

Name of Property

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**United States Department of the Interior**  
National Park Service

# National Register of Historic Places Registration Form

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

## 1. Name of Property

Historic name: Fire Station No. 4

Other names/site number: n/a

Name of related multiple property listing: n/a

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

## 2. Location

Street & number: 906 Gillette Street

City or town: La Crosse State: WI County: La Crosse County

Not For Publication:  Vicinity:

## 3. State/Federal Agency Certification

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

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

In my opinion, the property  meets  does not meet the National Register Criteria. I recommend that this property be considered significant at the following

level(s) of significance:  National  Statewide  Local

Applicable National Register Criteria  A  B  C  D

<b>Signature of certifying official/Title:</b>	<b>Date</b>
Tricia Canaday, Wisconsin State Historic Preservation Officer	
<b>State or Federal agency/bureau or Tribal Government</b>	
In my opinion, the property <input type="checkbox"/> meets <input type="checkbox"/> does not meet the National Register criteria.	
<b>Signature of commenting official:</b>	<b>Date</b>
<b>Title:</b>	<b>State or Federal agency/bureau or Tribal Government</b>

**4. National Park Service Certification**

I hereby certify that this property is:

- Entered in the National Register
- Determined eligible for the National Register
- Determined not eligible for the National Register
- Removed from the National Register
- Other (explain:) \_\_\_\_\_

Signature of the Keeper

Date of Action

**5. Classification**

**Ownership of Property**

**Category of Property**

- |                  |                                     |             |                                     |
|------------------|-------------------------------------|-------------|-------------------------------------|
| Private:         | <input checked="" type="checkbox"/> | Building(s) | <input checked="" type="checkbox"/> |
| Public – Local   | <input type="checkbox"/>            | District    | <input type="checkbox"/>            |
| Public – State   | <input type="checkbox"/>            | Site        | <input type="checkbox"/>            |
| Public – Federal | <input type="checkbox"/>            | Structure   | <input type="checkbox"/>            |
|                  |                                     | Object      | <input type="checkbox"/>            |

**Number of Resources within Property**

Contributing	Noncontributing	
1	0	Buildings
0	0	Sites
0	0	Structures
0	0	Objects
1	0	Total

Number of contributing resources previously listed in the National Register 0

**6. Function or Use**  
**Historic Functions**

**Current Functions**

GOVERNMENT / fire station

DOMESTIC / single dwelling

**7. Description**

**Architectural Classification**

LATE 19<sup>TH</sup> AND 20<sup>TH</sup> CENTURY REVIVALS

**Materials:**

Principal exterior materials of the property: foundation: CONCRETE; walls: BRICK;  
roof: ASPHALT; other: LIMESTONE; STUCCO

**Narrative Description**

**Summary Paragraph**

The Fire Station No. 4 is located at the southeast corner of Gillette Street and Liberty Street, approximately two miles north of downtown La Crosse. The building is roughly rectangular in plan with a complex roofline. The east and south sides of the building comprise a 1 ½-story L-shaped portion with a hipped roof with a lowered eave line and punctuated with wall dormers. The northwest corner of the building contains a 2-story portion with a higher eave line and capped with a hip-and-deck roof. A flat-roofed, 1-story stucco screen porch is located across the north (Gillette Street) elevation, and the large apparatus bay door is located in the west (Liberty Street) elevation. The building is of concrete block and structural clay tile structure and retains several of its original multi-light steel double-hung windows. The building is clad in variegated brownish brick with a historical revival-style cornice and door surround executed in Bedford limestone.

The Fire Station No. 4 is significant under *Criterion A* in the area of Politics/Government for its association with the history of firefighting in La Crosse. The building retains sufficient historic integrity to convey its significance.

## Narrative Description

### Setting

The fire station is located on a corner lot at the intersection of Gillette and Liberty Streets on the north side of the City of La Crosse. Gillette Street, running along the north side of the fire station property, is an arterial street with two driving lanes, on-street bike lanes, and a parking lane on the south side. Liberty Street, on the west edge of the fire station property, is a narrower residential street with parking along both sides and street trees in the grass terraces. On the north, west, and south, the Fire Station No. 4 is surrounded by modest houses dating from the late nineteenth century to the mid-twentieth century. The houses are typically 1- or 1 ½-story in height and are vernacular forms like Gabled Ells, One- and Two-Story Cubes, Side Gabled, or Front Gabled. The one notable exception to the residential surroundings is the “new” Fire Station No. 4, located east of the subject building and completed in 2024 to replace the subject building. The 2024 fire station has a 2-story apparatus bay and a 1-story side wing; it is clad in brownish brick with cast stone accents.

### Exterior

The west (Liberty Street) elevation of the Fire Station No. 4 (Photo 1) consists of the two-story residential block on the north (left) and the double-height apparatus bay on the south (right). The residential block contains one double-hung window centered in each story. The first story window is a one-over-one modern aluminum replacement; the second story window retains its original six-over-six double hung steel sashes. Both windows have stone sills, and the face of the wall is recessed slightly between the two windows, creating a subtle vertical panel. The wall is capped with a limestone cornice consisting of flat blocks (suggestive of stylized dentils) interspersed with simple molding. The bottom edges of each block are rounded, creating a streamlined effect. The cornice is capped with an angled metal molding. Based on original building plans, this molding was originally wood and more elaborate, but was replaced sometime in the 1960s. A metal “K-style” rain gutter, with a flat bottom and a cyma recta face, runs across the edge of the roof.

The apparatus bay occupies the majority of the west elevation. The apparatus bay projects approximately seven feet from the face of the residential portion. At the crook of the two building portions, a steel entry door with two raised panels and a single large light is located in the north (side) wall of the projecting bay; and a standing seam metal shed roof is located above the door. The west elevation of the apparatus bay is dominated by twenty foot-wide segmental-arched vehicular door. The original door leaf, consisting of multiple square panels with two rows of square windows, was replaced sometime after 1967 by the current modern roll-up metal door.<sup>1</sup> The vehicular door opening is framed by a limestone Art Deco-style surround. The face of the door surround is flat, but in silhouette, the outside edges step inward as they rise, corresponding to the divisions of a stylized classical order: pedestal, column (with tapering entasis), architrave, and frieze. Inscribed across the frieze (and highlighted with a painted cream background and

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<sup>1</sup> Based on 1967 photo included in “La Crosse’s ‘New Look’ Fire Dept.,” *La Crosse Sunday Tribune*, Sept. 17, 1967.

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purplish letters) is the name "L. F. D. NO. 4". The roofline of the 1 ½-story tall apparatus bay is lower than the 2-story residential portion, and the wall is capped with the same stylized block cornice and metal molding. A hip-roofed dormer is centered on the roof above. The dormer contains two aluminum clad six-over-six double hung windows, installed at an unknown date, that retain the light division of the original steel windows. The remainder of the dormer is clad in stucco.

The south elevation of the building (Photos 2 and 3) is the simplest, reflecting the utilitarian space of the apparatus bay within. The south elevation is four bays wide and symmetrically composed. Four large-scaled steel windows are evenly spaced across the elevation. Each window is five lights wide by six lights tall with a six-light hopper set into the overall pattern of fixed lights. Each window had a limestone sill. A metal ventilator unit is set into the upper left corner of the westernmost window, and a metal exhaust pipe is located to the east of this window as well. The elevation is capped with the same stylized block cornice and angled metal molding. Two hip-roofed dormers are centered on the roof above the center two windows below. These dormers, like that on the west elevation, each contain paired six-over-six double hung aluminum windows.

The east (rear) elevation of the building (Photos 3 and 4) is irregular in composition and is five bays wide with a porch extending on the north. The interior of the east elevation contains two stories. The roofline of the 1 ½ story apparatus bay continues around this elevation, and two wall dormers break through the roofline to provide useful space within. From south (left) to north (right), the east elevation contains a pair of steel entry doors with two lower raised panels and single upper lights; the double entry door is capped by a gabled standing seam metal roof. The next bay of the elevation contains two six-over-six double hung steel windows in the first story, and a pair of six-over-six double hung steel windows in a shed-roofed wall dormer at the second story. The next bay contains a six-over-six double hung steel window in each story; the locations of these windows are offset by a half-story from the rest of the elevation since they correspond to an interior staircase landing. The next bay contains a former service door opening that was bricked over prior to the 1960s, and a six-over-six double hung steel window in a hip-roofed wall dormer above. The northernmost bay contains a shorter six-over-six double hung steel window in the first story. The main roofline is capped by the same limestone cornice of stylized blocks, and several louvered ventilators are located along the east roofline.

The north (Gillette St.) elevation (Photo 5) consists of a 1 ½-story eastern portion, and a fully-two-story western portion. A flat-roofed porch is located across the first story of the eastern portion. The porch is one bay deep by three bays wide. Each bay contains a segmental arched opening with wood sills and trim. The west and east (side) bays are divided into two openings, and the north (front) bays are divided into three. The center opening of the center bay contains a wood storm door with a screen transom, flanked by wide screen sidelights with raised panels below. All other openings in the porch are screened. The storm door retains its original street number, 906, plus the painted letters "F D". Similar painted letters are affixed to the wall above the central bay, reading "FIRE STATION NO. 4". Inside, the porch has a concrete floor and stucco walls and ceiling (Photo 6). The first story of the exterior wall contains a central wood entry door. On either side are a group of three one-over-one double hung aluminum windows;

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these replaced the original steel multi-light windows at an unknown date. At the second story, visible above the porch, is a hip-roofed wall gable containing a pair of six-over-six double hung steel windows. The wall is capped by the same dropped roofline and limestone cornice.

The eastern (1 ½-story) portion of the north elevation projects forward approximately six feet from the two-story western portion of the elevation. In the west wall of the crook is a single one-over-one double hung aluminum window at the first story. The western two-story portion of the north elevation has a taller roofline and contains two one-over-one double hung aluminum windows in the first story and two six-over-six double hung steel windows in the second story. A recessed panel of brickwork vertically links each set of windows. The elevation is capped with the same limestone cornice and K-style gutter as the west elevation.

### Interior

Inside, the building contains the apparatus bay and residential areas. Character-defining features include use-specific spaces such as the apparatus bay and an internal hose drying shaft; fireproof dividing walls between the apparatus bay and the residential quarters; several extant historic finishes, including concrete floors, plaster walls, and steel sash windows; and other elements such as the living room fireplace and the brass firepoles.

