



1466 WILLIAM AVENUE

FORMER FIRE HALL NO. 9

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

1466 WILLIAM AVENUE – FORMER FIRE HALL NO. 9

With the evolution of Winnipeg from a fur trading post to an organized town came the need for fire protection. On September 24, 1874 a volunteer brigade was formed that included some of the men that would ultimately shape its destiny – Thomas Ryan, J.H. Ashdown, Daniel McMillan, W.F. Luxton and Stewart Mulvey. 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).¹

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 hook and ladder wagon, and 2,652 metres of hose.²

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.³ These three buildings were attacked in the press and by firefighters as beautiful shells with slum-like interiors.⁴ A new Central Fire Hall, No. 1, was built in 1898 at the corner of Albert Street and Bannatyne Avenue to replace the cramped William Avenue quarters (Plate 2).⁵

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

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

² Ibid., pp. 22-25.

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

⁴ Ibid., p. 11.

⁵ Winnipeg Morning Telegram, September 29, 1898, p. 12.

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 20th 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.

The fire hall was built in the middle of an area in northwest Winnipeg known as Weston, named after the massive Canadian Pacific Railway (CPR)'s nearby Weston Shops. These shops were developed in the early 1880s as the CPR established its transcontinental system. The yards measured over 3 kilometers long and approximately 80 hectares⁶ in size and were, when completed, the largest railway yards in the world (Plates 5 and 6) and were at the very north extremity of the City. The complex included all the typical elements – large roundhouse, numerous shops and related buildings (Plate 7) and many kilometers of switching track and storage lines.

With the promise of thousands of permanent jobs, workers, both skilled and unskilled, came to Winnipeg and the Weston Shops to find work and raise their families – most often choosing to find homes near the shops. The residential district south of the yards was officially known as Weston but was often referred to as “CPR Town” because of the large number of railway workers living there. The neighbourhood developed an extensive residential district but the area also acquired the amenities of other Winnipeg neighbourhoods including commercial property, recreational areas, schools, churches and because of the proximity to the massive rail yards, warehouses and factories. Most of this development was in place by the turn-of-the-century.

In 1909, the district had evolved sufficiently to warrant another important institution – a fire hall – located on William Avenue in the heart of Weston (Plate 8).

⁶ J.M. Frank, “The Yard. Exploring Integral Urban Design, the CPR Marshalling Yard, Winnipeg Manitoba,” University of Manitoba, 1984, n.p.

STYLE

North American fire halls of the 20th 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 also enhanced the façades. As with all fire halls designed by the Melville brothers, paramount was the efficiency of the space and its durability.

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.⁷

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 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 9). A Class B station, like this one on William Avenue, was a scaled-down version of the Class A building.

CONSTRUCTION

Like the other pre-World War I City of Winnipeg fire halls, the William Avenue station is of solid brick construction, resting on a rubblestone foundation with concrete floors on the main level,

⁷ D. Spector, *op. cit.*, p. 3.

improving overall strength and making cleaning, especially in the time of horses, much easier (see Appendix I for additional construction information). The front of the building is two storeys tall, the rear (originally the horse stables) one storey. The hose drying tower is a 3.4-metre square structure rising 21.3 metres.⁸

The station was built on the southeast corner of Cecil Street at a cost of \$13,950.⁹ Two additions were built on its east side in 1951 and 1958.¹⁰

DESIGN

As originally designed, the building faced William Avenue; its front (north) façade beginning at grade with three courses of rusticated stone leading to the common clay brick superstructure. The main façade includes three large, arched equipment doors with brick drip moulding and brick keystones (Plate 10). The arches of these doors originally held a number of small panes of glass (Plate 11) which have since been removed. The personnel door located at the station's northwest corner is also arched and also features brick drip moulding, with a metal sign and with the words "FIRE STATION NO. 9" (Plate 12). The second floor features paired arched windows with limestone lug sills and keystones slightly recessed from the main brick walls. The exception is the large triple window set under the front facing gable which holds a round window opening with four limestone keystones at the top, bottom and sides (Plate 13).

The east side is covered by the 1951 addition, the west side includes arched windows on the ground floor, a single rectangular window on the second storey and the most conspicuous feature of the building, the hose drying tower (Plate 14). The tower includes a door on its south face and a variety of windows with limestone lug sills. Arches with brick drip moulding and limestone keystones are found near the top of the tower, the highest level features pairs of arched windows below the heavy overhanging cornice topped by a crenellated parapet (Plate 15).

⁸ City of Winnipeg Assessment Record, Roll No. 712260, Ward 2. Below as AR.

⁹ City of Winnipeg Building Permit (below as BP), #1753/1909.

¹⁰ BP #667/1951 (cost \$60,300) and #3701/1958 (cost \$2,500).

The original rear of the building featured a low, one-storey section used as stables for the horses (Plate 16). At an unknown date, the original flat roof was sloped to provide extra interior space on the second floor, windows have been replaced and/or bricked in and a new entrance was created (Plate 17).

