfriendly and unfamiliar (Ibid, 196-205).

B. SPECIFIC HISTORY OF THE SITE:

1. Initial Planning and Development:

Tracking the sequence of events between city growth from 1940 through 1942 and the establishment of Engine House Number Nine is not clearly, or even easily, defined. In part, this is because no one has prepared a comprehensive account of the events, time period, or department. The department history prepared by the Wichita Fire Department described the reason for the construction of station nine as simply eastern city growth. The *Wichita Beacon* on 6 November 1940 stated registered voters had overwhelmingly passed a bond issue for the construction of a new fire station near the intersection of Oliver and Kellogg, and for the construction of three new schools and expansion of another. On 20 July 1941 the newspaper published a drawing of the proposed engine house that voters had already approved. The article stated that a suitable location had yet to be found, although it was to be somewhere in the southeast part of the city. Fire Chief Wendel stressed the importance of the station being located in the southeast part of the city because of the

anticipated growth of the community from national defense projects that would boost the local employment (*Wichita Beacon* 20 July 1941).

By 1940 policy makers had decided more fire protection was needed in east Wichita. However, the final location and design selection for Engine House Number Nine were not the first choice. The architects commissioned for the project submitted two plans for consideration. The plan first depicted in an architect's rendering in the local newspaper on 20 July 1941 was a two-story Spanish-eclectic style building (*Ibid.*). In July 1941 the site for the station had not been determined, although it was to be somewhere within the region it was to serve. The city was particularly interested in locations near Oliver between Central Avenue and Kellogg Street, an area comprised primarily of middle-income, single-family housing built in the late 1920s through 1930s. The fire station, Spanish-eclectic design printed in the newspaper blended completely with the area. Three months later the newspapers reported an Art Deco style had been selected for construction of the newest station. The October article failed to mention why the Spanish design was rejected in favor of its replacement. The newspaper again reported the site was not yet determined.

Ultimately, Block 14 of the Lincoln Heights Addition in the College Hill Neighborhood was selected for the site of the \$53,000 station. At that time, the block was vacant. Lincoln Heights was one of the last tracts extensively developed in College Hill, a historic neighborhood that was developed primarily between 1889 to 1935. The Lincoln Heights Addition was platted along the southeast boundaries of College Hill. This 1927 plat included sixteen small parks or traffic islands that the developer accented with statuary. The streets were laid out in a mix of elongated and curvilinear grid. Construction in the addition occurred primarily between 1927 and 1940. The plat restricted development to two-story single-family residences costing at least \$6,500. Lots in the addition varied in size and shapes. Lot depths ranged from 60 to 170 feet. The most common architectural styles erected in Lincoln Heights were Tudor and Colonial Revival. The majority were constructed of red brick.

Once the general area of Oliver and Kellogg were chosen for the station, more changes followed. Initial plans called for constructing the station on the northwest corner of the intersection of Oliver and Kellogg, with the station vehicle doors for equipment exiting the building fronting Oliver Avenue. However, this concept

was rejected because Oliver carried more traffic than Kellogg and an even higher traffic pattern along this north-south artery was anticipated. The local aviation industry was expanding, and municipal airport was also south of Kellogg and accessed by Oliver via the diagonal street George Washington Boulevard. Because of these considerations, the station site was moved further west on the same block to the corner of Dellrose Avenue and Kellogg Street. This corner location had the initial advantage of being a residential street along Dellrose, with sparse development along the thirty-foot wide Kellogg Street. The station was erected on a tract with a frontage of 125 feet along Kellogg Street and a depth of 150 feet along Dellrose Avenue. The building was arranged with the front facing Kellogg Street. The station design allowed the heavy department vehicles to exit the building onto a direct east-west arterial that had access to an immediate north-south transportation route at the adjacent intersection at Oliver Avenue.

2. Changes in Plan and Site:

Once the architectural design was selected, few changes were made. However, there were material substitution and some structural alterations. One of the most striking design changes was the use of concrete as trim instead of the use of stone as designated on the plans. It is possible the architect meant the designation of stone was "cast stone," however the use of concrete rather than stone could also have been a budgetary decision. Also, framing of the roof and apparatus room were altered. These structural revisions called for a few larger and longer beams be placed in critical areas, such as the header above the vehicle doorways. The spacing for the beams remained the same (See original plan photographs <sup>KS-72-65</sup> ~~KS-72-65~~ and ~~KS-72-66~~). ~~On~~ the shortage of funds resulted in the bathroom for bedroom one not being finished. According to retired Wichita firemen, once the construction funds were exhausted, the administrators said the bathroom would be finished under maintenance work. However bedroom one was occupied by the station's chief assistant. This individual decided that he preferred maintaining a more egalitarian relationship with the fire fighters that sharing common showers and bath facilities promoted rather than presenting a more elitist classification by having the bathroom finished. The department was more than willing to save the cost of finishing the bathroom, and used the space for storage.

3. Individuals Associated with the Site:

Among the noteworthy individuals associated with Engine House Number Nine were a Wichita fire chief, the architects, the structural engineer, the contractor, and the first crew that manned it. Fire Chief P. M. Wendel played a key role in coordinating the building's construction. He became chief in 1941 after the retirement of Fire Chief H. H. McCall. According to interviews with Fire Department personnel during the determination of eligibility process, Wendel was probably responsible for selecting the architectural design and the site for the station. However, Fire Chief Wendel may not have been as directly involved in the selection process as he might normally have been if the federal housing authority, and the local appointed federal housing committee played an instrumental part in selecting the site and style. Because two very radically differing designs were selected for the station, and that the Art Deco style that was ultimately selected was aesthetically more associated with industry and the concept of defense villages than its immediate environs, someone or group of people must have swayed the original design decision. Wendel's tenure as fire chief was brief. On 3 August 1942, less than a month before Engine House Number Nine went into service, he died from a fall down a flight of stairs while on vacation.

Overend and Boucher was the local architectural firm that designed Engine House Number Nine. Harrison George Overend and Cecil Francis Boucher formed their partnership in 1932 (*The Wichita Beacon*, 9 June 1946). The two men had previously been in business with prominent local architect Lortenz Schmidt. The three University of Illinois graduates had originally conducted business as Lorentz Schmidt Company, then Lorentz Schmidt and Company, and finally, as Schmidt, Overend, and Boucher. All three men were listed in the *Who's Who in Wichita 1929*, all had been associated with eastern architectural firms before moving to Wichita. Overend, born in Peoria, Illinois, 13 August 1892, attended the Bradley Polytech Institution 1910-1911 before receiving his Bachelor of Science Degree from the University of Illinois in 1917. He received his postgraduate degree from the same institution in 1922. Boucher, born Raton, New Mexico, attended the New Mexico Normal University before attending the University of Illinois. Boucher moved to Wichita in 1915,

then joining Lorentz Schmidt who had graduated from the University in 1913. In 1919 Overend also moved to Wichita where he joined the firm.