The large apparatus bay occupies the southwest corner of the building. It retains its original concrete floor, painted concrete block walls, and plaster ceiling. The north wall of the apparatus bay contains a wood entry door leading to the residential area, along with two brass fire poles that provide access to the apparatus bay from the former second-story dormitory above (Photo 9). The north corner of the west (back) wall of the apparatus bay contains a steel fire door that accesses a three-story shaft lined with structural clay tile and used for drying fire hoses (Photo 10). A closet with a flat-panel wood veneer door is located next to the hose tower, and another wood entry door leads from the apparatus bay to the residential area of the firehouse (Photo 8). The southern part of the west wall contains the double entry doors (Photo 7). The south wall of the apparatus room contains the four large windows, the easternmost of which has been partially covered on the interior to provide storage and pegboard space.

The remainder of the first floor contains residential areas which are clearly delineated from the apparatus bay by thick walls and exterior doors. The main living areas are located along the north side of the building. The northwest corner originally contained three small rooms (office, bedroom, and bathroom) for the station captain; at the time this nomination was prepared, these spaces were being remodeled into a single larger bedroom. A large living room occupies the center of the residential area. It has a concrete floor and plaster walls and ceiling. A decorative (non-functional) fireplace (Photo 11), faced in rock-faced ashlar limestone and with a tapered plaster chimney breast, is located in the east wall of the living room. The northeast corner of the first floor originally contained a kitchen, also currently being renovated. A corridor runs south from the kitchen; off of this corridor are the steel staircase leading to the second story; a former toilet room (currently being renovated); and a former locker room, which retains its original enamel-painted wood cabinets.

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The second story, above the residential areas, originally contained a large dormitory on the north and a toilet and shower room at the southeast. Both of these areas are currently being remodeled and non-structural wood framing is being added to create additional closet space within the dormitory area. The south wall of the dormitory retains its two character-defining firepoles; access to the poles – and the hole in the floor around them – has been enclosed by doors in order to meet current safety codes. While both the dormitory space and bathroom retain their same location and layout, no historic finishes or materials remain.

Another steel staircase leads up a half-flight from the former bathroom to the attic space above the apparatus bay below (Photo 12). These stairs are accessed by a flat panel veneer door at the bathroom level and a five-panel wood door at the attic level. The attic space (Photo 13) has a wood floor. The inner walls of the dormers are finished in scratch coat plaster, and the remainder of the walls and ceiling are unpainted drywall. Portions of the structural clay tile wall and a brick chimney are visible in the north wall of the attic, along with the exposed upper ends of the brass firepoles. Much of the north wall of the attic is occupied by heating and air conditioning ductwork.

A basement is located under the northeast corner of the building, corresponding to the living room and former kitchen. The rest of the foundation level is unexcavated. The basement contains two rooms, both with painted concrete block walls, painted concrete floors, and painted steel fire doors (Photo 14). The western room contains a furnace, and a steel fire door in the south wall gives access to the base of the three-story hose drying shaft.

### **Landscape**

Landscaping around the Fire Station No. 4 consists of lawn on all four sides (Photos 1 and 2). Sidewalk runs along the north and west sides, and the building's concrete driveway is located on the west side. There is a mature pine tree and a newly-planted street tree at the northwest corner. On the south side of the property is a wide lawn with a row of newly-planted trees and a bioswale; south of these is a large paved parking lot that serves the neighboring active firehouse. The area west of the property, between the Fire Station No. 4 and the new firehouse, is partially grass and contains a large paved driveway for the new firehouse.

### **Integrity**

The Fire Station No. 4 retains integrity in six of the seven aspects. The building remained in continuous use as a firehouse from 1941, the year of its construction, until 2024, the year before this nomination was completed. Changes to the building reflect routine maintenance throughout the years. Major changes to the building include the replacement of several of the original multi-light steel double-hung windows with aluminum double-hungs; the loss of original plaster and trim on the interior residential areas; the loss of original plumbing fixtures in the second-story dormitory bathroom; and the removal of a metal training structure located southeast of the building (removed sometime between 1961 and 1967). Other changes include replacement light fixtures and replacement exterior doors.

The Fire Station No. 4 retains integrity of location and integrity of setting as conveyed through its urban site, its wide driveway and surrounding residential sidewalks, and its minimal

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landscaping. Although the site originally also contained a steel structure used for training exercises, the loss of this structure does not significantly impact the character-defining spatial or architectural features of the firehouse itself.

The building retains integrity of design on its character-defining exterior massing, especially as conveyed through the dropped rooflines, wall dormers, and hipped roofs, all of which visually reduce the scale and mass of the building. With the exception of one bricked-over door on a non-primary elevation, the building retains all of its original window and door openings, including its character-defining apparatus bay door. The fire station also retains integrity of design of its interior arrangement of spaces as conveyed through its large apparatus bay, vertical hose drying shaft, and separate residential areas. Although the original arrangement of the residential areas is being modified for use as a separate apartment, the living areas remain physically and visually separated from the apparatus bay by the original solid masonry walls with limited door access, and the different functional areas of the building remain highly legible.

The building retains integrity of materials on the exterior as conveyed through its original brick cladding, limestone trim, and the majority of its original steel-framed windows. Alterations to the exterior materials, including replacement windows and a new rolltop apparatus bay door, do not detract significantly from character-defining original materials on the building. Inside, the fire station retains integrity of materials through its concrete-floored and concrete block-walled apparatus bay, original brass fire poles, original steel fire doors and large windows in the apparatus bay, painted steel staircases in the residential areas, and the stone-faced decorative fireplace in the living room. Although many of the original finishes and materials in the residential areas have been removed during the current renovation, their loss does not significantly impact the overall integrity of exterior materials and the character-defining interior materials, especially the brass fire poles.

The building retains integrity of workmanship as demonstrated through its exterior masonry work and its interior living room fireplace.

The building retains integrity of feeling. Within the neighborhood, it remains highly legible as a fire station due to its distinctive building form and its large apparatus bay door. Inside, despite the current renovations to the residential areas, the building retains its original feel due to the physical separation of spaces within the fire house. In particular, the intact apparatus bay, with its drying shaft and its brass fire poles, help convey the feeling of the building as a fire station.

The building does not retain integrity of association since it no longer functions as a fire station. However, despite being used for residential and storage functions now, the character-defining exterior design and interior arrangement of spaces remain highly legible and ensure that the Fire Station No. 4 would be immediately recognizable to the original firefighters who occupied the building at its construction in 1941.

**END OF DESCRIPTION, DO NOT DELETE**

## 8. Statement of Significance

### Applicable National Register Criteria

- A. Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B. Property is associated with the lives of persons significant in our past.
- C. Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D. Property has yielded, or is likely to yield, information important in prehistory or history.

### Criteria Considerations

- A. Owned by a religious institution or used for religious purposes
- B. Removed from its original location
- C. A birthplace or grave
- D. A cemetery
- E. A reconstructed building, object, or structure
- F. A commemorative property
- G. Less than 50 years old or achieving significance within the past 50 years

**Areas of Significance**

**Significant Person**

POLITICS / GOVERNMENT

n/a

**Period of Significance**

**Cultural Affiliation**

1941-1975

n/a

**Significant Dates**

**Architect/Builder**

1941

J. Mandor Matson, architect  
Peter Nelson and Son, builder

**Statement of Significance Summary Paragraph**

The Fire Station No. 4 is being nominated to the National Register of Historic Places under *Criterion A* in the area of Politics/Government at the local level of significance. The fire station was built in 1941 to accommodate the most up-to-date technology and firefighting equipment at the time of its construction, and with its residential scale, historical revival details, and functional planning, it illustrates a dramatic evolution from the city's older 19<sup>th</sup>-century firehouses. The Fire Station No. 4 is recognized as the first "modern" firehouse in La Crosse.

**Period of Significance and Justification**

The period of significance for the Fire Station No. 4 is 1941, the year of its construction, to 1975, reflecting the fifty year-cutoff since the building remained in continual use as a functioning firehouse until 2024.

**Criteria Consideration**

n/a

**Narrative Statement of Significance**

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The Fire Station No. 4 is being nominated to the National Register as an outstanding resource associated with the history of the La Crosse Fire Department. Although much of the department was developed in the late 19<sup>th</sup> century, the construction of the new Fire Station No. 4 in 1941 was a milestone because it modernized the fire department to 20<sup>th</sup> century standards. The station is the third oldest extant firehouse in La Crosse, and its unique scale and architectural style set it apart from other extant 20<sup>th</sup> century firehouses in the city.

### Historic Context

Present-day La Crosse is located on the ancestral homelands of the Ho-Chunk peoples. When European fur traders and missionaries began moving into the Upper Midwest, the area on the east bank of the Mississippi River became a popular location for fur traders, and a trading post was established there in 1841 in a log building on Barron Island. In 1843, the post was moved to the site of present-day downtown and renamed “La Crosse” after the common name of the field sport that was popular with the native Ho-Chunk tribes that occupied the area as a frequent meeting place and location for trade along the Mississippi River.<sup>2</sup>

Within a decade, the settlement began to see rapid growth. The surrounding prairie proved to be excellent farmland, and the geographical advantage of the high banks of the Mississippi River made the location an excellent dock for river traffic and steamboats as well as being immune to flooding. River trade spurred on economic growth, and the population increased from 573 inhabitants in 1853 to 3,860 people in 1860.<sup>3</sup> The Chicago, Milwaukee, and St. Paul Railroad reached La Crosse in 1858 and offered larger markets for the city’s industries of lumber and grain milling and brewing.<sup>4</sup>

#### *Firefighting in La Crosse*

In a city that was built with lumber, the threat of fire was constant throughout much of the nineteenth century. When La Crosse was established, newly-platted streets ran east from the steamboat landings in the Mississippi River. The earliest buildings were of frame construction and were at high risk of fire, especially from errant cinders or sparks from the steamboat exhaust stacks. In addition, the lumber industry was especially susceptible to fires – and to add insult to injury, most nineteenth-century insurance firms refused to insure lumberyards.<sup>5</sup> Most of the original buildings in the La Crosse downtown commercial district were destroyed by four major fires in 1857, 1862, 1864, and 1867.

Multiple volunteer fire companies were established in response to these fires. The first volunteer company, the Pioneer Company No. 1, was formed in the aftermath of the 1857 fire; and the next year, the city purchased its first hand-pumped fire engine from the Button Fire Engine Company

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<sup>2</sup> Sanford, Albert and H. J. Hirschheimer, *A History of La Crosse, Wisconsin, 1841-1900* (La Crosse: La Crosse County Historical Society, 1951).

