



**524 OSBORNE STREET**

**FIRE HALL NO. 15**

City of Winnipeg  
Historical Buildings Committee  
Researcher: M. Peterson  
April 2013

## 524 OSBORNE STREET – FIRE HALL NO. 15

The growth of Winnipeg from a trading post into an organized town and ultimately an incorporated city necessarily meant an increase in the number of buildings lining the streets. The vast majority of these structures were wooden and of limited height. With time, empty lots filled with larger buildings, increasing the threat of fire.

On September 24, 1874 a volunteer brigade was formed including Thomas Ryan, J.H. Ashdown, Daniel McMillan, W.F. Luxton and Stewart Mulvey – all men who would become business and political leaders of their time. The men received \$1 for each fire attended and 50 cents for alarms where no equipment was used. Fines were levied for each fire the men missed (\$1) and for each weekly drill missed during the summer (25 cents).<sup>1</sup>

On April 19, 1877 Winnipeg City Council reorganized the volunteer force into a full-time entity, with a chief, Dan McMillan (later Lieutenant-Governor of Manitoba), an assistant chief, James McDonald, and two 20-men companies: the hose and engine, and the hook and ladder teams. Five years later a full-time, paid department was formed. Captain W.O. McRobie and his assistant Alex Aiken were placed in charge of 36 firefighters, 17 horses, four steam pumpers, three chemical wagons, three horse-drawn hose wagons, one hood and ladder wagon, and 2,652 metres of hose.<sup>2</sup>

In January 1881, a new central station on William Avenue opposite Charlotte Street was opened (Plate 1); a year later, Station No. 3, or the North Hall, at Fonseca Street (now Higgins Avenue) and Maple Street was occupied. Also in 1882, the South Hall, No. 2, at York and Smith streets opened, thus completing the early fire hall system.<sup>3</sup> These three buildings were attacked in the press and by firefighters as beautiful shells with slum-like interiors.<sup>4</sup> A new Central Fire Hall, No. 1, was built

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<sup>1</sup> V. Leah, Alarm of Fire (Winnipeg, MB: Firefighters Burn Fund, 1982), pp. 21-22.

<sup>2</sup> Ibid., pp. 22-25.

<sup>3</sup> D. Spector, Architecture of Functionality, report for the Historical Buildings Committee, 1981, p. 15.

<sup>4</sup> Ibid., p. 11.

in 1898 at the corner of Albert Street and Bannatyne Avenue to replace the cramped William Avenue quarters (Plate 2).<sup>5</sup>

By 1900 technological advances and the size of the fire department forced the City to update its existing structures or, as was usually the case, design new buildings. Five new fire halls were built in Winnipeg in 1904, located in the middle of the City's quickly expanding residential neighbourhoods (Plates 3 and 4). The new halls were a vast improvement over the earlier stations and were popular with both the citizenry and the firefighters. As the first decade of the 20<sup>th</sup> century continued, Winnipeg spread out, with new residential districts occupying hitherto empty land. When there was sufficient need, the City moved to build new stations, still based on the 1903 plans but with some alteration. In 1913, two new stations were built – No. 14 at the corner of Lipton Street and Westminster Avenue and No. 15 at the corner of Osborne Street (then known as Pembina Street) and Arnold Avenue (Plate 5).<sup>6</sup>

## STYLE

North American fire halls of the 20<sup>th</sup> century often were placed at busy street corners and therefore very conspicuous in their neighbourhoods. This visual conspicuousness was heightened by their very public role within the day-to-day lives of the citizenry. Ornamentation included the use of Classical and Romanesque elements such as corbelling, gables, crenellation, entablatures, roughly textured building materials and arched openings. Touches like window boxes, oriel windows or Dutch gables sometimes enhanced the façades. As with all fire halls designed by the Melville brothers, paramount was the efficiency of the space and its durability.

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<sup>5</sup> Winnipeg Morning Telegram, September 29, 1898, p. 12.

<sup>6</sup> Manitoba Free Press, March 14, 1904, p. 2.

Occupying the apex of a public utilities hierarchy were fire halls. These architect-designed edifices frequently were erected at strategic street corners. To enable each building to blend into its residential or commercial surroundings, architects specified gables and occasionally a stone facing.<sup>7</sup>

For civic leaders, there was an aspect of conspicuousness as well. Councillors wanted the new stations to stand out as examples of civic pride and prosperity, as well as another illustration of City Council's leadership role in supplying modern services to the growing population. Between 1904 and 1913, thirteen fire halls were built in the City of Winnipeg to the standard plans, although each station often included a unique combination of elements, depending on its location and importance. The halls can be categorized into Class A and Class B stations; the former was more elaborate and included an oriel window on the front façade, a front-facing corbel-stepped gable with a Palladian motif, generous use of stone accents around windows and doors, and an intensely embellished tower. The station at 56 Maples Street is the best example of a Class A station (Plate 6). Other, more modest Class A stations include the 1913 halls on Lipton Street and Osborne Street (the Dutch gable of the Lipton Street hall [Plate 7] was left off the Osborne Street structure).

## CONSTRUCTION

The Osborne Street Fire Hall is a solid brick structure built on a foundation of rubblestone found at the southeast corner of Arnold Avenue (see Appendix I for more construction information). Constructed at a cost of \$22,000,<sup>8</sup> the building featured a two-storey front section, a one-storey rear stable and the 21.9-metre high hose drying tower. Stone is used as accenting around window and door openings. A one-storey addition was built on the south end of the structure in 1995.

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<sup>7</sup> D. Spector, op. cit., p. 3.

<sup>8</sup> City of Winnipeg Building Permit (below as BP), #2956/1913.

## DESIGN

The term far-sighted best describes the basic structural specifications of the original Melville fire halls.<sup>9</sup>

Melville-designed exteriors blended functionality with ornamentation. Building shape and dimensions stemmed from the anticipated needs of the fire department and the fire-fighting equipment already in its possession. From the original 1904 plans, contractors executed both standard and deluxe fire hall versions. A standard model such as the building on Sherbrook Street possessed a simple gothic-inspired design devoid of ornamentation, but could be embellished with oriel windows, tower crenellation and Gothic or Dutch gables. The simplicity and adaptability of the original 1904 design ensured its continued use in several versions until 1914.