The architects became well known in Kansas. By 1927 they had more than \$15,000,000 worth of business. By that date they had designed in Winfield, Kansas, St. John's College, the City Building, and the State Bank and Office Building; in Newton their plans for the science hall for Bethel College, the Bethel Home for the Aged, the Newton High School and two elementary schools had been erected. They designed the P. E. O. Memorial Library at Mt. Pleasant, Iowa. Among the buildings they designed in Wichita were Wichita schools Horace Mann, James Allison, Alexander Hamilton, Roosevelt Intermediate, and Cathedral High School. Local commercial buildings included O. J. Watson, Woolf Brothers, and McCormick-Armstrong. Other Wichita buildings to their credit include St. John's Convent, St. Joseph's Rectory, St. Joseph Hospital, St. Mary's Rectory, St. James Episcopal Church, Blessed Sacrament Church, McKinley Hall at Wichita State University, the Allis Hotel, the Brown Building, the Hillcrest Apartments, the Innes Department Store Building, and the Petroleum Building. Overend and Boucher drafted the ground plans used for the designing of the plat design and landscaping of Planeview, the defense village immediately north of Stearman Division of Boeing (Clipping, "Site North of Boeing is Housing Location," *Wichita Beacon*, 21 April 1942).

The structural engineer was Godfrey Hartwell. Also a University of Illinois, graduate, Hartwell joined Lorentz Schmidt and Company in 1919. By 1927, Hartwell had opened his own practice in the Orpheum Building, although he remained the engineer on all projects for the architectural firm. Richard Hartwell of Hartwell Structural Engineering in Wichita, and son of Godfrey, the senior Hartwell was always an independent engineer and never an employee of an architectural firm. Born in Quincy, Illinois, Godfrey Hartwell died in Wichita ca. 1966. According to Richard Hartwell, his father was involved in the structural engineering of most buildings constructed in Wichita between 1919 and ca. 1960.

The general contractor for Engine House Number Nine was Dondlinger and Sons. Moore-Robertson Plumbing and Heating Company and the Butters Electric and Refrigeration Company installed the plumbing, radiators, and electrical work. When the building was constructed, Raymond L. Dondlinger was in charge of the project and the family firm. Born 1 June 1915, he joined his father in the business under the same name in

1925, and retired in 1980. A graduate of Wichita East High School, Dondlinger learned the trade from his father. The business is now operated by Raymond Dondlinger's two sons. Among the extant buildings constructed by Raymond Dondlinger in Wichita were the Union National Bank on East Douglas Avenue, and Henry Levitt Arena at Wichita State University. He also built the Kansas Coliseum in Sedgwick County, Kansas, the Eisenhower Memorial Library at Abilene, Kansas, and the Cadet Dining Hall at the United States Air Force Academy at Colorado Springs, Colorado.

The exact number of men originally stationed at Engine House Number Nine seems in doubt. *The Wichita Beacon* reported on 1 September 1942 that eighteen men were stationed at the building. The City Manager's Report of the World War II years stated the building was staffed with seventeen men and provided with new equipment. Wichita Preservation Planner Jeff Tully interviewed several retired firemen that served at the station. He was told sixteen men were originally stationed at the engine house. Among this first group were District Chief P. M. Hazzard, Captain John Shoff, W. M. Carson, M. V. Casidy, M. A. Cain, Carl C. Nichols, M. Dunlap, R. O. Dean, and Paul M. Smith.

4. Historical Events or Developments Associated with the Site:

*The Wichita Eagle* reported that on 7 October 1942 Mayor O. F. Sullivan dedicated Wichita Fire Department Engine House Number Nine. The station had opened on the first of September. One of the speakers during the ceremony was City Manager Russell N. McClure. Other participants included the new Fire Chief I. A. Martindale, District Chief C. W. Brown, auxiliary firemen, and the Beech Aircraft Employees' Club Band. Fire Chief Martindale administered the department oath to fifty auxiliary fire fighters inducted into the department during an evening program. District Chief C. W. Brown presented these men with arm bands, and the band performed in concert.

The station symbolized the modern era in fire departments: longer shifts, fire districting, and better equipment. Two years before the station had opened the department had replaced the ten hour shifts with twenty-four hour duty. Men not only had to bring their clothing when they came on duty, but also their bedding. The district alarm system and water pressure gage were located in the captain's office. The pressure gage for the hydrants provided current status information about fire hydrants within the district, and any

hydrants that were not operational were listed on the blackboard located on the west wall of the apparatus room. Soon after the station opened windshields and two-way radios were installed in all department vehicles.

Although some form of district management of the fire department may have been introduced when the Central Station was replaced in 1931, no clear documentation of such a change has been discovered during the research of this project. The current personnel, including various fire chiefs, thought district boundaries and stations began with Engine House Number Nine. At the time station nine was constructed, the department had eight buildings still functioning as fire stations (See Wichita Fire Stations 1942 Map).

When Engine House Number Nine was designed, the fire chief intended the station serve the dual role of engine house and third district headquarters. Originally, the area served by the station was to be east of Grove, south of Ninth Street, and the southern and eastern city limits (*Wichita Beacon* 20 July 1941). *The Wichita Beacon* reported the opening of the station on 1 September 1942 and stated the boundaries extended north from the station two miles to Thirteenth Street, south three miles to include the various new government housing projects and the Boeing Company, west one-and-one-half miles to Grove Street, and east one-half mile to the city limits. Later, the all but the west boundary was changed to the city limits (See Fire Department District 3 Boundary Map).

In 1968 the district headquarters moved to the new Engine House Number Eleven. Number Nine remained in service as a fire station. Twenty years later, the original Engine House Number Nine closed when its replacement of the same name was opened north of Kellogg Street along Edgemoor, a street that had been the eastern city limits in 1942.

The original Engine House Number Nine served the department's need for a district station for twenty-six years, and the community's need for a fire station for forty-six years. During that time it also served a social role in the community. In the early days, newspaper boys with routes in the area used one of the rooms at the rear of the first floor for Saturday morning collections from subscribers. Also, most public school students in the southeastern part of the city toured the facility at least once during their formal education.