<sup>3</sup> Hessel, Susan and Gayda Hollnagel, *A History of La Crosse, Wisconsin in the Twentieth Century*, (La Crosse: La Crosse Historical Society, 2007); Joan Rausch and Richard Zeitlin, *City of La Crosse Intensive Architectural/Historical Survey Report* (La Crosse: City of La Crosse Department of City Planning, 1984).

<sup>4</sup> Rausch and Zeitlin, 17-20.

<sup>5</sup> La Crosse Fire Department, *La Crosse Fire Rescue: Legends and Legacies*, (La Crosse, Wisconsin: La Crosse Fire Department Centennial Book Committee, 1995), 11.

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of Waterford, New York. At least eight other fire companies also were established in the following years, each primarily serving individual wards within the city. Each company had its own equipment and horses, paid for by the city, although personnel were largely volunteer or paid a small salary through ward allocations.<sup>6</sup>

The 1860s and 1870s saw the establishment in the city of large industries, railway lines, banks, local government, and an economy based on transportation and access to a large river port. Because of its river connection to the pineries of northern Wisconsin, La Crosse developed into a lumber boom town, with thirty-three mills located along the Mississippi and Black Rivers. Lumbering helped propel La Crosse into the second largest city in Wisconsin by 1880, with just over 25,000 inhabitants.

As the city grew, small fires often became large fires because of the time it took to summon the fire department. In 1888, the city installed a citywide electric fire alarm system at a cost of \$7,000. Twenty-eight call boxes were installed in four districts around the city. Business owners, policemen, and letter carriers were provided with keys to the call boxes and given instructions on how to use them (“To give an alarm; open the door, pull the hook once and let go, and close the door.”) When an alarm was called, the entire call box network sounded the alarm with a specific number of bell strikes indicating the call box of origin.<sup>7</sup>

In connection with the increased protection from the call boxes throughout the city, the Common Council began authorizing the construction of fire houses. The first city-built firehouse was built for the Washington Hose Company in 1869; followed by engine houses in the 5<sup>th</sup> Ward (1871), the 3<sup>rd</sup> Ward (1872), the commercial district (1886), the 10<sup>th</sup> Ward (1892), and the 8<sup>th</sup> Ward (1895).<sup>8</sup> Each of these fire stations followed the typical pattern of the establishment of a volunteer company, followed by the city-funded purchase of equipment, followed by the city-funded construction of a station in which to store the equipment.

In 1896, the City established a fully-paid firefighting department. To staff the new department, Chief Charles Hunt drew from the ranks of the former volunteer companies, “regardless of politics.”<sup>9</sup> In its first year, the La Crosse Fire Department had twenty-one horses and thirty-five vehicles, including two steam fire engines, two hose carts, four hose wagons, three hook and ladder trucks, five hose sleighs, three hook and ladder sleighs, and a large number of supply and administrative wagons, buggies, and sleighs. The city was equipped with thirty-six miles of water mains, drawing from the Mississippi River, with a pumping capacity of twenty million gallons, and supplied through 355 fire hydrants throughout the city.<sup>10</sup>

As La Crosse prospered, the city grew outwards from its location along the Mississippi River. Large residential neighborhoods were developed east of downtown, on a flat area between the

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<sup>6</sup> *La Crosse Fire Rescue*, 12-15.

<sup>7</sup> *La Crosse Fire Rescue*, 17-20.

<sup>8</sup> *La Crosse Fire Rescue*, 10, 11, 29.

<sup>9</sup> *La Crosse Fire Rescue*, 31.

<sup>10</sup> *La Crosse Fire Rescue*, 37.

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Mississippi and the bluffs to the east.<sup>11</sup> The 1890s saw a decline in growth due to the end of the lumber industry and a nationwide economic recession, and by the 1910s and 1920s, the economy of the city had completely changed, with the lack of both lumber mills and the end of widespread river traffic. Infrastructure such as paved streets, municipal electricity, deep wells and water works, a public health department and hospitals, large public schools, zoning laws, and a park system were all introduced by 1913.

The population of La Crosse reached 30,421 people in 1920.<sup>12</sup> The 1920s saw a renewed growth in the city's economy and in residential home construction, due in no small part to increased enrollments at the La Crosse Normal School (the present-day University of Wisconsin-La Crosse.)<sup>13</sup> The city had a well-established network of ten fire stations, but most of these were late nineteenth century buildings. Even the "newest" fire station had been built in 1906. It became clear that changes were needed to keep the fire stations up-to-date with advances in firefighting techniques and technology. In 1925, the Common Council discontinued the use of fire bells at each fire stations, noting that "the sounding of the bells each time an alarm came in resulted in too much publicity and crowds gathered at fires making it difficult for the department to work. In addition to that the apparatus was interfered with [...] by the large number of automobiles that congregated and followed it to the fire."<sup>14</sup> Improvements in firefighting technology also resulted in the transition from horse-drawn equipment to gasoline equipment. Unlike horses, gasoline equipment did not require feed or veterinary care and had significantly longer lifespans (fire horses commonly had careers of less than three years due to the extreme exertion placed on them).

By the late 1920s, all of the fire stations in La Crosse had made the change to gasoline equipment. Although gas-powered vehicles were more efficient than horse-drawn equipment, they were also significantly heavier, requiring structural modifications to the existing 19<sup>th</sup>-century firehouse buildings. Additional timber bracing was added under the wood floors at three fire stations in the early 1930s in order to support their Pierce-Arrow and American LaFrance vehicles. In 1939, the First Station No. 5 (an 1895 building still extant at 1220 Denton St., NRHP ref. no. 100007159) even removed its entire wood-framed first floor and replaced it with a concrete slab floor supported on cast concrete columns and joists.<sup>15</sup>

#### *Fire Station No. 4: La Crosse's First Modern Firehouse*

<sup>11</sup> Rausch and Zeitlin, 20-23.

<sup>12</sup> Godden, Laura and Paul Beck. *La Crosse, Postcard and History Series*, (Charleston, SC: Arcadia Publishing, 2015); Joan Rausch and Richard Zeitlin, *Historic La Crosse: Architectural and Historic Record: A Summary of an Intensive Survey Report*, (La Crosse: Architectural Researches, Inc. and Historic Resources, Inc., 1984); La Crosse Historical Society, *La Crosse, Wisconsin (Images of America Series)*, (Charleston, SC: Arcadia Publishing, 1999).

<sup>13</sup> Rausch and Zeitlin, 21-24.

<sup>14</sup> "La Crescent Buys Bell Used Here at No. 5 Fire Station," *La Crosse Tribune and Leader-Press*, December 13, 1929, 6. The Village of La Crescent purchased the fire bell from the First Station No. 5 for \$50. Bells from Stations No. 2, 3, and 4 were also offered for sale; while the fire bell from the central station was intended to be moved to the tower of the city hall.

<sup>15</sup> "Chief Outlines Needed Repairs At Fire Station," *La Crosse Tribune and Leader-Press*, February 17, 1938, 2.

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In 1941, the city built its first new fire station in thirty-five years. The resulting building, the subject of this nomination, modernized the La Crosse fire department and brought 20<sup>th</sup>-century standards to firefighting in the city.

The city council had actually begun planning for the new building in the 1920s as a result of maintenance issues on an older building. The 10<sup>th</sup> Ward Engine House had been built in 1892 near the corner of Gillette and Liberty Streets for the No. 4 firefighting company. By 1925, the building needed its roof replaced along with other upgrades, but as reported by the *La Crosse Tribune and Leader-Press*, “when figures were presented, the aldermen decided they did not want to spend so much money.”<sup>16</sup> Instead, the city council purchased land immediately north of the 10<sup>th</sup> Ward firehouse for \$3,500 in anticipation of building a new fire station.

It took more than a decade for the project to come to fruition, however. Finally, in May 1940, the city council hired architect J. Mandor Matson to design the new Fire Station No. 4. Matson (1890-1963) was a Norwegian-born architect who lived and worked mainly in Racine, Wisconsin, and specialized in the design of public buildings. Matson had recently completed two other projects in La Crosse: a house for Frank and Elizabeth Hoeschler on Losey Boulevard; and the Exchange Building (also commissioned by Hoeschler) at the corner of 5<sup>th</sup> Avenue and Jay Street downtown.<sup>17</sup> Both of these buildings were strikingly modern, and they may have helped convince the city council that Matson was the right architect for the job.

Matson’s design for the new Fire Station No. 4 stood in sharp contrast to the city’s other firehouses due to its building materials, its arrangement of spaces, and its architectural style. The building itself was designed to be fireproof, with cement block and structural clay tile walls and industrial metal fire doors between the apparatus bay and the residential spaces. Unlike the older Victorian-era firehouses in La Crosse, the new station lacked a full basement and instead had a concrete floor slab on grade that was designed to support heavy firefighting vehicles. The new station also lacked a bell tower, a ubiquitous feature of nineteenth century firehouses, but no longer necessary since the city no longer used fire bells. The new Fire Station No. 4 also incorporated a new approach to drying wet fire hoses. Older stations, such as the 1892 10<sup>th</sup> Ward building next door, typically dried fire hoses by looping them horizontally on the walls of the apparatus bay. Matson created a more efficient system for the new building by designing an internal vertical shaft, lined with structural clay tile and essentially the size of a large closet, that ran the full height of the building and allowed hoses to hang vertically to dry. The design for the new fire station also included an attached drill tower for training exercises; this element was later eliminated due to cost and was replaced by a freestanding metal structure.<sup>18</sup> (See Photo 10 for a view of the hose drying shaft and Figure 6 for a view of the original plan, including the proposed drill tower.)

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<sup>16</sup> “How New Fire Station Will Look,” *La Crosse Tribune and Leader-Press*, Aug. 18, 1940.

<sup>17</sup> The Hoeschler house, completed in 1936 at 117 N. Losey Blvd., is listed in the NRHP as a contributing resource to the 23<sup>rd</sup> and 24<sup>th</sup> Streets Historic District (NR Ref. No. 10000839; AHI 34307). The Exchange Building, completed in 1940 at 201-205 S. 5<sup>th</sup> Ave., is listed in the NRHP as part of the La Crosse Commercial Historic District (NR Ref. No. 94001064; AHI 32302.)

<sup>18</sup> “How New Fire Station Will Look.”