This building faces west; the front façade features a heavily rusticated raised limestone base leading to the cream coloured brick above (Plate 8). Originally, the three large equipment doors were arched, although these were squared off during renovations to the hall in 1995. The personnel door in the northwest corner is arched and set in a frame of radiating stone. Above is a plaque with the carved words “FIRE STATION NO 15.” The second floor features a number of square headed windows with stone lug sills and heads and an oriel window. All the original wood framed window units have been replaced. The structure is covered by a hipped gable roof.

The north side of the building includes a number of windows, with both original and replacement units, as well as the tower, set in the northeast corner of the building (Plate 9). The tower includes a number of ornamental details – recessed windows with stone accenting, ornamental brickwork, brick drip moulding with limestone keystones, arched windows with limestone keystones on the top level, heavy overhanging metal cornice and brick and stone crenellation (Plate 10). A gable dormer window is found on the roof slope.

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<sup>9</sup> D. Spector, *op. cit.*, p. 13.

The rear portion of the station originally held the horses' stables, with an upper floor given to the storage of hay and oats – the original wood pulley beam is still in its original location (Plate 11). Much of this area has been renovated- windows units replaced, new doors added and window openings bricked in (Plates 12 and 13).

The south façade includes an original wooden window unit on the ground floor, a gable dormer on the roof slope and the plain elevations of the 1995 addition (Plate 14).

## **INTERIOR**

The original 1904 interior layout stressed practicality and convenience (Plate 15). The main floor engine room stored the steam and chemical engines of the day. A stable consisting of animal stalls was connected to the engine room at the rear of the building and included a hay loft and oat bin above. The second floor was given over to the men, with nine bedrooms, a sitting room and a washroom all off a central corridor (Plate 16). Interestingly, the base plans were changed in later years, the 1913 drawings show only five bedrooms upstairs (Plate 17).

The third storey attic was unfinished, with storage lockers for the men lining the walls. The tower was used to hang dry the hoses; the top was accessed by an open wooden staircase. Original finishes could include pressed tin ceilings and tiled walls.

Fire Hall No. 15 was originally laid out in this fashion, however, alterations over the years have been numerous and extensive. The north end of the ground floor stable area was renovated into offices and locker rooms in 1995 (Plate 18), the south end is used for vehicle parking.<sup>10</sup> The original machinery area of the ground floor continues to be used for parking of emergency vehicles (Plate 19). An acoustic tile ceiling covers much of the original ornamental tin in this area (Plate 20) while the original white tile wall cladding is still visible in many areas. The 1995 addition on the south end of the building is also used for vehicle storage and a workshop.

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<sup>10</sup> BP #6672/1995. Window replacement and the creation of a new entrance door on the rear façade and new machine doors on the front façade were also part of this work.

The basement is largely empty and features the original coal room. The concrete slab floor is supported by a series of metal posts (Plate 21) and was replaced in 1995.<sup>11</sup> The empty tower still includes the wooden staircase (Plate 22).

The second floor is a mix of old and new – both in terms of layout and finishes. The main entrance and stairway to the floor have seen little alteration<sup>12</sup> (Plate 23) and many of the bedrooms have remained in place, with plaster walls and wood baseboards. Tile walls can be found along the corridor and in some of the rooms as well (Plate 24). The sitting room was converted into offices and the bathroom space was partially converted into a kitchen in 1984<sup>13</sup> (Plate 25 and 26). Duct work was added at an unknown date to allow for air conditioning.

The attic area remains open, lockers are still found along the east wall (Plate 27).

## **INTEGRITY**

The structure stands on its original site and appears to be in fair structural condition, although shifting of the tower has caused a serious crack in the second storey wall (Plate 28). Exterior alterations have included the south side addition, the replacement of almost all the original windows and an unknown date (Plate 29) and the redesigning of the large equipment door openings including new overhead doors (Plate 30). These changes have negatively affected the building's originality.

It is one of several pre-1914 fire halls on the City of Winnipeg's Conservation List and Historical Buildings Inventory (see Table 1). Of these, former Fire Hall No. 15 Street structure is one of the few still used by the Fire Department.

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<sup>11</sup> BP #6672/1995.

<sup>12</sup> The west side walls in the entrance foyer were added via BP #8017/1984.

<sup>13</sup> BP #8017/1984.

**TABLE 1 – PROTECTED FIRE HALLS**

<b>ADDRESS</b>	<b>YEAR BUILT</b>	<b>DESIGNATION</b>	<b>PRESENT STATUS</b>
Berry Street, 200	1913	Inventory	Declared Surplus 2013
Dorchester Avenue, 1055	1911	Grade III	Apartment block
Dumoulin Avenue, 212	1904	Grade II	St. Boniface Fire Hall Museum
Maple Street, 56	1904	Grade II	Firefighters' Historical Society of Winnipeg Museum
Osborne Street, 524	1913	Inventory	City of Winnipeg Fire Department offices
Sargent Avenue, 825	1910	Inventory	Active Fire Hall (No. 5)
Sinclair Street, 180	1910	Grade III	Church
St. Mary's Road, 598	1914	Grade III	City of Winnipeg Ambulance Station & St. Vital Museum
Talbot Street, 325	1906	Grade III	Youth Centre
William Avenue, 1466	1909	Inventory	Day care facility & Firefighters' Historical Society of Winnipeg workspace

### **STREETSCAPE**

This fire halls stands on the east side of busy Osborne Street, surrounded by commercial property, homes and to the north, a church and large cemetery. It is an important part of the streetscape (Plate 31) and compatible with the neighbouring structures.

### **ARCHITECT/CONTRACTORS**

The architect's responsible for the original design of this structure were brothers Alexander R. and William N. Melville. Alexander Melville was born in 1873 in Fraserburgh, Scotland and received his architectural and civil engineering degrees in Aberdeen. He came to Winnipeg early in

the 20<sup>th</sup> century and began a practice with his brother William Melville. He was a provincial government draftsman for a short period prior to his retirement. He died in 1949.<sup>14</sup>

The brothers were responsible for designing over 10 fire halls across the city. In the 1913 list, the two brothers appear to have dissolved the partnership. By 1915, William Melville is no longer listed in the directory.<sup>15</sup> The brothers have been given 10 points by the Historical Buildings Committee; see Appendix II for more biographical information.