The station's proximity to Kellogg had a major impact on the station. This influence was both social and environmental. According to interviews of retired firemen by Wichita Preservation Officer Jeffrey Tully,

bushes were planted along the front of the building after local motorists complained that firemen spent their days sitting in chairs. These motorists would see the men sitting in front of the station when driving to work and when returning home at the end of their day. The impression was that the firemen had not moved all day. In response, bushes were planted to screen the firemen from view of motorists.

“The College Hill III Survey Report” (1989) states that the environment surrounding the station was greatly altered during the 1940s when the route of U.S. Highway 54 was changed from Central Avenue to Kellogg Street. In 1945, the traffic census for the highway stated 2,922 vehicles per day traveled the highway which was still using Central Avenue within the city limits. By 1947 the highway had been completed along Kellogg Street as far east as Hillside Avenue, and the daily traffic census for the roadway had risen to 8,780 vehicles per day. One of the first major changes impacting the station was the widening of Kellogg from two lanes to four lanes. Another major change to the environment was the addition of the median in the highway. This barrier created a hazard for firemen traveling east on Kellogg for alarms after ca. 1969. Exiting the station onto Kellogg Street, the department vehicles had to travel against the flow of traffic until entering the Oliver Avenue and Kellogg Street intersection where they could either turn onto Oliver or move to the east bound lane of Kellogg Street.

The closing of the station in 1988 was due to many factors including gender equity, obsolete heating and cooling systems, space shortage in the vehicle bays, slowed response time during alarms because of increased traffic in the area of Kellogg and Oliver intersection, and the planned expansion of Kellogg Street. During the late 1970s affirmative action had been initiated for allowing females on the force. Although this move was begun, no females initially passed department requirements. However, the possibility that it might happen increased the department personnel’s awareness of how inadequate the older stations were for gender shared facilities. The building also lacked convenient heating and practically no air conditioning. The only air conditioning was supplied by three small window units. The dormitory had never been heated, and had no air conditioning. While the lack of climate control might have been more culturally acceptable in 1942, it was less tolerable by the 1980s, particularly when the alternative was opening windows for ventilation, automobile exhaust and noise. By 1988 the apparatus bay in the station was obsolete. The more modern equipment was

larger. According to Fire Chief Stimits, the size of the vehicle bay was an important factor in the closing of the station, but was not the main reason. Even more critical than all the other factors was that the department's computer modeling of response times to alarms had revealed repeatedly that too much time was lost during emergencies. The presence of the highway, the heavy traffic pattern, the existence of the median which often required the fire trucks be driven against the flow of traffic compromised the department's response time, and weakened the credibility of the station. Chief Stimits stated that fire departments are ever fluid, constantly documenting and mapping current conditions, and projecting future needs. By 1988, the growth of the city, the station's slow response time, the traffic pattern at the intersection of Oliver and Kellogg, and the plans for the widening of Kellogg were the most critical reasons in deciding to close the station.

After the station closed, the building was leased by an interior decorating firm that owns the multi-family units north of the building. The firm used the station for storage and for finishing work for contracts usually associated with furnishing hotels and embassies. The city of Wichita canceled the lease in May 1996.

## PART II. DESCRIPTIVE INFORMATION

### A. PHYSICAL CHARACTER OF THE SITE AND ITS RELATIONSHIP TO THE SURROUNDING ENVIRONMENT (1996):

#### 1. Physical Description of the Site:

The site of Wichita Fire Department Engine House Number Nine is a 0.59 acre tract that extends 125 feet west to east from the northeast corner of the Dellrose Avenue and Kellogg Street intersection, and a depth of 150 feet from Kellogg Street (See Engine House Number Nine Site Map). The building and concrete paving covers most of this parcel. A paved parking and drive extend along the rear of the building, with access off Dellrose. A rock drive connects the front concrete drive to the east side of the building which then joins the paving at the rear. Grass areas are located along the east and west sides of the building, and wrap around the front of the building to the driveways. The building is set back thirty-two feet from Kellogg Street on the south and forty-nine feet from Dellrose Avenue on the west. Sidewalks extend from the front and west entrances.

The front sidewalk leads from the main entrance to the sidewalk paralleling Kellogg Street. The west sidewalk extends from the building to Dellrose. Three large American elm trees are spaced along the western edge of the property. One is near the southwest corner of the building, the second is immediately south of the sidewalk at the west entrance, and the third is at the rear of the property.

2. Surrounding Environment:

The environment surrounding the fire station includes a four-lane, divided highway, a major thoroughfare, a residential street, and commercial and residential buildings. Currently, temporary barriers have been installed at the intersection of Kellogg and Dellrose. These have been installed since March 1996, in anticipation of the cul-de-sac to be constructed at this corner. Oliver Street, which is approximately 100 feet east of the site, is a four-lane thoroughfare sixty feet wide. Dellrose Avenue along the western boundary of the property is a curvilinear street that ranges in width from seventy to sixty feet.

Block 14 of the Lincoln Heights Addition is a mixture of commercial and multi-family buildings. The two rectangular, one-story, red-brick, multi-family buildings north of the station are also commercially used for office space. Trees and heavy shrub growth surrounds the multi-family units. a vacant, one-story, painted, rectangular, commercial building is immediately east of the fire station. Another commercial, one-story complex comprised of three buildings is located diagonally northeast of the station.

B. PHYSICAL DESCRIPTION OF THE COMPLEX:

According to the original plans and site analysis, Engine House Number Nine is an asymmetrical, irregular shaped, two-story, flat roof, buff-brick building with a south orientation. Each of the four sides vary in length. The front is 67'-3" inches wide. This measurement does not include the attached 12' long (3'-5" high) brick wall that is capped with concrete blocks and its 46'.0" high flagpole set on a poured concrete round base attached to the wall. The wall and its features are extensions of the rounded, two-story, southwest corner of the building front. The base of the flagpole is a round poured concrete base that is 3'-0" in diameter and the same height as the wall. The front of the building has two levels; the taller of these rises 34'-4". a one-story curvilinear room extends 11'-0" further east from the main body of the building. This one-story extension is 16'-1" high (see original drawing Front South Elevation, photograph KS-72-54).

The east side of the building, which is 77'-4" in length, is two stories high, except for the previously mentioned curvilinear room. This rounded feature accounts for 10'-0" of the length on the east side. a two-story, rectangular, brick tower set at the northeast corner of the east side creates another jog along this wall. The tower is 11'-6" in length on the east and projects 6'-0" from the building (see original drawing East Side, photograph KS-72-56).