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The spatial arrangement of the new fire station also illustrated a new approach to firehouse design in La Crosse. Rather than placing the residential areas above the apparatus bay within a narrow rectangular footprint, Matson created a more rambling arrangement of interior spaces, with the residential areas interlocking around the apparatus bay in a two-story L-shaped configuration. The main dormitory space remained on the second floor, however, allowing firemen to access the apparatus bay by sliding down ubiquitous brass poles. The inclusion of the fire poles may have been at the request of Fire Chief Fred McGlachlin, who firmly believed, as suggested by a social column in the *La Crosse Tribune and Leader-Press*, that “brass poles are one of the essential things in an up-to-date engine house.”<sup>19</sup> (See Figures 5, 6, and 7 for views of the proposed floor plans. Note that several elements as built differ from the initial plans, including eliminating the attached drill tower and the addition of the internal hose drying closet.)

The most visible difference between the new Fire Station No. 4 and its predecessors was in its exterior appearance. All the other firehouses in La Crosse were tall, vertically-proportioned buildings in 19<sup>th</sup>-century commercial styles of architecture. Matson intentionally designed the size and massing of the new building to reflect the scale of the houses around it, and gave the building architectural details borrowed from historical revival styles that were popular throughout the residential neighborhoods that developed in La Crosse in the 1920s and 1930s. (See Figure 4 for a view of the original rendering of the fire station as proposed.)

Matson employed several architectural tricks to visually reduce the size of the new fire station. Instead of having full-height second story walls, Matson lowered the roofline and added wall dormers, a picturesque detail often associated with Tudor Revival- or Colonial Revival-style houses, and hipped roofs, rather than gables, that visually receded and downplayed the size of the roof. At the northeast corner, Matson created a picturesque roofline by introducing a small section with full height two story walls; this section has a hipped roof capped with a flat deck. Matson’s initial design intended for the building to be clad in random ashlar stone, with smooth limestone trim at doors and windows, in an architectural style evocative of vernacular English building traditions that Matson described as “Tudor residential.”<sup>20</sup>

After the city council approved plans and specifications for the new station, the building and grounds committee and the fire chief made changes and additions to the design, increasing the overall cost by approximately ten percent. Matson revised aspects of the design to reduce the cost, including eliminating the drill tower, reusing the brass fire poles from the existing building next door, and eliminating a functional chimney for the living room fireplace.<sup>21</sup>

The largest cost-saving change, however, replaced the exterior stone cladding with brick, a move that changed the Tudor Revival style of the original design into what architectural historian Joan Rausch has described as “a rather untraditional, abstracted historic design.”<sup>22</sup> The resulting revised design incorporated details typically associated with Period Colonial Revival buildings, including the abstract dentil cornice and the symmetrical south elevation with its tall windows

<sup>19</sup> E. H. Hoffman, “Curbstone Pick-ups,” *La Crosse Tribune and Leader-Press*, Feb. 9, 1941.

<sup>20</sup> “How New Fire Station Will Look.”

<sup>21</sup> “Council To Vote On Fire Station Project Tuesday,” *La Crosse Tribune and Leader-Press*, Aug. 17, 1940.

<sup>22</sup> Rausch, 222.

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and centered dormers. The brick redesign also changed several masonry-clad wall dormers into wood-frame, stucco-clad roof dormers, and eliminated a picturesque small round window in the second story. The vaguely Art Deco apparatus bay door frame remained unchanged, however, along with the original massing and dropped rooflines. (See Photos 1 and 2 for views of the apparatus bay door and the south elevation.)

Construction bids were let in late July 1940, and contracts for the new building were awarded on August 20. Peter Nelson and Sons were awarded the general contract. Other contracts went to George McKoskey (plumbing and heating) and Electric Supply (electrical). The city council also approved Matson's architect fee of \$1,342.<sup>23</sup> Construction got underway in late summer 1940 and continued through the fall and winter. The building was complete by early the next year, and in late February 1941, firemen moved the contents of the neighboring old 10<sup>th</sup> Ward firehouse into the new Fire Station No. 4.<sup>24</sup> After the new building was complete, the former 10<sup>th</sup> Ward Engine House was initially put up for sale by the city, but after receiving only one bid, the city council voted instead for the city board of public works to demolish the building and use its salvaged brick and stone for rip rap along the Black River.<sup>25</sup> The final cost to build the new Fire Station No. 4 was \$26,855.<sup>26</sup> Despite the cost-saving alterations, the building remains a thoughtfully designed and well built structure, and its careful scale and modest historicist details allow it to fit comfortably within the context of its residential surroundings.

#### *Later Fire Stations in La Crosse*

Later firehouses in La Crosse also incorporated technological advancements and functional planning, but the Fire Station No. 4 remained the only one to incorporate residential massing, scale, and details. Fifteen years after J. Mandor Matson's building was complete, the city began building its next new fire station. Fire Station No. 2, located at 626 Monitor Street (AHI 238770), was completed in 1956. It has two large, flat-roofed apparatus bays, and a small one-story, flat-roofed side wing. The side wing has a Contemporary-style recessed entry with planter boxes and picture windows, but the bulk of the building is dominated by the large apparatus bays.

The next firehouses were both built in 1967 when the city consolidated several of its firefighting and emergency responder services into larger, newer facilities. Fire Station No. 1, located at 725 5<sup>th</sup> Avenue South (AHI 238849), is a blocky square Brutalist-style building, with multiple apparatus bays and a projecting second story with narrow slit windows and prominent concrete structural piers. Fire Station No. 3, located at 1710 Losey Boulevard South, is a smaller firehouse, with two apparatus bays and Contemporary-style architectural details including a flat roof with deep overhang and wide metal fascia, and vertically organized windows with projecting brick trim.

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<sup>23</sup> "Advertisement for Bids No. 4 Fire Station," *La Crosse Tribune and Leader-Press*, July 26, 1940; "Award Contracts For New Station," *La Crosse Tribune and Leader-Press*, Aug. 21, 1940.

<sup>24</sup> "Moving Day For Firemen At New No. 4 Station," *La Crosse Tribune and Leader-Press*, Feb. 21, 1941.

<sup>25</sup> "Notice of Sale of Fire Station," *La Crosse Tribune and Leader-Press*, April 22, 1941; "Board Of Public Works Will Wreck Old No. 4 Station, Council's Plan," *La Crosse Tribune and Leader-Press*, May 22, 1941.

<sup>26</sup> "New No. 4 Fire Station Replaces Old-Fashioned Building; Company Dates History Back To Early City Lumbering Days," *La Crosse Tribune and Leader-Press*, Dec. 31, 1940.

When Stations 1 and 3 opened in 1967, they replaced the oldest operating fire station in La Crosse, the Fire Station No. 5, located at 1220 Denton Street and built in 1895. That building was decommissioned, converted to a community center, and later listed in the National Register of Historic Places (NR Ref. No. 100007159; AHI 35305). After Station 5 closed, the Fire Station No. 4 (the subject of this nomination) remained the oldest operating firehouse in La Crosse until the late 2010s.

In 2018, the city began exploring ways to modernize its fire stations. (In a case of history repeating itself, by this time, all of La Crosse’s existing firehouses were once again all more than fifty years old and were outdated and undersized for current technology and equipment.) The Fire Station No. 4 (the subject of this nomination) was initially considered for demolition, but local historic preservation advocates and community members collaborated with the fire department to preserve the building and instead build a new fire station west of the existing one. The new building was designed to be sympathetic to the brickwork and other elements of the neighboring historic building. The new station opened in 2024.<sup>27</sup> The historic Fire Station No. 4 was sold to a private owner, who is currently using the apparatus bay for vehicle storage and converting the former firemen’s living quarters of the firehouse for use as a single residential apartment.

**Comparative Analysis**

Fourteen firehouses are known to have existed in La Crosse since the city’s founding.<sup>28</sup> Six of these still remain standing, including the Fire Station No. 4. Two of the firehouses, No. 5 and No. 3, are late 19<sup>th</sup>- and early 20<sup>th</sup>-century buildings; No. 3 has been significantly altered and No. 5 is NRHP-listed. The other three firehouses were built in 1958 and 1967 and reflect a later stage of modernization that was begun, and is best exemplified by, No. 4, the subject building of this nomination.

**Table 1. Firehouses in La Crosse**

Address	Historic Name	Construction Date	Integrity/Condition	NRHP Status
200 block Main St.	Pioneer Engine Co.	1857	Demolished	n/a
400 block Main St.	Pioneer Engine Co.	1868	Demolished	n/a
631 Copeland Ave.	Washington Hose Co.	1869	Demolished	n/a
508 St. Cloud St.	5 <sup>th</sup> Ward Engine House	1871	Demolished	n/a
829 S. 6 <sup>th</sup> St.	3 <sup>rd</sup> Ward Engine House	1872	Demolished	n/a
512 St. Cloud St.	5 <sup>th</sup> Ward Engine House	1884	Demolished	n/a
414 State St.	Central Station	1886	Demolished	n/a
Gillette and Liberty Sts.	10 <sup>th</sup> Ward Engine House	1892	Demolished	n/a
1220 Denton St.	Fire Station No. 5	1895	Good integrity	NRHP-listed

<sup>27</sup> Olivia Herken, “North Side fire station plan unveiled,” *La Crosse Tribune*, March 17, 2021.

<sup>28</sup> *La Crosse Fire Rescue*, 29.

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829 S. 6 <sup>th</sup> St.	Fire Station No. 3	1906	Low integrity – significantly altered	Not eligible
906 Gillette St.	Fire Station No. 4	1941	High integrity	Subject property
626 Monitor St.	Fire Station No. 2	1958	Good integrity	Not eligible
1710 Losey Blvd.	Fire Station No. 3	1967	Good integrity	Potentially eligible
725 5 <sup>th</sup> Ave. S.	Fire Station No. 1	1967	Good integrity	Potentially eligible

The “old” Fire Station No. 3, at 829 S. 6<sup>th</sup> St and built in 1906, was converted into apartments in the late 1970s and does not retain any of its interior spatial arrangements. In addition, the upper-story windows were reduced in size, the original engine bay openings were bricked shut, several exterior entry doors to individual apartments were constructed, and a large gabled front porch was constructed onto the building. The building consequently retains a low degree of integrity.