Contractor for the fire hall was the Willoughby-Kelso Company, which also built the station at 161 Lipton Street. These were the only two projects the company completed in the city.<sup>16</sup>

## PERSON/INSTITUTION

Winnipeg was incorporated as a city November 8, 1873 and the concerned citizens of the young community, already accustomed to the storms of winter, grasshopper plagues and flooding, were aware of the ever-growing danger of fire. Other struggling communities across the breadth and width of the land had experienced the disaster of fire and the ambitious council under the colourful, controversial mayor Francis Cornish Q.C., began preparations for fire fighting within the city's boundaries.<sup>17</sup>

Technology and technological advances have always been an important part of fire fighting. During the days of the Winnipeg's volunteer brigade and into the twentieth century, three basic pieces of horse-drawn equipment were used to fight fires. The steam pumpers of the 1880s and 1890s were heavy and allow and usually needed a long warm-up period. Chemical engines, using carbonate of soda and vitriol in a water chamber produced carbon dioxide in less than 20 seconds, but were

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<sup>14</sup> M. Peterson, "56 Maple Street - Fire Hall No. 3 (Fire Hall No. 2)," report for the City of Winnipeg Historical Buildings Committee, October 1990, Appendix I.

<sup>15</sup> Henderson's Directory, 1900-1915.

<sup>16</sup> City of Winnipeg Building Permit, #2955/1913 (Lipton Street) and 2956/1913 (Osborne Street); and City of Winnipeg Building Permit Ledger Books, 1899-1926.

<sup>17</sup> V. Leah, op. cit., p. 20.

dangerous to use.<sup>18</sup> Ladder trucks were bulky and had little vertical range; once taller buildings became the norm, their effectiveness came into question.

Technological advances soon improved both the life of the men in the halls and their jobs. By the 1880s telegraphic fire alarm boxes were installed to provide quicker signalling. By 1913 internal combustion engines were replacing horses, in turn improving travelling time and maintaining constant water pressure.<sup>19</sup>

While equipment changed rapidly, so too did the life of the fireman. In 1882 the reorganized department offered its men one afternoon and one evening off per week; otherwise, they lived at the halls (although they could go out for dinner). Married men were also given one complete day off per week.<sup>20</sup> The pay was low and living conditions in the halls were primitive. Yet 150 applications were received for the first 36 full-time positions.<sup>21</sup>

As mentioned previously, improvements were slowly introduced by the turn of the century. By 1919 the work schedule had been replaced by a two-platoon system with an 84-hour week and firemen lived at home. Ten years later they received one day off in seven and by 1960 the week was further reduced to 42 hours.<sup>22</sup>

Fire Hall No. 15 operated for many decades as a fire station but was converted into an ambulance station, No. 10, in 1995. Today, the building is used as offices and a garage for the Fire Department.

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<sup>18</sup> D. Spector, *op. cit.*, p. 8.

<sup>19</sup> *Ibid.*, pp. 8, 9.

<sup>20</sup> V. Leah, *op. cit.*, p. 30.

<sup>21</sup> *Ibid.*, pp. 24-25.

<sup>22</sup> *Ibid.*, p. 30.

## EVENT

This structure has been part of thousands of neighbourhood fire alarm and other distress calls throughout its history. There is no known significant historical event connected with this building.

## CONTEXT

Fire Hall No. 15 was built during a period of rapid growth of the City and reflects the growth of the established residential district of Fort Rouge and the newly established districts of Riverview and Lord Roberts and the need for a district fire station in addition to the station at Gertrude Avenue and Osborne Street (built in 1904). The location chosen was on Osborne Street (originally called Pembina Street), the district's main north-south thoroughfare.

It was also a time of great evolution for fire fighting as the technology and equipment modernized and councils and departments hurried to house these technologies in modern facilities. By early 1883 as the City organized its first professional, full-time department, 17 horses and 36 firemen were housed in three fire halls.<sup>23</sup> As time went on, more equipment, more men, and more halls were needed to protect the sprawling residential districts and the developing downtown retail, banking and warehouse districts. Horses gave way to motorized vehicles, chemical wagons gave way to high-pressure pumps and hoses, and live-in firemen gave way to split-shift employees.

In such tumultuous times, the City needed to build new halls that were basic enough to be inexpensive, adaptable enough to keep pace with ever-changing technology, and efficient enough to aid in the task at hand. City officials also decided to utilize one basic floor plan in order to lessen costs and allow firemen to feel at ease in any of the City's numerous fire halls. The Melville plan fit the bill perfectly.

Winnipeg's three new fire halls of the early 1880s had been erected to be aesthetically pleasing to passers-by, but the interiors were primitive at best. The oak floors of the stables were highly unsanitary and difficult to clean; indoor plumbing, central heating, and electric lighting were non-

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<sup>23</sup> Morning Telegram, December 24, 1898, p. 9.

existent. Sleeping arrangements consisted of a common bedroom for all men (it was 1919 before the men lived away from the hall).<sup>24</sup>

As improvements in heating, plumbing, and lighting technology became available, and as fire fighting equipment became more advanced (and heavier) costly interior designs became the norm. This reduced the amount of money available for exterior elements, resulting in fewer ornamentally rich structures after 1900.<sup>25</sup>

The Melville fire halls were remarkably versatile and flexible designs, three of the 14 built between 1904 and 1914 using the plans are still active halls (see Appendix III). Unfortunately, the size and weight of the new equipment has proved too much for the 100-year-old structures, causing the fire department to vacate several stations and contemplate replacing several others. It appears that the pre-World War One fire halls era of usefulness may be ending. A new fire hall, No. 4, at 150 Osborne Street was opened in 1958.<sup>26</sup>

The former Fire Hall No. 15 was built at the end of the growth era for Winnipeg; the series of fire halls built in the early 20<sup>th</sup> century would efficiently protect citizens for many decades.

## **LANDMARK**

The fire hall's location on a busy street, its tall tower and scale make it a neighbourhood landmark.

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<sup>24</sup> V. Leah, op. cit., p.25; and D. Spector, op. cit., p.11.

<sup>25</sup> V. Leah, op. cit., p. 30.

<sup>26</sup> The Fire Fighters Museum of Winnipeg Archives at [www.winnipegfiremuseum.ca](http://www.winnipegfiremuseum.ca), 2001-2004.