The rear of the building faces north, and is 60'-7" wide. From the rear, this portion of the building is two-stories high except for a one-story, curvilinear room at the northwest corner that projects northward. This rounded section on the rear of the building accounts for 13'-0" of the overall total length of this side (see original drawing North Side, photograph KS-72-55).

The two-story , west side of the Engine House is 88'-10" long. The northwest end of this side is comprised of the rounded one-story section previously mentioned at the rear of the building. This elongated curved part of the building is 31'-2" in length, which is included in the overall measurements of this side (see original drawing West Side, photograph KS-72-54).

The foundation of the building has a depth of 3'-0". The footing is 1'-6" wide and extends entirely around the perimeter of the building; its depth varies, according to weight load, from 4'-0" to 6'-0" deep. Overall, the foundation walls are 1'-1" wide, except at the vehicle drive-through sections on the north and the south sides; there, the walls are 0'-4" wider. The interior wall that extends north-south along the first floor of the vehicle bay of the building is the same thickness as the exterior foundation walls. Another foundation and weight bearing wall of this same thickness is 31'-2" south of the northwest corner of the building where the one-story curvilinear section joins the rest of the building. The remaining interior, foundation walls are 0'-8" thick and are located west of the vehicle section of the building. The exterior finished walls are 1'-1" thick (see original drawing Foundation and Footing, Photograph KS-72-57). Most of the building rests on unexcavated land.

The exterior walls of the building are finished with two colors of buff brick, one light and one dark. The darker brick was used for string courses. One dark soldier course was laid at ground level, a rowlock course 3'-0" above the ground level course at window sill level, a third string is a soldier course at lintel level followed

by a rowlock course at the base of the second-story windows, and two soldier courses above. The roof line is accented by concrete block cap.

Structural framing consist of concrete beams. The 2'-0" long concrete grade beams were used to connect the finished 0-6" concrete flooring and 1'-6" thick foundation footing at key stress points, such as the west entry where several heavy decorative elements are incorporated in the design. Concrete beams were also used in framing the roof (see original drawings Roof Plan, Photograph KS-72-60; Revised Roof Framing Apparatus Room, Photograph KS-72-65; Second Floor and Roof Framing Plans, Joist Details, Photograph KS-72-66).

Among the exterior features accenting the south and west entrances are flat, concrete canopies; second-story, vertical concrete, projections, and double wide, glass block tall windows. An exterior, brick chimney is located on the west side of the building. The chimney extends 4'-1" above the adjacent walls and is capped by concrete blocks 0'-5" in height.

The building has several metal doors, including a set of electrically powered vehicle doors on the south and north sides of the building. The two main public entrances are located on the south and west sides of the building, and are aluminum framed glass doors. Two wooden doors with four horizontal windows are on the east and north sides of the building (see photograph KS-72-11). a metal slab door serves as access to the tower.

The building has two types of windows: metal framed casement and glass block. The casements are split in the middle and have five lights per sash and a two-light fixed transom. Glass blocks are arranged as two vertical bands, one on the south and another on the west side of the building; a third vertical column of glass blocks is located on the second floor of the east side on the tower. The vertical glass block window left of the main entrance on the south side is three blocks wide and extends the height of the two-stories, but is separated between floors by monochromatic clay tiles.

The interior of the building was constructed exactly as shown on the plans, except for bathroom one designed for bedroom one immediately west of the second floor dormitory. Although bathroom two was completed, only the framing of the walls was finished for bathroom one. The interior of the building features

concrete floors, plaster concrete walls, and ceramic tiles on the lower part of the walls in the bathrooms and apparatus room. Three slide poles were installed for firemen, two in the south end of the apparatus room, and a third in the southeast part of the building, linking private sleeping quarters with office.

2. Changes over Time:

The station has remained relatively unchanged since its construction. Three small window air conditioning units were installed, one in the office area of the first floor, another in one of the two private bedroom areas, and the third in the kitchen. The plumbing and radiators broke and were not repaired after pipes burst one winter when the building stood unheated and empty.

Probably the most extensive change has been the removal of the station name, and the replacement of all but two of the original exterior doors. When the station was closed in 1988, the metal letters identifying the station were removed from the front of the building. HABS No. KS-72-11 photograph depicts the one of the remaining original exterior door, pedestrian door on the east side of the building. The other remaining original door is a pedestrian door on the north side. All the original doors were wood. The newer metal pedestrian doors were installed ca. 1970. The date of the replacement of the vehicle doors is unknown.

PART III. SOURCES OF INFORMATION

A. ORIGINAL ARCHITECTURAL DRAWINGS:

Special Collections, Ablah Library, Wichita State University, 1845 Fairmount, Wichita, Kansas, 67208

B. GENERAL DEPOSITORIES:

Ablah Library, Special Collections, Wichita State University, Wichita, Kansas

Wichita Public Library, 223 South Main, Wichita, Kansas

C. EARLY VIEWS:

Kansas Room, Wichita Public Library, , Wichita, Kansas.

D. INTERVIEWS:

Nick Dondlinger, of Dondlinger and Sons Construction and son of Raymond Dondlinger, September 1996.

Raymond Dondlinger, retired of Dondlinger and Sons Construction, contractor for Engine House Number Nine, September 1996.

Richard Hartwell, Structural Engineer, with Hartwell Structural Engineering and son of Godfrey Hartwell, September 1996.

Chief Douglas Stimits, Chief Support Services Wichita Fire Department, November/December 1992, March/April 1996.

Jeffrey Tully, Wichita Preservation Planner, Metropolitan Area Planning Department, City of Wichita, August/September 1996.

E. BIBLIOGRAPHY:

1. Primary and Unpublished Sources

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*Wichita's City Government: a Report of the City Manager the War Years 1942-1945.* Report prepared for City Manager's Office, Wichita, n.d.

2. Secondary and Published Sources

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Long, R. M. *Wichita Century a Pictorial History of Wichita, Kansas 1870-1970*. Wichita: McCormick-Armstrong, Inc., October, 1969.

Miner, Craig. *Wichita the Magic City*. Wichita: Wichita-Sedgwick County Historical Museum Association, October, 1988.

*Polk's Wichita City Directory 1929*. Kansas City: R. L. Polk & Co., 1929.

*The Wichita Beacon*, 16 July 1925; 19 April, 8 July 1927; 22 March, 3 April 1928; 6 November 1940; 18 March, 20 July, 2 December 1941; 1 September, 7 October, 13 December 1942; 9 June 1946.

*The Wichita Eagle*, 17 December 1909, 5 April 1928, 18 March 1941.