Fire Station No. 5 (1220 Denton St., built in 1895) was listed in the NRHP under *Criterion A* for its historic association with firefighting practices and techniques since it retains its overall exterior appearance as well as its character-defining interior spatial arrangement. Fire Station No. 5 represents the early era of firehouses and firefighting methods and technology; and illustrates the transition from horse-drawn firefighting equipment to gasoline-powered vehicles. The No. 5 building has been restored to its original appearance since it was listed in the NRHP, including the recreation of its original bell tower and apparatus bay doors, all of which had been removed. Fire Station No. 4 (the subject property) retains comparable integrity to No. 5. Although No. 5 retained more of its original interior materials and finishes, it had lost its belltower and its apparatus bay doors had been walled over. In contrast, Fire Station No. 4 retains its character-defining double-wide apparatus bay door and has not had any comparable exterior changes to the loss of the bell tower on No. 5.

Fire Station No. 2 (626 Monitor Street, built in 1958) is a Contemporary-style building that was constructed after World War II. The “new” Fire Station No. 3 (1710 Losey Boulevard, built in 1967) and Fire Station No. 1 (725 5<sup>th</sup> Avenue S., built in 1967) are Brutalist- and Contemporary-style buildings. These three firehouses were built after the Fire Station No. 4 and reflect the continuing trend of modernization within the fire department. All three buildings retain integrity equal to No. 4, but the residential scale and the historical revival architectural details set apart the Fire Station No. 4 from the other post-WWII firehouses. As the earliest of the 20<sup>th</sup>-century “modern” firehouses, the Fire Station No. 4 best exemplifies the modernization efforts of the La Crosse Fire Department.

### Concluding Significance Statement

The Fire Station No. 4 remains unique among firehouses in La Crosse. Its historical revival architectural style and residential scale and massing set it apart both from earlier 19<sup>th</sup>-century firehouses as well as later post-World War II fire stations in the city. With its functional planning and its fireproof materials, the station began a trend of modernization that influenced all subsequent firehouses in La Crosse. The building retains a high degree of integrity to its period of significance, and as an illustration of both sensitive contextual design as well as up-to-date

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planning and technology, the Fire Station No. 4 is worthy of inclusion in the National Register of Historic Places.

**Land Acknowledgement (will be reviewed by the Office of the State Archaeologist)**

This nomination recognizes the depth of human presence here, the ancestral homeland of American Indians for millennia. From as early as the seventeenth century, Euro-American exploration and settlement, military campaigns, and government programs, all had the effect of repeated displacement of Indians of many tribal affiliations. This continuous tribal movement resulted in Wisconsin being home to many tribes who originated from other parts of the country, generating a pattern of immigration, relocation, and formation of a new homeland. Some of these tribes remain in Wisconsin but others may not. We acknowledge that the property that is the subject of this nomination is located on land long occupied by American Indians.

**Archaeological Potential (will be drafted and reviewed by the Office of the State Archaeologist)**

**Preservation Activities**

The Fire Station No. 4 was evaluated as potentially eligible for the NRHP during a survey of La Crosse conducted in 1996. Eligibility was re-affirmed in March 2021, prior to the writing of this nomination.

**END OF STATEMENT OF SIGNIFICANCE DO NOT DELETE**

## 9. Major Bibliographical References

### Previous documentation on file (NPS):

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

### Primary location of additional data:

- State Historic Preservation Office  
 Other State agency  
 Federal agency  
 Local government  
 University  
 Other  
Name of repository: \_\_\_\_\_

### Wisconsin Architecture and History Inventory # and/or Archaeological Site Inventory #:

33409

## Bibliography

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<https://maps.sco.wisc.edu/whaifinder/>.

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**END OF BIBLIOGRAPHY DO NOT DELETE**

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## 10. Geographical Data

**Acreeage of Property:** less than one

### UTM References

Datum (indicated on USGS map):

NAD 1927 or  NAD 1983

1. Zone: 15N Easting: 641192 Northing: 4856311

### Verbal Boundary Description

The boundary of the Fire Station No. 4 consists of a square that encompasses the contributing building. The boundary coincides with the current legal parcel, described as Certified Survey Map No. 12, Vol. 20, Lot 4, Doc. No. 1805951. The historic boundary can be described as follows: beginning at the northwest corner of the property, the boundary runs east for 87.45 feet. The boundary then turns and runs south for 88.87 feet. The boundary then turns and runs west for 87.45 feet. Then boundary then turns and runs north for 88.87 feet to return to the point of origin.

### Boundary Justification

The historic boundary has been delineated to include the property's one contributing resource and an appropriate landscape buffer. The boundary coincides with the property's existing legal tax parcel. The boundary is visually defined by the edge of sidewalk on the north (Gillette St.) and west (Liberty St.).

The current legal parcel was created in 2023. Prior to this, the Fire Station No. 4 was located on a larger legal parcel consisting of the site of the former 10<sup>th</sup> Ward Engine House plus the additional parcel purchased by the city in 1927. After the Fire Station No. 4 was constructed and the 10<sup>th</sup> Ward Engine House was demolished, the area south of the Fire Station No. 4 remained empty.

**END OF GEOGRAPHIC DATA DO NOT DELETE**

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### 11. Form Prepared By

name/title: Justin Miller, Architectural Historian  
organization: University of Wisconsin-Milwaukee Cultural Resource Management  
street & number: P.O. Box 413  
city or town: Milwaukee State: WI zip code: 53201  
Email: [jcmill@uwm.edu](mailto:jcmill@uwm.edu)  
Telephone: 414-229-3078

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### Additional Documentation

#### Figure Log

**Figure 1.** USGS map

**Figure 2.** Sketch map

**Figure 3.** Photo key

**Figure 4.** 1940 concept rendering (not built as depicted)

**Figure 5.** Basement plan

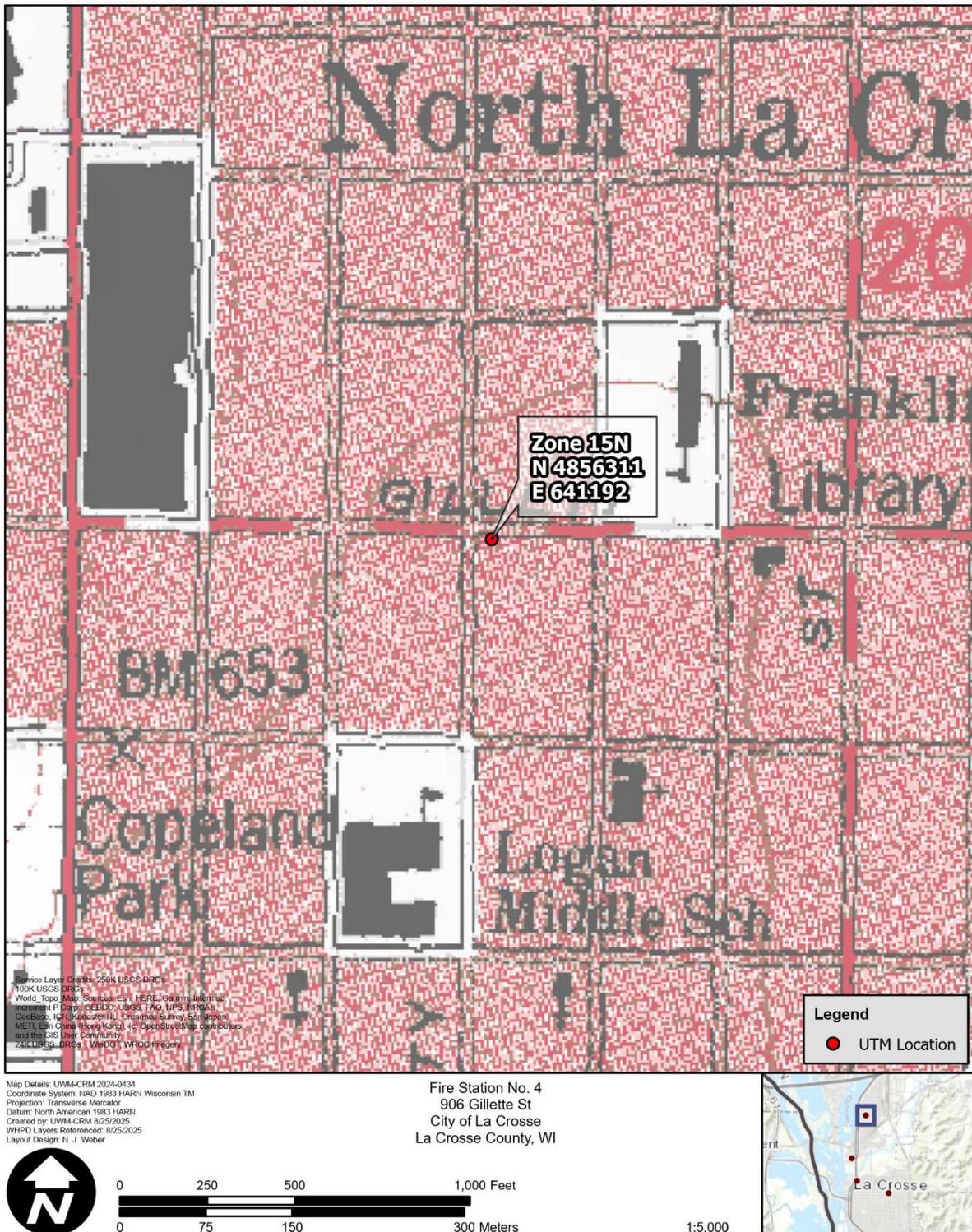
**Figure 6.** First floor plan (not built as depicted)