# APPENDIX I

## CITY OF WINNIPEG - Preliminary Report Assessment Record

Building Address: 524 Osborne Street

Building Name: Fire Hall No. 15

Original Use: fire hall

Current Use: Fire department offices & equipment

Roll No. (Old): 12012267000 (122670-12-1)

RSN:

Legal Description: 25 St. Boniface, Plan 249, Block 12, Lots 1/4

Location: south east corner of Arnold Avenue

Date of Construction: 1913

Storeys: 3 & basement

Heritage Status: **ON NOMINATED LIST**

Construction Type: Brick, stone, concrete on rubblestone foundation

Building Permits (Plans available: [M] Microfilm; [PPD] Department Storage):

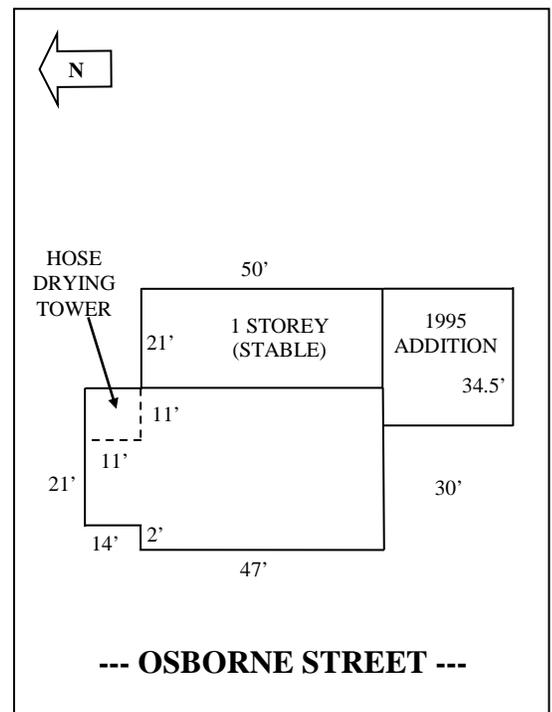
- 2956/1913 \$22,000 (original); 1318/1960 \$14,300 (interior alterations); 8017/1984 [PPD] \$16,000 (interior alterations); 6672/1995 [PPD] (addition & interior alterations)

### Information:

- 61 s 23 x 42 + = 110,312 cu. ft.
- tower measures 11 x 11 x 72' and includes open wooden stairs
- basement- concrete floor & concrete slab ceiling; 1<sup>st</sup>- concrete floor, brick walls, 14'+ ceilings; 2<sup>nd</sup> floor- brick walls, 10'+ ceilings
- 1 storey addition completed in 1995

**ARCHITECT: MELVILLE, A.R. & W.N.**

**CONTRACTOR: WILLOUGHBY-KELSO COMPANY**



## APPENDIX II

### Alexander R. and William N. Melville-

The Melville brothers, Alexander and William, began their partnership in Winnipeg shortly after the turn of the century. While they are best known today as the designers of many of the early fire halls, they also were responsible for a number of other buildings of various functions throughout the city.

Alexander Melville was born in 1873 in Fraserburgh, Scotland and received his architectural and civil engineering degrees in Aberdeen. For many years he was a member of the Manitoba Association of Architects and one of its early council members (1919-20).<sup>1</sup> From 1913 to the late 1940s, A. Melville operated a private practice in Winnipeg. He was also a provincial government draftsman for a short period prior to his retirement. He died in 1949.<sup>2</sup>

Little is known biographically about William Melville, who came to Winnipeg and opened an architectural office ca.1903.<sup>3</sup> In 1904, the same directory lists both Melville brothers as residents, and the firm of A. and W. Melville, architects and civil engineers is also listed. In the 1913 list, the two brothers appear to have dissolved the partnership. By 1915, William Melville is no longer listed in the directory.<sup>4</sup>

An incomplete list of Melville Brother designs includes:

Fire Halls:      56 Maple Street, 1904 – Grade II  
                     349 Burrows Avenue, 1904 (demolished)  
                     470 Gertrude Avenue, 1904 (demolished)  
                     66 Pearl Street, 1904 (demolished)  
                     354 Sherbrook Street, 1904 (demolished)  
                     325 Talbot Avenue, 1906 – Grade III  
                     1466 William Avenue, 1909  
                     825 Sargent Avenue, 1910

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<sup>1</sup> “Alexander Melville” file at the office of the Manitoba Association of Architects.

<sup>2</sup> M. Peterson, “56 Maple Street - Fire Hall No. 3 (Fire Hall No. 2),” report for the City of Winnipeg Historical Buildings Committee, October 1990, Appendix I.

<sup>3</sup> Henderson's Directory (Winnipeg), 1900-1905.

<sup>4</sup> Ibid., 1900-15.

Melville Brother Fire Hall designs (continued):

180 Sinclair Avenue, 1910 – Grade III  
410 Cathedral Avenue, 1911  
1055 Dorchester Street, 1911 – Grade III  
161 Lipton Street, 1913  
524 Osborne Street, 1913  
596 St. Mary's Road (St. Vital), 1914 – Grade III

G.A. Glines House (Tremblay Apartments), 55 Hargrave Street, 1906 – Grade III  
A. Stewart House, 67 Harvard Avenue, 1907  
Ashford Apartment Block, 381 Balmoral Street (demolished)  
Broadway Court Apartments, 251 Broadway, 1906 (demolished)  
T. Thompson House, Canora Street, 1912  
Touraine Apartments, 410 Ellice Avenue (demolished)  
The Coliseum Dance Hall, 225 Fort Street, 1912 (demolished)  
The Colonial Theatre, 634 Main Street, 1912 (demolished)

A.R. Melville designs:

The Rex Moving Picture Theatre (Epic Theatre), 646 Main Street, 1912-13 – Grade II  
(demolished)  
Manitoba Telephone System Building, Portage Avenue East, 1930-1931  
Telephone Exchange Building, Elkhorn, Manitoba, 1932

### APPENDIX III

#### Winnipeg & Suburban Fire Halls Built Between 1904 and 1914<sup>1</sup>

ORIGINAL NAME	ADDRESS	YEAR BUILT	CLASS	PRESENT STATUS
No. 4	470 Gertrude Avenue	1904	B	Demolished ca.1959
No. 5	354 Sherbrook Street	1904	B	Demolished 2011
No. 6	66 Pearl Street	1904	B	Demolished
No. 7	349 Burrows Avenue	1904	B	Demolished 1999
No. 3	56 Maple Street	1904	A	Firefighters' Historical Society of Winnipeg Museum
St. Boniface	212 Dumoulin Avenue	1904	-	St. Boniface Fire Hall Museum
No. 8 (Elmwood)	325 Talbot Street	1906	B	Church
No. 9 (Weston)	1466 William Avenue	1909	B	Day care facility & Firefighters' Historical Society of Winnipeg workshop
No. 10	825 Sargent Avenue	1910	B	Active Fire Hall (No. 5)
No. 11	180 Sinclair Street	1910	B	Buddhist Temple
No. 12	1055 Dorchester Avenue	1911	A	Condos
No. 13	410 Cathedral Avenue	1911	A	Apartment block
Transcona	Victoria Avenue West	1912	-	Demolished ca.1955
No. 14	161 Lipton Street	1913	A	Private residence
No. 15	524 Osborne Street	1913	A	City of Winnipeg Fire Department offices
Assiniboia	200 Berry Street	1913	-	Declared Surplus by the City 2013
St. Vital	598 St. Mary's Road	1914	A	City of Winnipeg Ambulance Station & St. Vital Museum