Wichita Fire Department. *Wichita Fire Department 1872-1978*. Dallas: Taylor Publishing Company, 1978.

Zurier, Rebecca. *The Firehouse: An Architectural and Social History*. New York: Artabras Publishers, 1978.

F. LIKELY SOURCES NOT YET INVESTIGATED:

Other than the 1946 Comprehensive Plan and City Manager Reports city and federal records were not investigated. The locations of city records is scattered between departments, the storage facility at the Hutchinson, Kansas Salt Mines, City Hall, and the fire department. At one point, Fire Department Records were in boxes in a basement awaiting sorting at a convenient time and/or awaiting relocation to a Wichita fire department museum still being planned. Location of the federal records has not been determined.

PART IV. PROJECT INFORMATION

The U.S. 54 Highway Six-lane Freeway Major Modernization Program scheduled construction contract awarding date of March 1997. This ongoing project has stretched across the city from west. The current project begins slightly east of Hillside Avenue and spans a distance of approximately one-and-one-half miles, ending east of Edgemoor Street. Currently, U.S. 54 Highway has an existing 80'-0" right-of-way which has 60'-0" developed into a four lane divided highway with a 12'-0" to 14'-0" raised median. Oliver Avenue, immediately east of the fire station, has a 60'-0"

right-of-way, 40'-0" of which has been used for four lanes of traffic. The U.S. 54 Freeway Modernization Program will increase the number of highway lanes by two, have a concrete barrier 2'-0" wide down the center, and have 22'-0" total for emergency medians. Other changes include redesigning the Oliver and U.S. 54 Highway intersection. It will be converted to a diamond interchange, with ramps linking all four directions of the roadways in a diamond-like pattern. The plan will route the highway beneath Oliver Avenue which will remain at grade level. Oliver Avenue will also be widened. Oliver will remain two lanes in each direction, but will also have double left turn lanes requiring another 22'-0" for the north and south bound traffic. In addition, curbing and guttering will be widened to 2'-6". The project will require the removal of eighty-three to eighty-five buildings from the planned right-of-way. The Federal Agency associated with the project is the United States Department of Transportation, Federal Highway Administration.

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Date: 17 September 1997

#### PART IV. GRAPHIC DOCUMENTATION

W.F.D. Engine House Number Nine Location Map. From Kansas Blue Print. Map No. 5-70-5. City of Wichita 1996.

Wichita City Limits Map. From Kansas Blue Print. City of Wichita 1997.

*Map of Wichita Kansas 1887.* Compiled by the L. H. Everts and Company of Philadelphia.

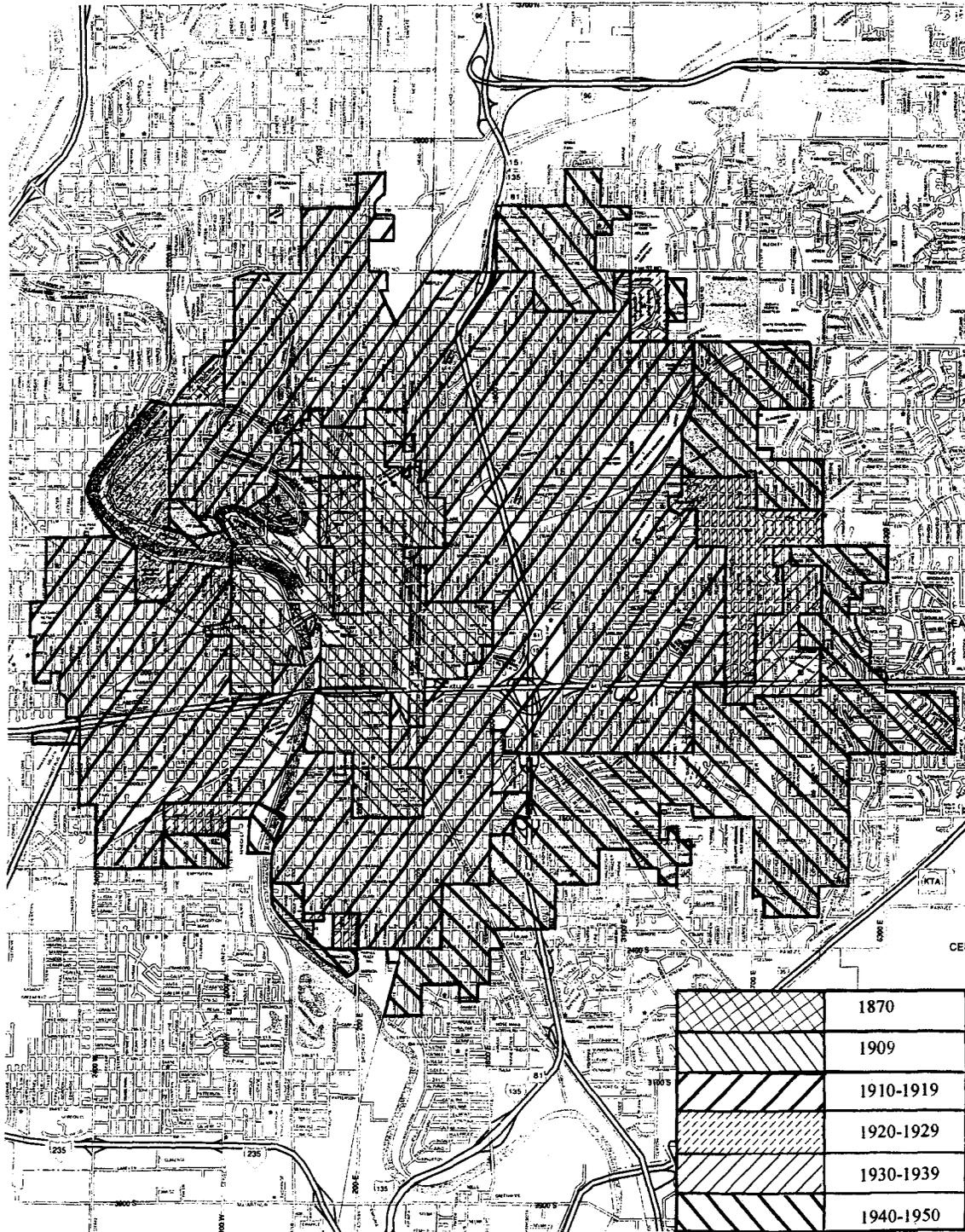
Aviation Factories and Federal Public Housing Authority Villages Map. From Kansas Blue Print. City of Wichita 1997.

Fire Department District Three Boundary Map. From Kansas Blue Print. Map No. 5-70-5. City of Wichita 1996.