**Figure 7.** Second floor plan (not built as depicted)

**Figure 8.** 1906 Sanborn map

**Figure 9.** 1949 Sanborn map

Figure 1. USGS map



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**Figure 2.** Sketch map

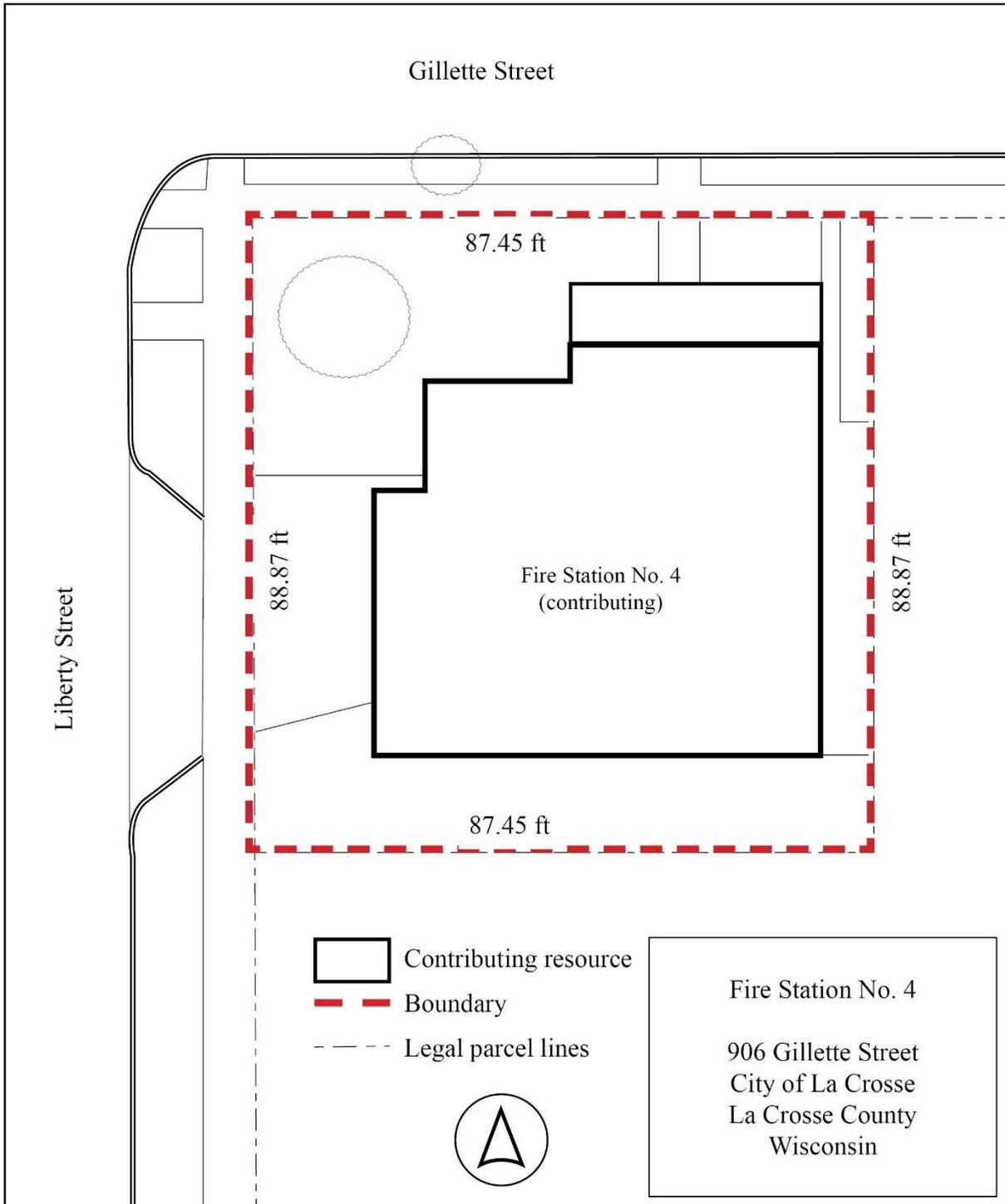
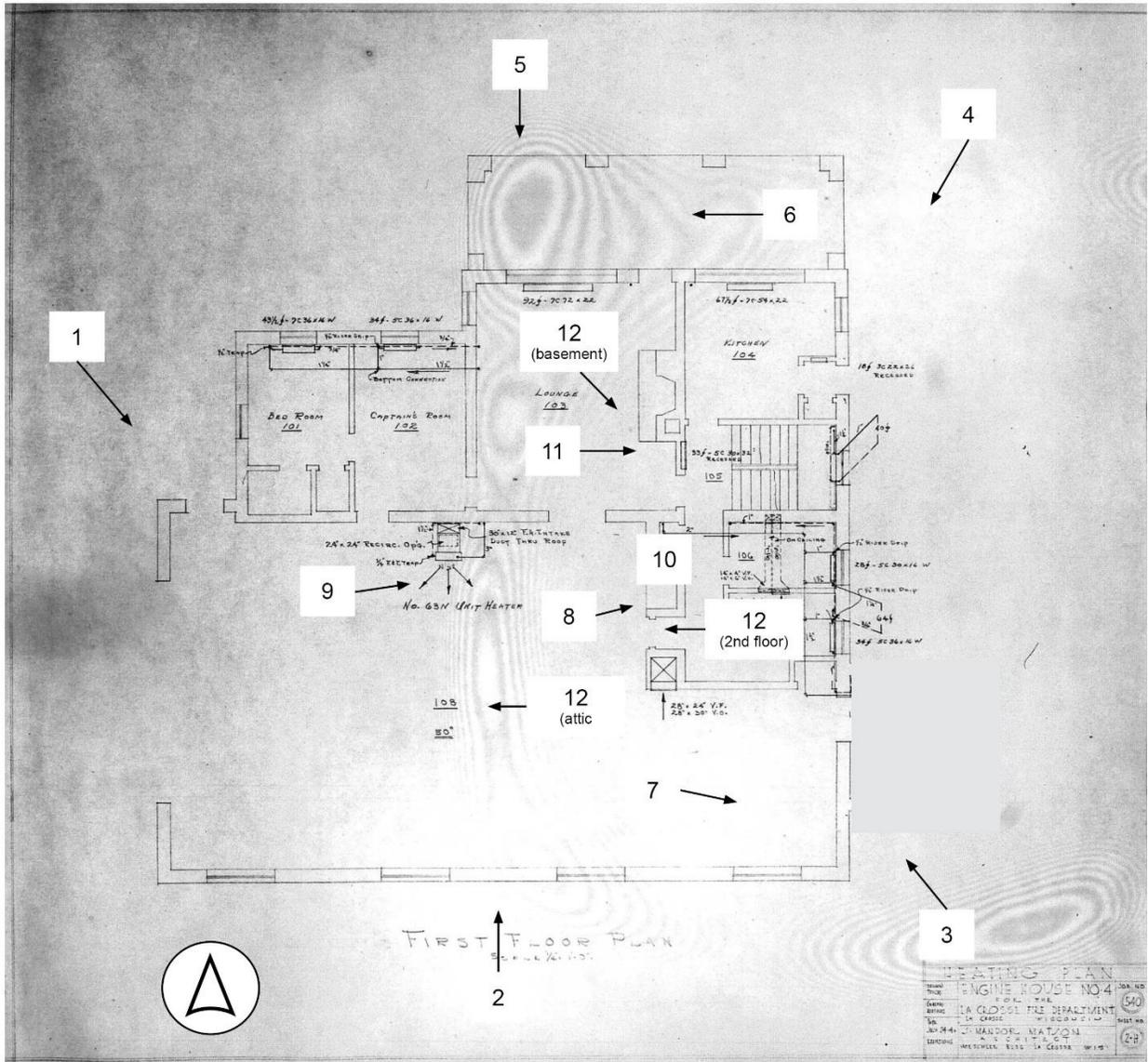


Figure 3. Photo key



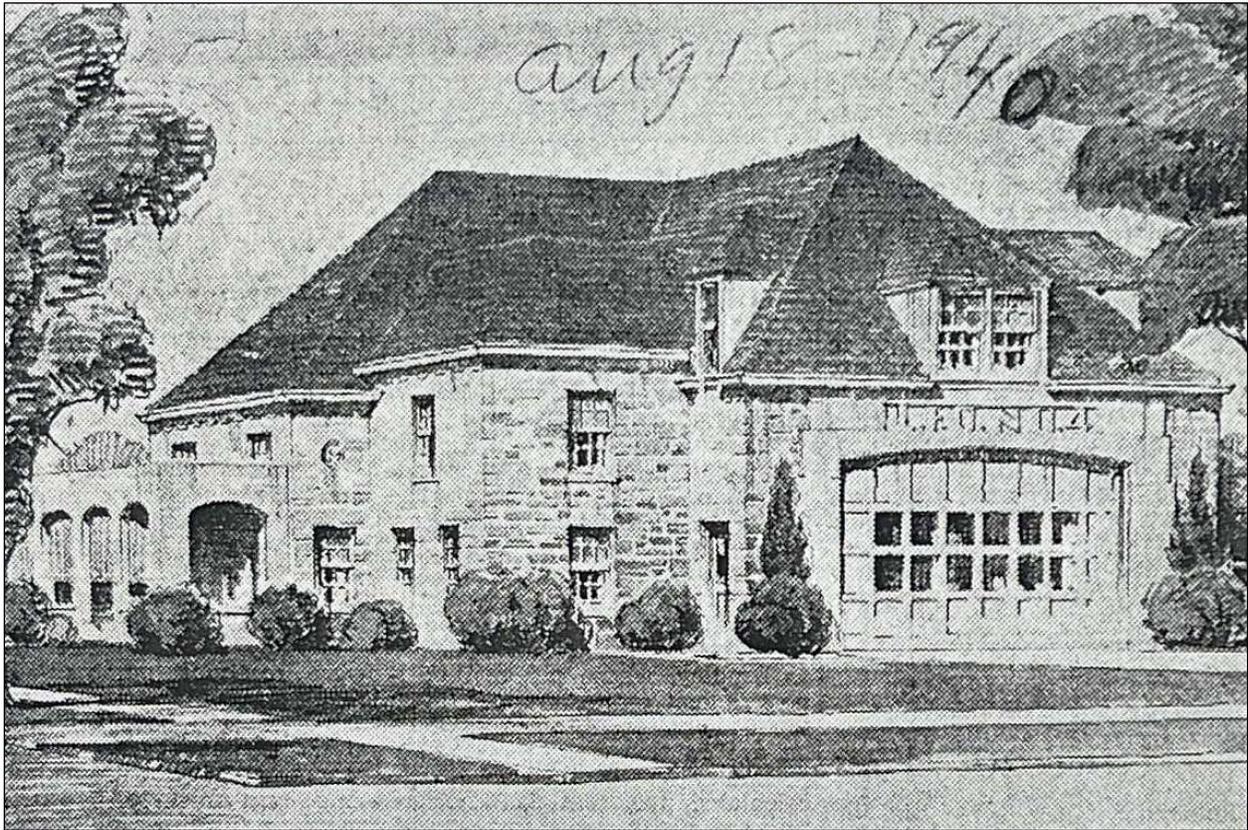
Fire Station No. 4

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**Figure 4.** 1940 concept rendering (not built as depicted)