<sup>1</sup> From M. Peterson, "Winnipeg and Suburban Fire Halls Inventory," report for the City of Winnipeg Historical Buildings Committee, October 1993.

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Plate 1 – Central Fire Hall, William Avenue, 1884. (Courtesy of the Archives of Manitoba, Gisli Goodman Collection #4.)



Plate 2 – Fire Hall No. 1, Albert Street and Bannatyne Avenue, built 1898, demolished ca.1965, 1924. (Courtesy of the Archives of Manitoba, Architectural Survey.)

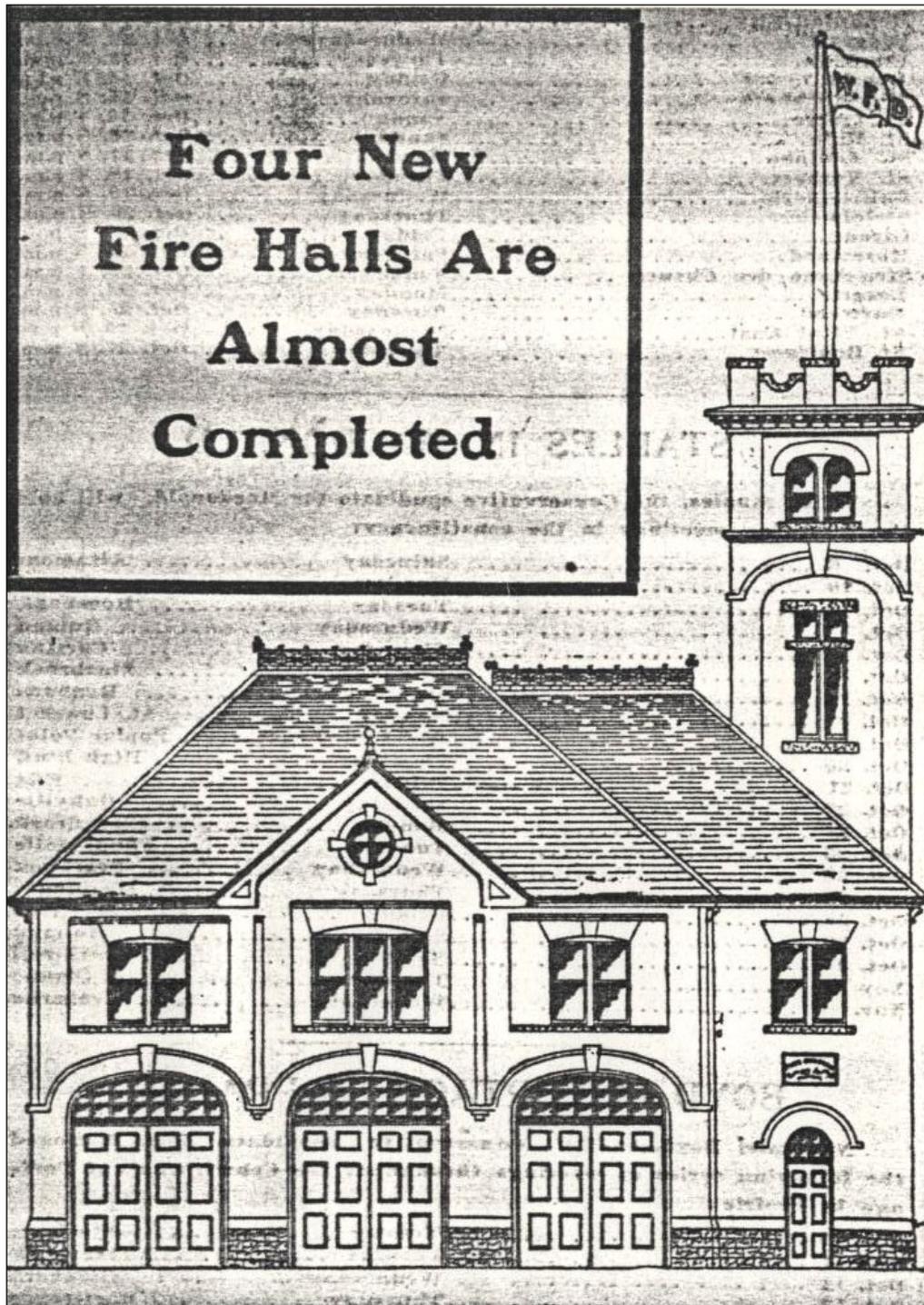


Plate 3 – Front elevation for the standard A. & W. Melville Fire Hall, 1904. (Reproduced from Winnipeg Telegram, October 8, 1904.)