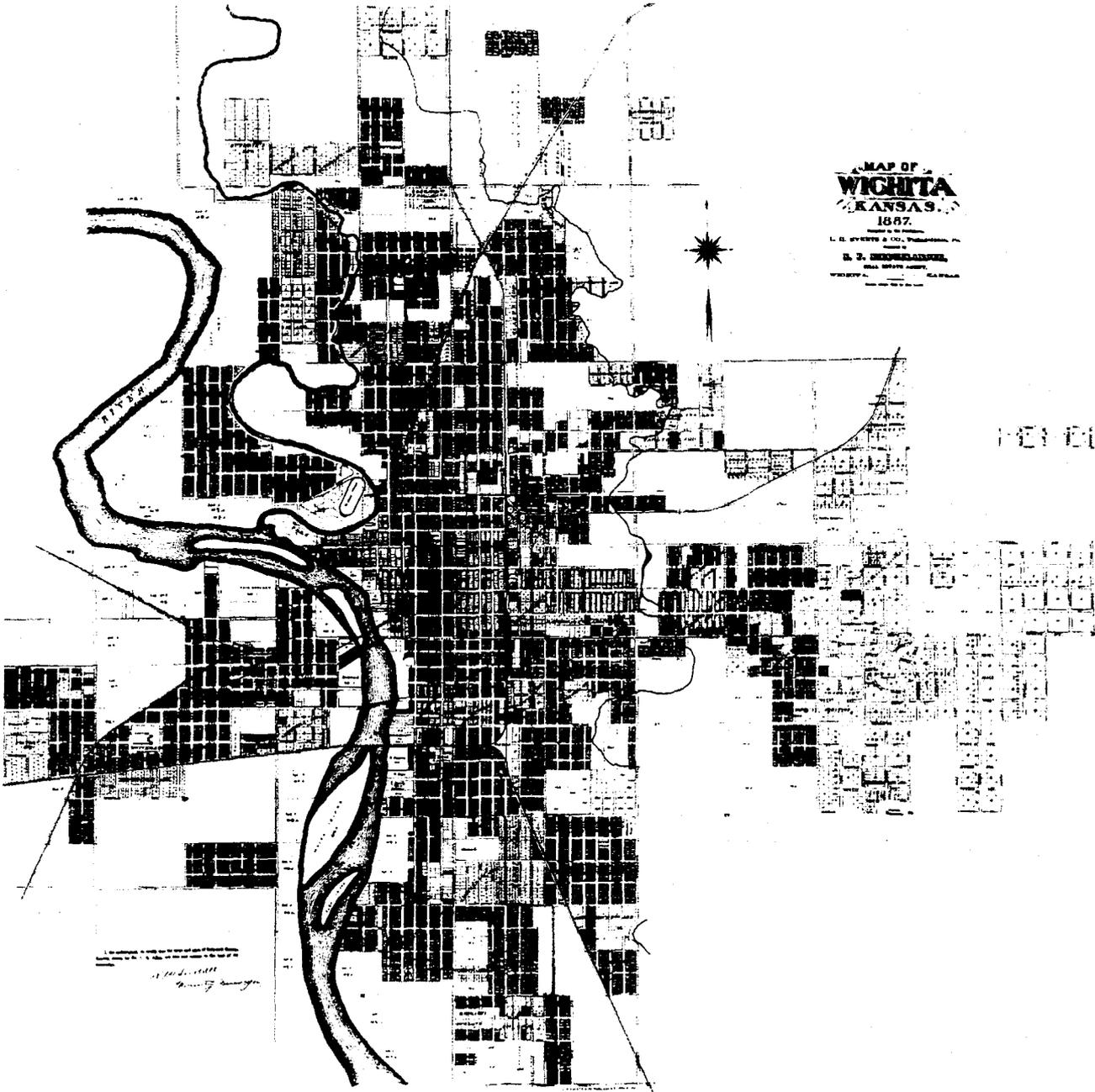
Wichita Fire Stations 1942 Map. From Kansas Blue Print. City of Wichita 1997.

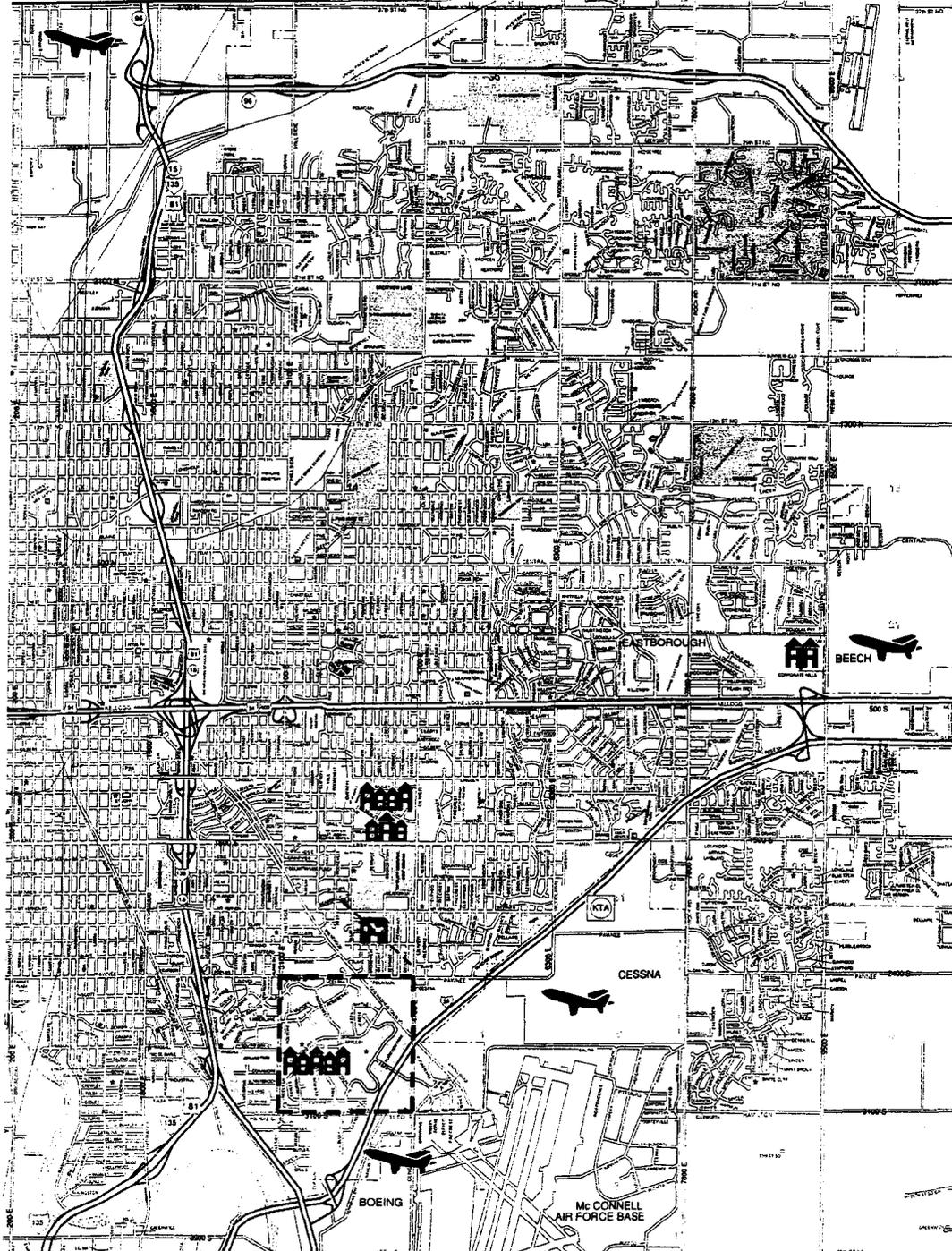
Site Sketch, by Illustrator Jerry K. White, September 1996.