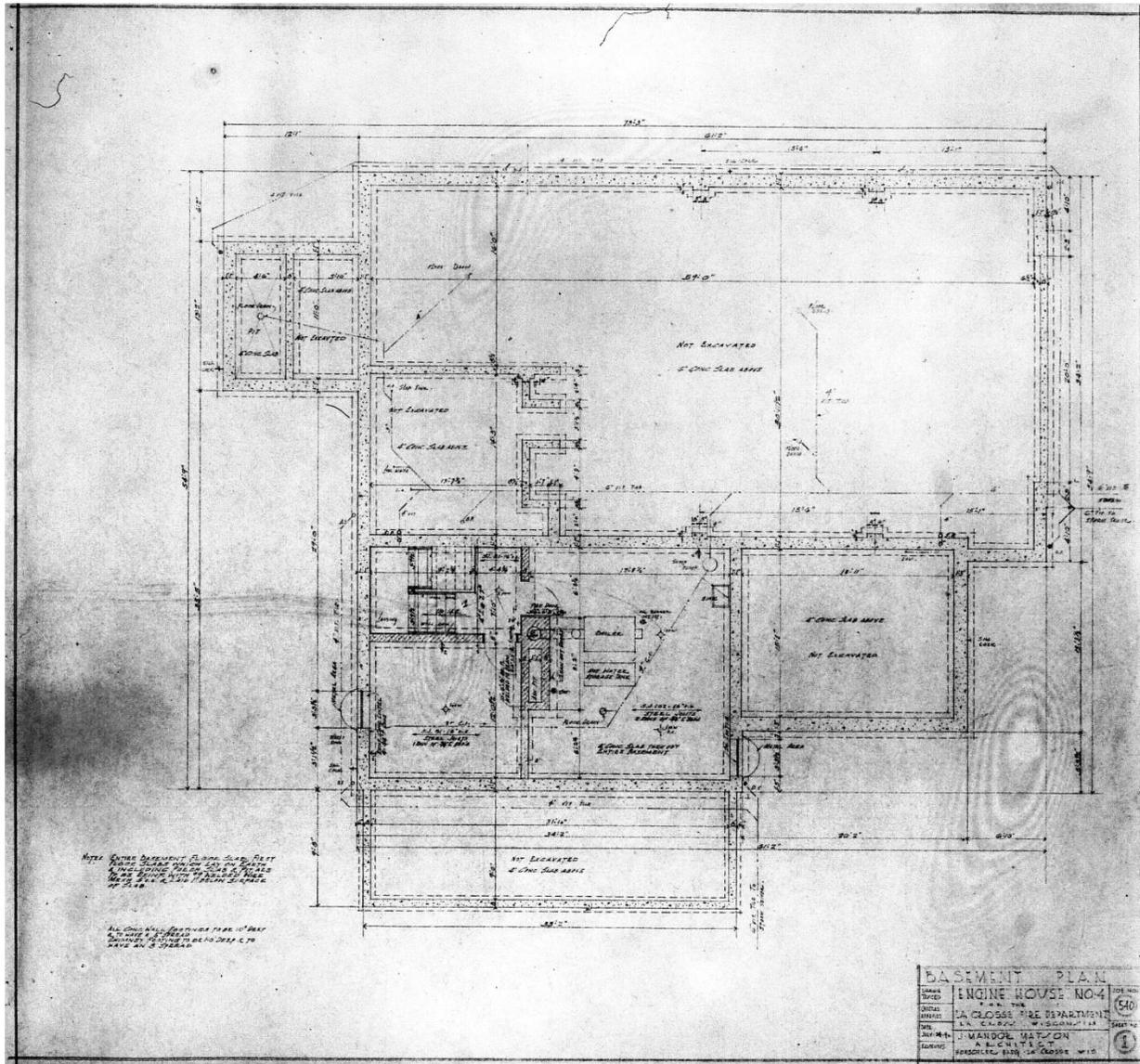
Fire Station No. 4

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Figure 5. Basement plan (not built as depicted)



**Figure 6. First floor plan (not built as depicted)**

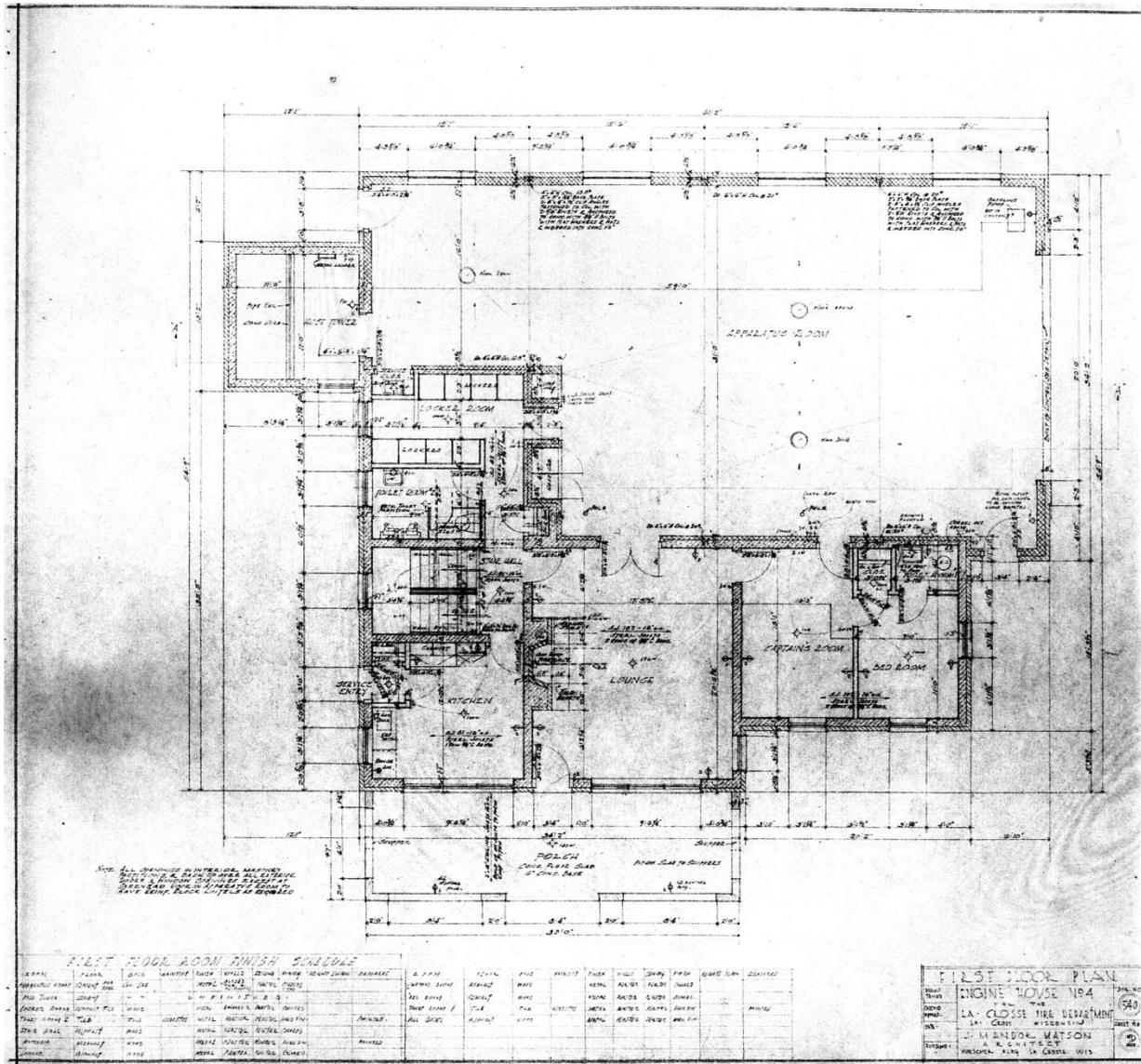
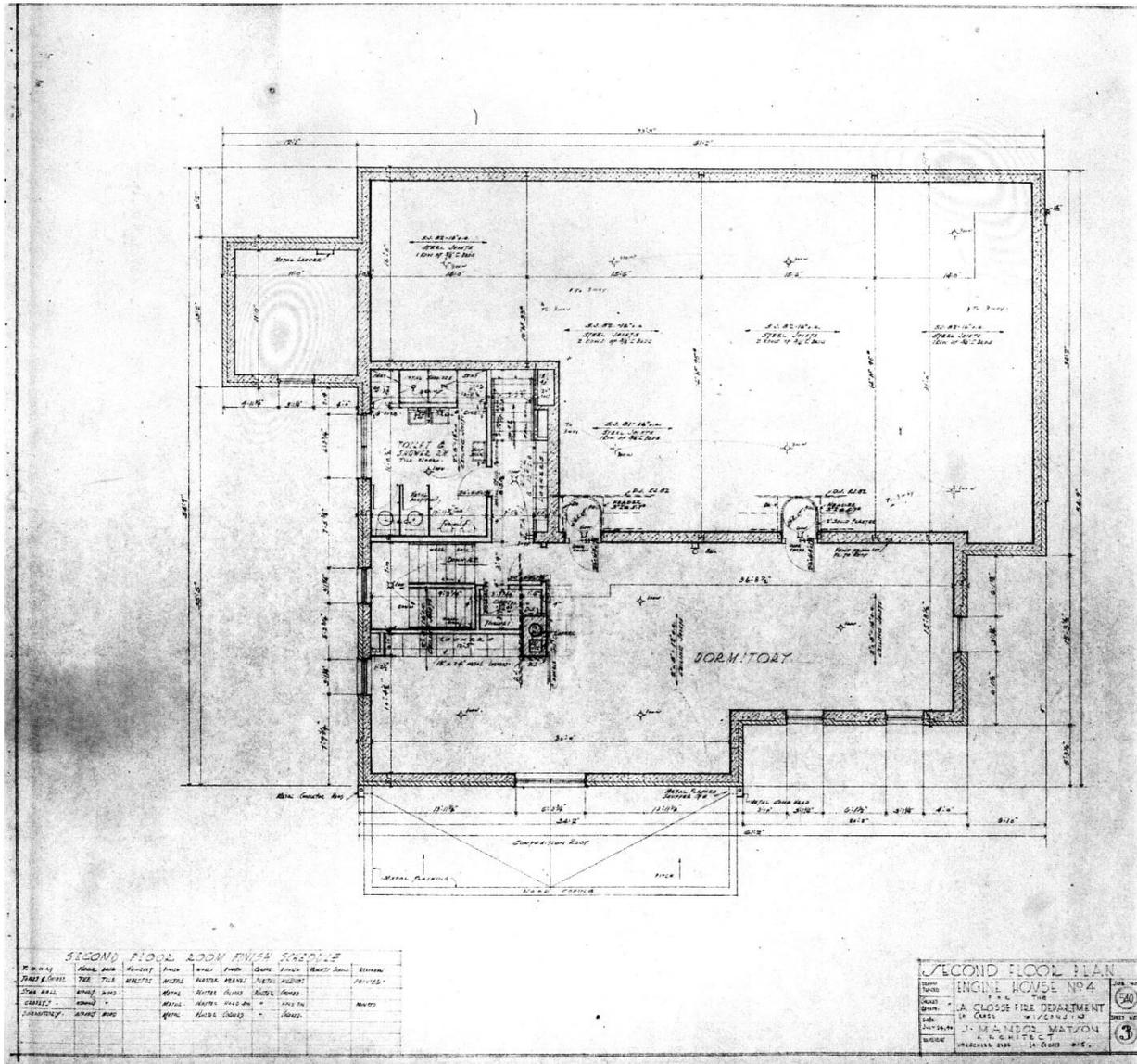