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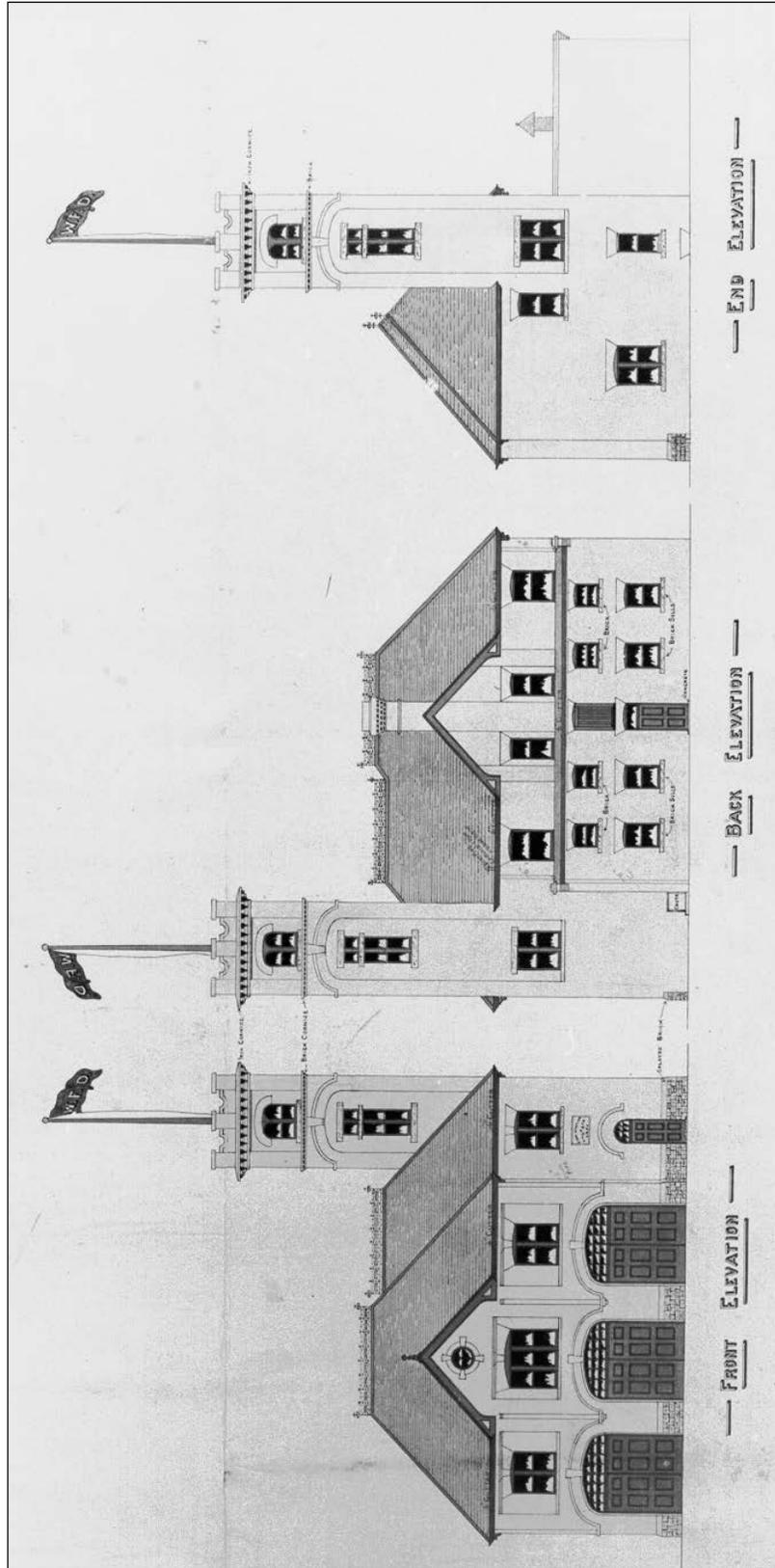


Plate 4 – Architect's Plan of the Fire Halls, 1903. (Courtesy of the Western Canada Pictorial Index, 554-17528.)

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Plate 5 – Former Fire Hall No. 15, 524 Osborne Street, front (west) and south façades, 2013. (M. Peterson, 2013.)



Plate 6 – Former Fire Hall No. 3, 56 Maple Street, front (east) façade, 2003. The hose tower's crenellation has been removed. (M. Peterson, 2003.)

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Plate 7 – Former Fire Hall No. 14, 161 Lipton Street, front (west) façade with its Dutch gable, no date. (City of Winnipeg.)



Plate 8 – Former Fire Hall No. 15, 524 Osborne Street, front (west) and north façades, 2013. (M. Peterson, 2013.)

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Plate 9 – Former Fire Hall No. 15, 524 Osborne Street, north façade, 2013. (M. Peterson, 2013.)

**524 OSBORNE STREET – FIRE HALL NO. 15**



Plate 10 – Former Fire Hall No. 15, 524 Osborne Street, south and east elevations of the hose drying tower, 2013. (M. Peterson, 2013.)

**524 OSBORNE STREET – FIRE HALL NO. 15**



Plate 11 – Former Fire Hall No. 15, 524 Osborne Street, hay loft pulley beam, rear (east) façade, 2013. (M. Peterson, 2013.)



Plate 12 – Former Fire Hall No. 15, 524 Osborne Street, rear (east) façade, 2013. (M. Peterson, 2013.)

**524 OSBORNE STREET – FIRE HALL NO. 15**



Plate 13 – Former Fire Hall No. 15, 524 Osborne Street, original stable windows, rear (east) façade, 2013. (M. Peterson, 2013.)



Plate 14 – Former Fire Hall No. 15, 524 Osborne Street, south and east elevations of the hose drying tower, 2013. (M. Peterson, 2013.)