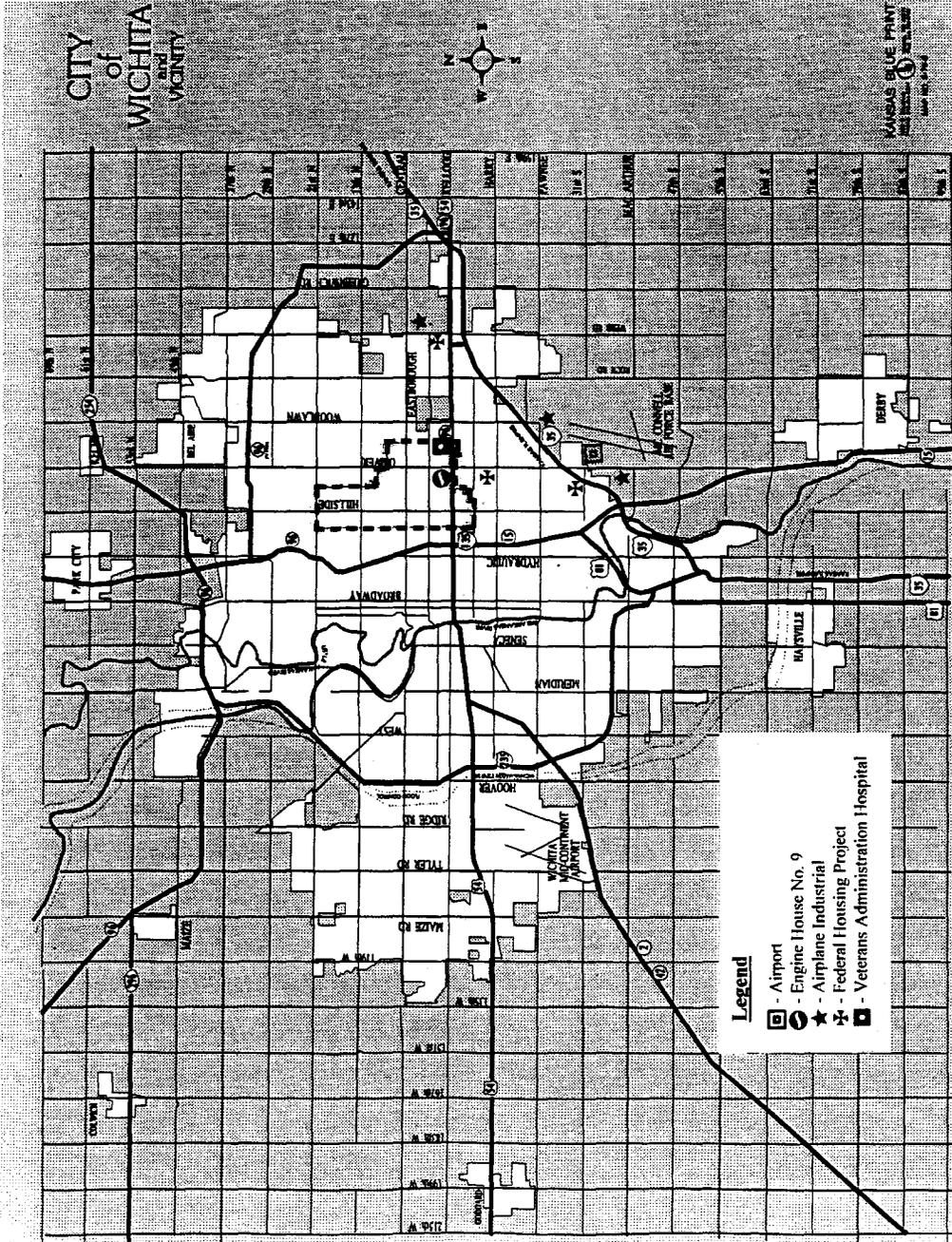


Wichita City Limits Map

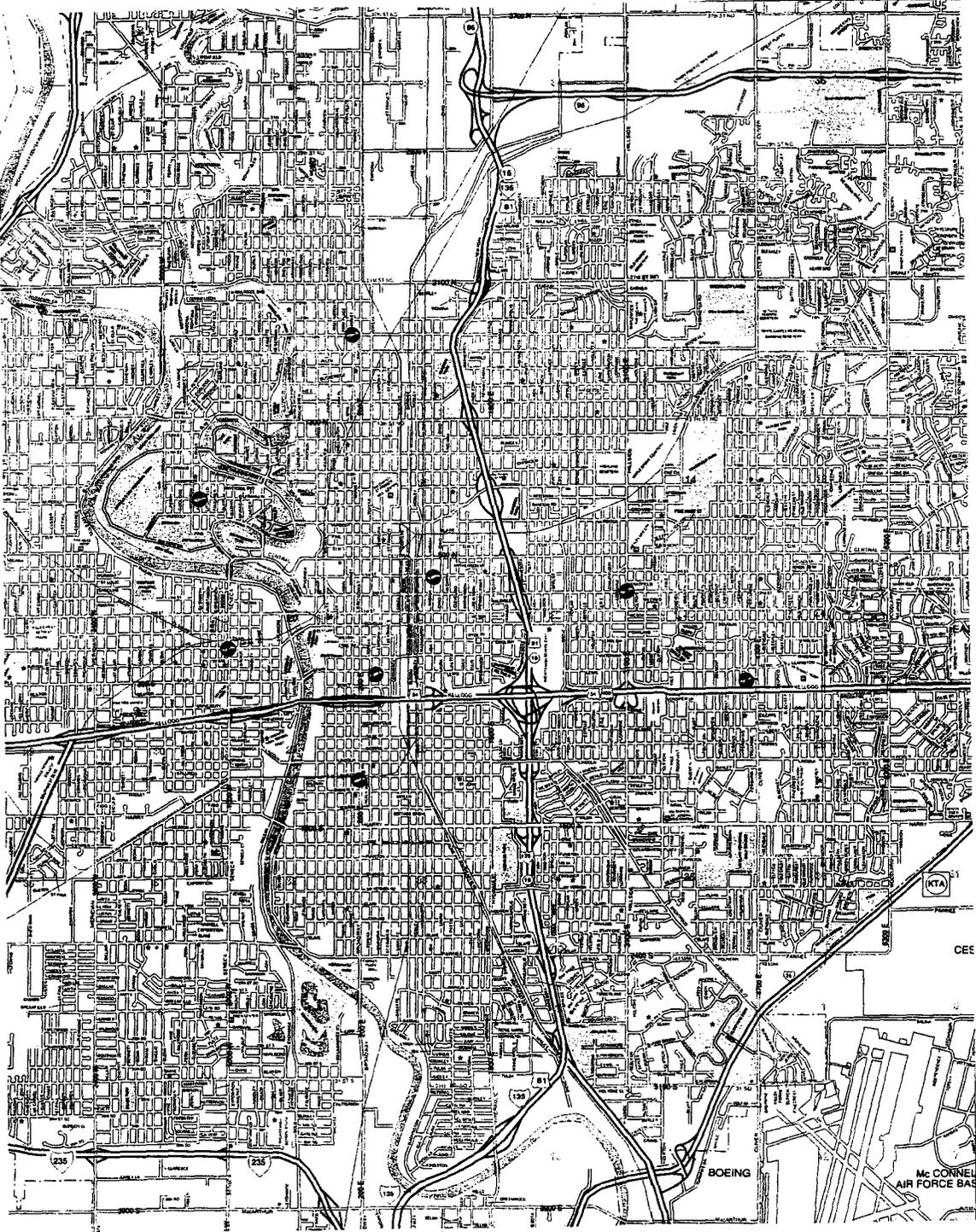




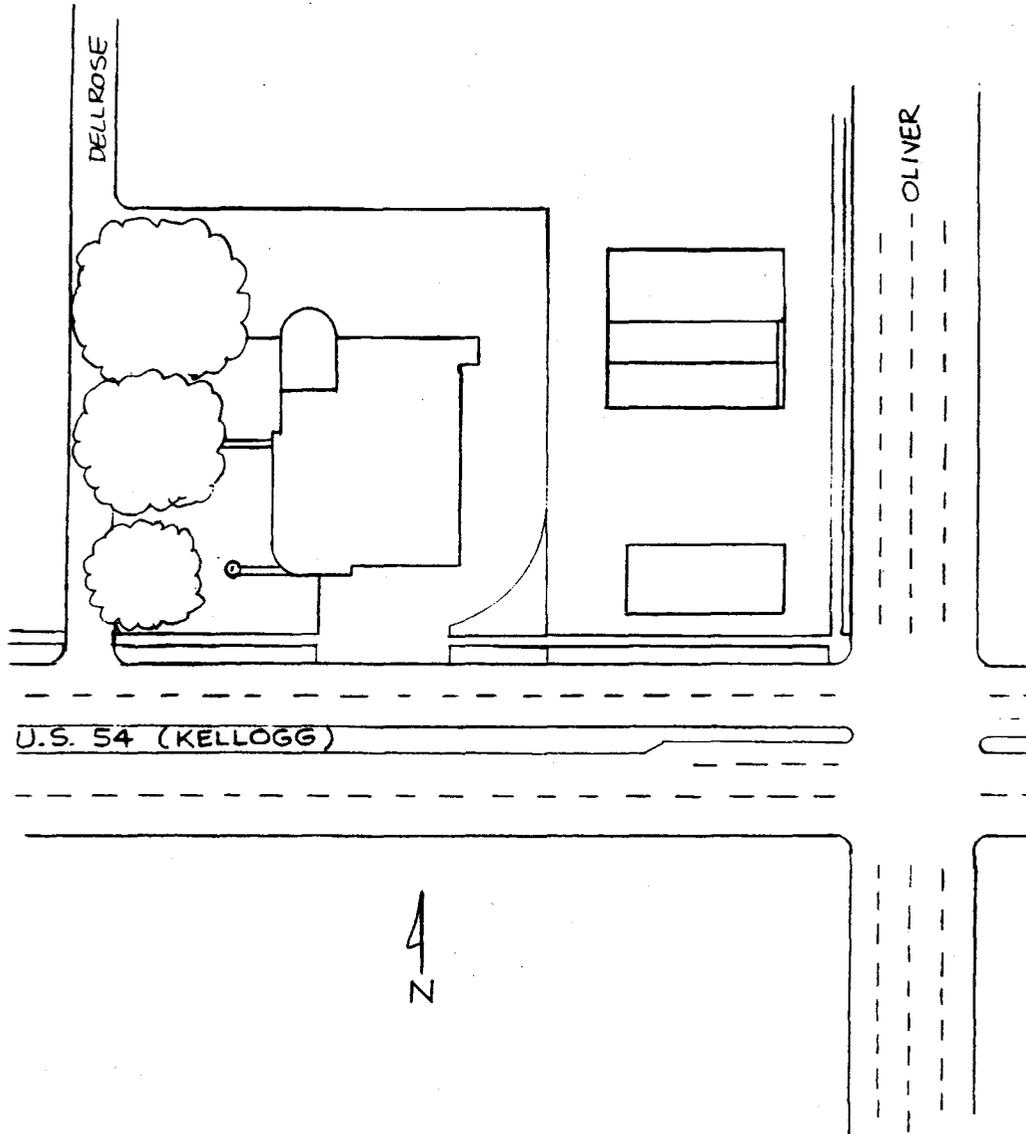
Aviation Factories and Federal Public Housing Authority Villages Map



Fire Department District 3 Boundary Map



Wichita Fire Stations 1942 Map



Engine House Number Nine Site Map