Figure 7. Second floor plan (not built as depicted)



Name of Property

Figure 8. 1906 Sanborn map showing old 10<sup>th</sup> Ward Engine House

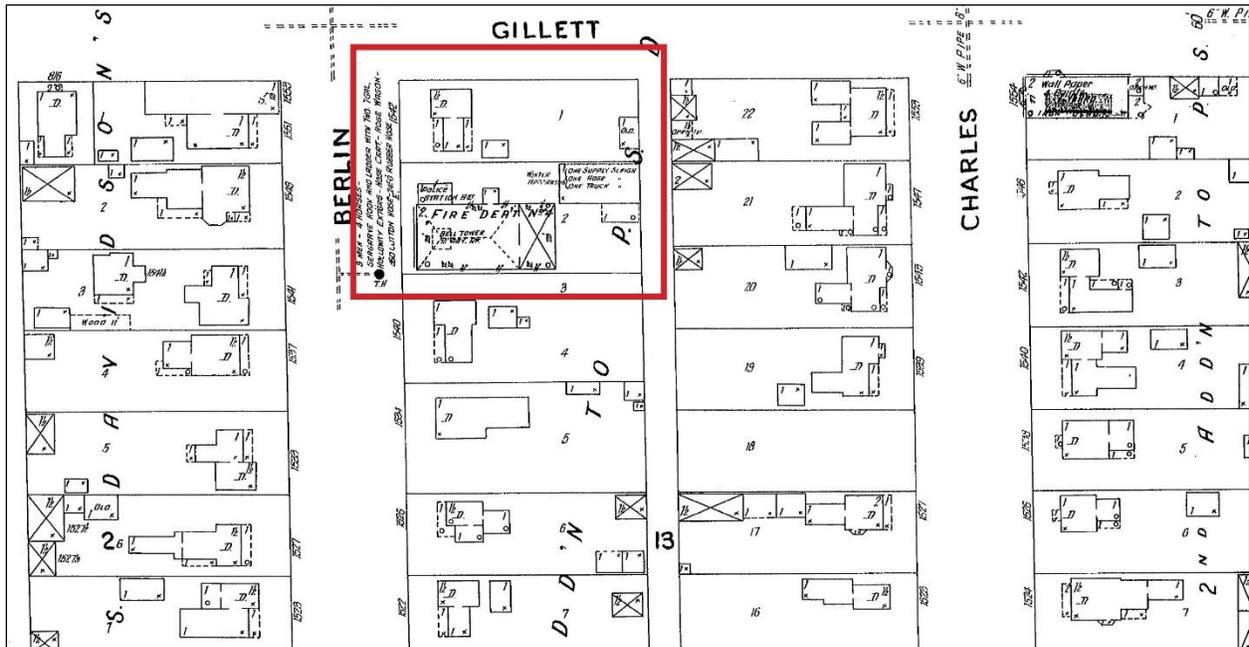
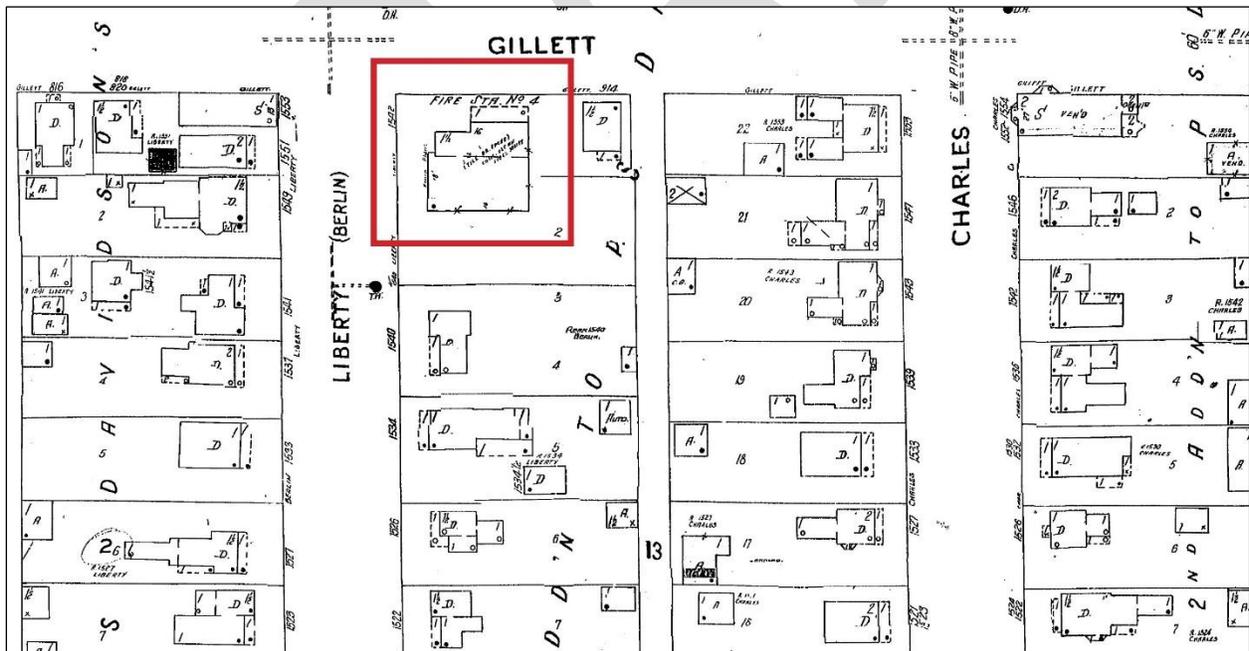


Figure 9. 1949 Sanborn map showing Fire Station No. 4



END OF FIGURES SECTION DO NOT DELETE

## Photographs

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels (minimum), 3000x2000 preferred, at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map. For simplicity, the name of the photographer, photo date, etc. may be listed once in the photograph log. The photograph order must correspond with the photograph log.

## Photo Log

Name of Property: Fire Station No. 4  
City or Vicinity: La Crosse  
County: La Crosse State: WI  
Photographer: Justin Miller  
Date photographed: August 21, 2025

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

1 of 14. WI\_LaCrosse\_FireStationNo4\_0001  
West elevation, looking southeast

2 of 14. WI\_LaCrosse\_FireStationNo4\_0002  
South elevation, looking north

3 of 14. WI\_LaCrosse\_FireStationNo4\_0003  
Southeast corner, looking northwest

4 of 14. WI\_LaCrosse\_FireStationNo4\_0004  
Northeast corner, looking southwest

5 of 14. WI\_LaCrosse\_FireStationNo4\_0005  
North elevation, looking south

6 of 14. WI\_LaCrosse\_FireStationNo4\_0006  
Porch interior, looking west

7 of 14. WI\_LaCrosse\_FireStationNo4\_0007  
Apparatus bay interior, west wall, looking southeast

8 of 14. WI\_LaCrosse\_FireStationNo4\_0008  
Apparatus bay interior, northwest corner, looking east

9 of 14. WI\_LaCrosse\_FireStationNo4\_0009  
Apparatus bay interior, north wall, detail of brass fire poles

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10 of 14. WI\_LaCrosse\_FireStationNo4\_0010

Hose drying shaft, looking up, camera facing north

11 of 14. WI\_LaCrosse\_FireStationNo4\_0011

Living room interior, detail of fireplace, looking east

12 of 14. WI\_LaCrosse\_FireStationNo4\_0012

Second floor interior, detail of stairs to attic above apparatus bay, looking west

13 of 14. WI\_LaCrosse\_FireStationNo4\_0013

Attic interior, looking west

14 of 14. WI\_LaCrosse\_FireStationNo4\_0014

Basement interior, detail of fire doors, looking south towards hose drying shaft

**Paperwork Reduction Act Statement:** This information is being collected for nominations to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C.460 et seq.). We may not conduct or sponsor and you are not required to respond to a collection of information unless it displays a currently valid OMB control number.

**Estimated Burden Statement:** Public reporting burden for each response using this form is estimated to be between the Tier 1 and Tier 4 levels with the estimate of the time for each tier as follows:

Tier 1 – 60-100 hours  
Tier 2 – 120 hours  
Tier 3 – 230 hours  
Tier 4 – 280 hours

The above estimates include time for reviewing instructions, gathering and maintaining data, and preparing and transmitting nominations. Send comments regarding these estimates or any other aspect of the requirement(s) to the Service Information Collection Clearance Officer, National Park Service, 1201 Oakridge Drive Fort Collins, CO 80525.

**Property Owner**

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

<b>name/title</b>	Jeff and Jill Murphy		
<b>organization</b>		<b>date</b>	Dec. 4, 2025
<b>street &amp; number</b>	W3069 Kreibich Coulee Rd.		
<b>city or town</b>	<b>state</b>	WI	<b>zip code</b> 54623

If there are other interested parties that should be noticed, please provide in the tables below

<b>name/title</b>	Tim Acklin, Deputy Director, Planning and Development		
<b>organization</b>	City of La Crosse		<b>date</b> Dec. 4, 2025
<b>street &amp; number</b>	400 La Crosse St.		
<b>city or town</b>	<b>state</b>	WI	<b>zip code</b> 54623

<b>name/title</b>	_____		
<b>organization</b>	_____		<b>date</b> _____
<b>street &amp; number</b>	_____		
<b>city or town</b>	<b>state</b>	WI	<b>zip code</b> _____

<b>name/title</b>	_____		
<b>organization</b>	_____		<b>date</b> _____
<b>street &amp; number</b>	_____		
<b>city or town</b>	<b>state</b>	WI	<b>zip code</b> _____