524 OSBORNE STREET – FIRE HALL NO. 15

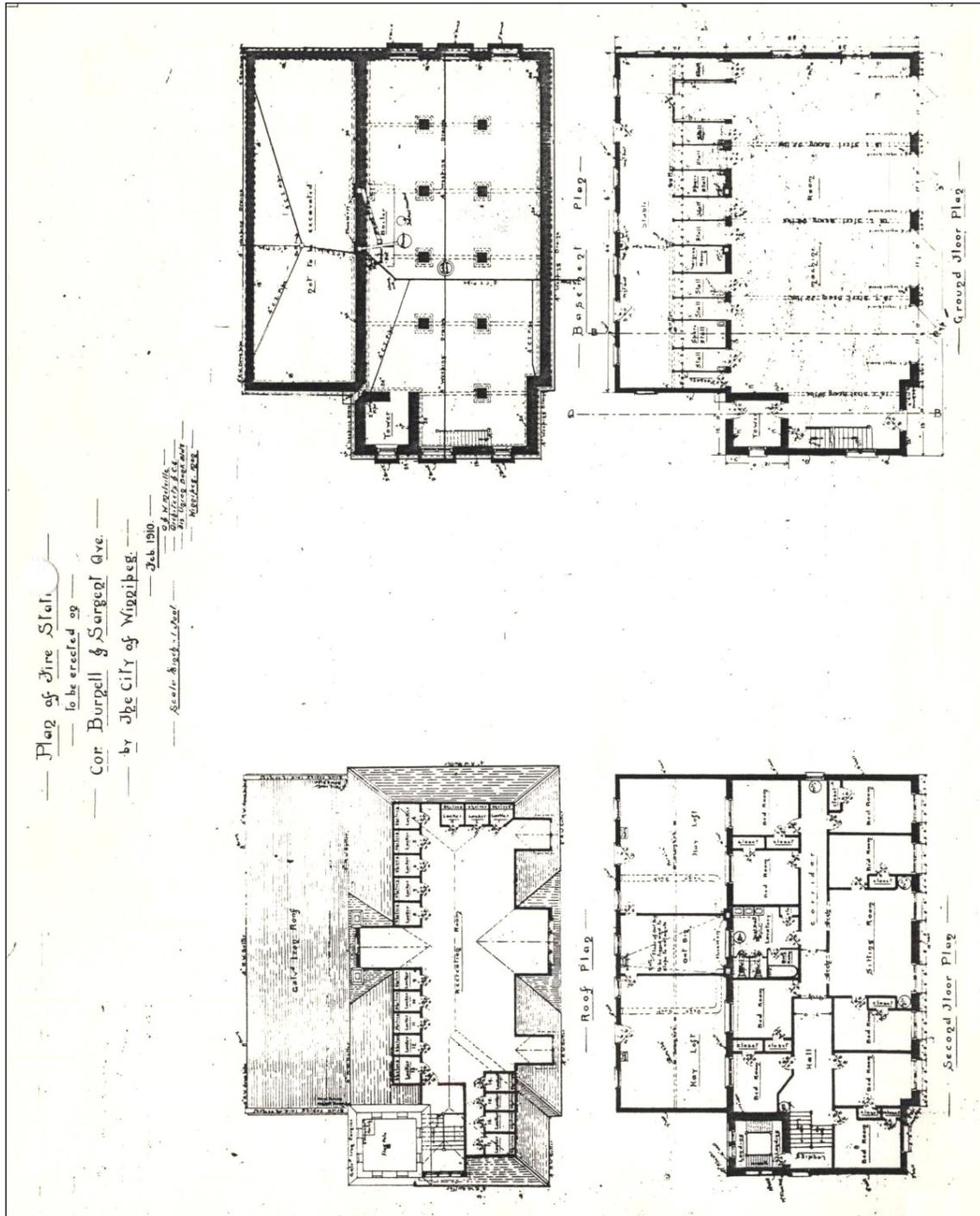


Plate 15 – Interior plans for fire hall at Sargent Avenue and Burnell Street, 1903, which was used for the early 20<sup>th</sup> century stations. (City of Winnipeg, Planning Department.)

524 OSBORNE STREET – FIRE HALL NO. 15

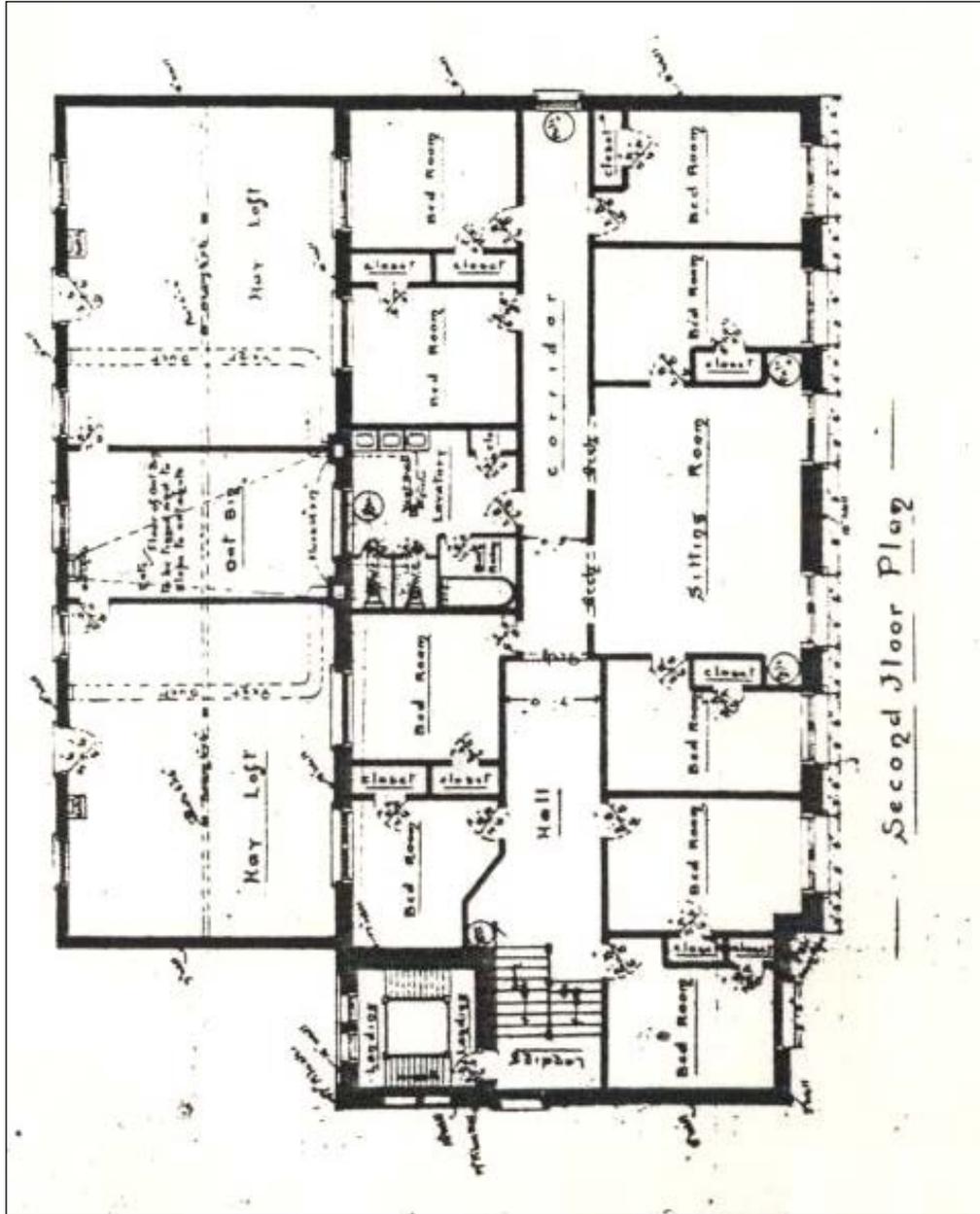


Plate 16 – “Second Floor Plan” for Sargent Avenue and Burnell Street Fire Hall, 1903. (City of Winnipeg, Planning Department.)

524 OSBORNE STREET – FIRE HALL NO. 15

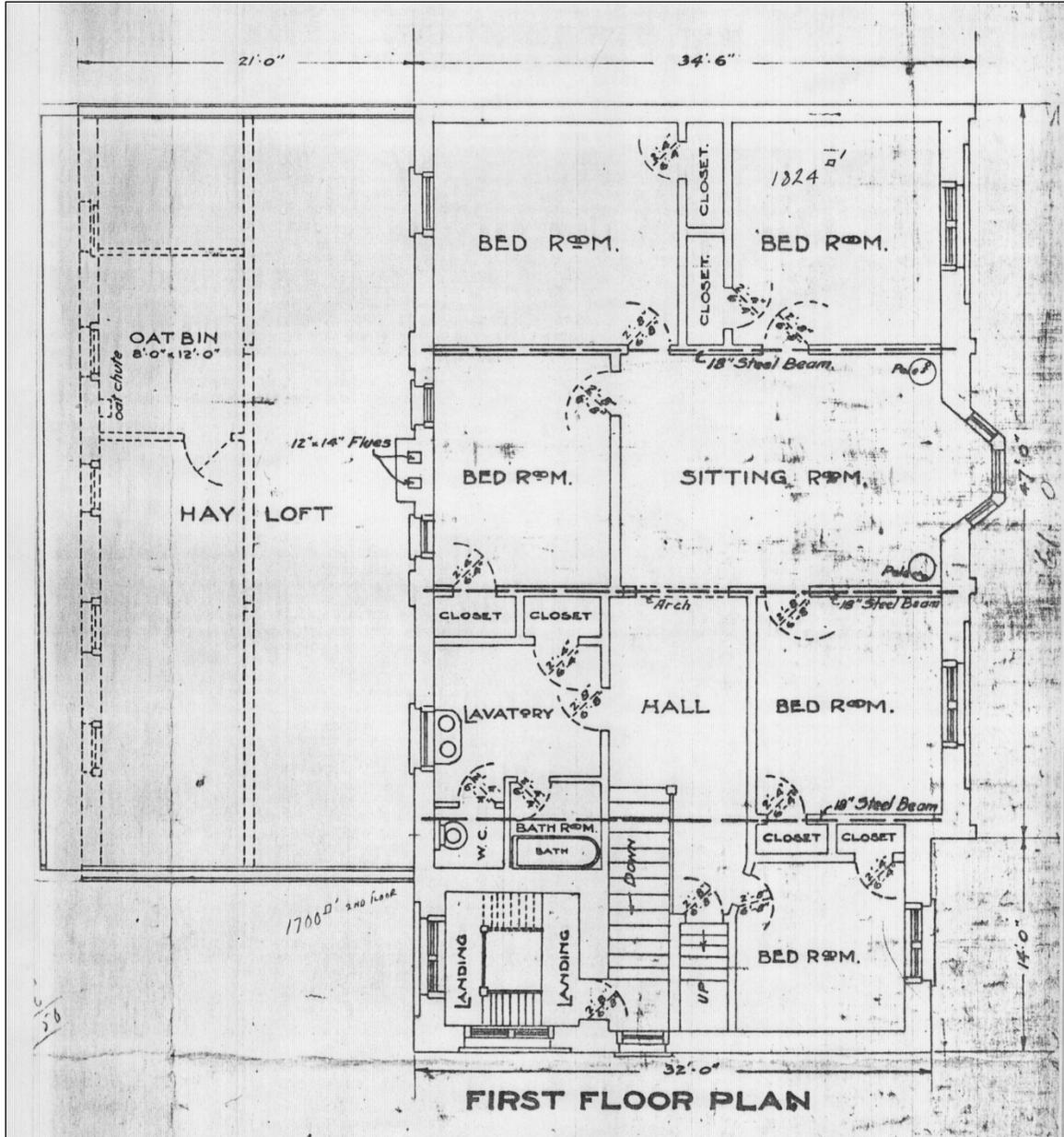


Plate 17 – Architect’s drawing, “First Floor Plan” (second floor), for fire hall at Lipton Street and Westminster Avenue, 1913. Built at the same time as the Osborne Street Fire Hall, they shared this common interior layout. (Courtesy of the City of Winnipeg.)

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Plate 18 – Former Fire Hall No. 15, 524 Osborne Street, offices in northwest corner of the ground floor (original stable), 2013. (M. Peterson, 2013.)



Plate 19 – Former Fire Hall No. 15, 524 Osborne Street, ground floor vehicle area, 2013. (M. Peterson, 2013.)

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Plate 20 – Former Fire Hall No. 15, 524 Osborne Street, ground floor ornamental tin, 2013. Below the tin is the original tile wall cladding. (M. Peterson, 2013.)



Plate 21 – Former Fire Hall No. 15, 524 Osborne Street, basement, 2013. (M. Peterson, 2013.)

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Plate 22 – Former Fire Hall No. 15, 524 Osborne Street, hose drying tower, 2013. (M. Peterson, 2013.)

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Plate 23 – Former Fire Hall No. 15, 524 Osborne Street, northwest entrance stairway, 2013. (M. Peterson, 2013.)

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Plate 24 – Former Fire Hall No. 15, 524 Osborne Street, second floor corridor, 2013. (M. Peterson, 2013.)

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Plate 25 – Former Fire Hall No. 15, 524 Osborne Street, former sitting room, 2013. (M. Peterson, 2013.)

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Plate 26 – Former Fire Hall No. 15, 524 Osborne Street, ornamental bracket in entranceway to sitting room on second floor, 2013. (M. Peterson, 2013.)

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Plate 27 – Former Fire Hall No. 15, 524 Osborne Street, attic, 2013. (M. Peterson, 2013.)

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Plate 28 – Former Fire Hall No. 15, 524 Osborne Street, second floor crack due to tower shifting, 2013. (M. Peterson, 2013.)

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Plate 29 – Former Fire Hall No. 15, 524 Osborne Street, window replacements, front (west) and south façades, 2013. (M. Peterson, 2013.)



Plate 30 – Former Fire Hall No. 15, 524 Osborne Street, front equipment doors, 2013. (M. Peterson, 2013.)

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Plate 31 – Osborne Street looking south from Hetherington Avenue, 2013. (M. Peterson, 2013.)