Two additions were made to the hall's east side, both are one-storey in height and were built in 1951 and 1958 (Plate 18).

The station's exterior is a mixture of original elements and design and renovated space.

INTERIOR

The ground floor of the original interior of the fire hall featured three equipment bays, the horse stable to the rear and the personnel entrance, staircase to the second floor living space and hose drying tower (Plate 19). The second floor was divided into five bedrooms, a sitting room and bathroom (the upper floor of the stable was used for hay and oats) – Plate 20. The attic, accessed by a steep set of narrow stairs on the south side of the sitting room, often held lockers for the men.

Today, almost all of the ground floor of the original fire hall, including the rear stable, has been completely renovated into modern day care space (Plate 21).¹¹ The entrance foyer, although suffering from aging, has seen only limited alteration, the ornamental tin ceiling, original radiators and staircase are still in place (Plate 22).

The personnel portion of the second floor has not significantly changed since it was built. The layout has not been altered and many of the original elements – tin ceiling, wood baseboards, carved moulding, transom windows and other accents – are still extant (Plates 23-25). Newer office space was built in the renovated hay loft area (Plate 26). The attic is empty and the basement includes the original coal chute and coal room (Plate 27) and storage space.

¹¹ BP #118035/2011, \$550,000.

The two 1950s additions were used for garage space and have not been significantly altered (Plate 28).

INTEGRITY

The building stands on its original site and appears to be in good structural condition. Additions to the building's east side have not severely affected the original structure, although window replacement and other alterations have changed the original design elsewhere on the building.

Former Fire Hall No. 9 is one of several pre-1914 fire halls on the City of Winnipeg's Conservation List and Historical Buildings Inventory (see Table 1) and one of many that has seen its interior altered for a new use.

TABLE 1 – PROTECTED FIRE HALLS

ADDRESS	YEAR BUILT	DESIGNATION	PRESENT STATUS
Berry Street, 200	1913	Inventory	Active Fire Hall, slated for replacement & demolition
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 & storage
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

The station stands on the corner, diagonally across from a large, contemporary public school building, Cecil Rhodes School (Plate 29).

ARCHITECT/CONTRACTORS

The architects of Fire Hall No. 5 were Scottish-born and trained architects Alexander R. and William N. Melville, brothers who operated an architectural and engineering company in the city starting in 1903. Best known for their fire hall design (by 1914, their original 1904 plans had been used to construct 13 fire halls in Winnipeg and one in the Municipality of St. Vital), their office was responsible for the designing of a wide range of fine structures (see Appendix I for biographical information).¹² The Historical Buildings Committee has given the Melvilles 10 points.

Contractor for this fire hall was J.H. Tremblay, a local builder who was also responsible for the Gauthier Block, 552 rue des Meurons (1906); Canadian Northern Railway Freight Sheds, Main Street (The Forks), 1908; Carnegie Library, 380 William Avenue (1908 – Grade II); Greenway School No. 1, 850 St. Matthews Avenue (1909 – demolished); and the first Kelvin High School, 155 Kingsway (1911 – demolished).

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.¹³

¹² Ibid., p. 15 and M. Peterson, "The Coliseum - 225 Fort Street", report for the Historical Buildings Committee, May 1988. 1988, p. 10.

¹³ V. Leah, op. cit., p. 20.

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 slow 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 dangerous to use.¹⁴ 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.¹⁵

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.¹⁶ The pay was low and living conditions in the halls were primitive. Yet 150 applications were received for the first 36 full-time positions.¹⁷

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.¹⁸

¹⁴ D. Spector, *op. cit.*, p. 8.

¹⁵ *Ibid.*, pp. 8, 9.

¹⁶ V. Leah, *op. cit.*, p. 30.

¹⁷ *Ibid.*, pp. 24-5.

¹⁸ *Ibid.*, p. 30.

This building functioned as the Weston neighbourhood's fire hall for many decades. In the 1950s, while the fire hall continued to function as a station, a garage was added and the complex became the repair/maintenance headquarters for the fire department's fleet of vehicles. This role would continue out of this complex until 1998¹⁹ (the Fire Department's Museum continues to use part of the space to repair its vintage machinery). Part of the ground floor of the original building was also converted into a shop for refilling oxygen tanks. This activity has been transferred elsewhere.

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. 9 was built during a period of rapid growth of the City and reflects the growth of the established residential district south of the Weston Yards and Shops. The station was located in the middle of growing district and became an important local institution.

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.²⁰ 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.

¹⁹ The Fire Fighters Museum of Winnipeg Archives at www.winnipegfiremuseum.ca, 2001-2004.

²⁰ Morning Telegram, December 24, 1898, p. 9.

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-existent. Sleeping arrangements consisted of a common bedroom for all men (it was 1919 before the men lived away from the hall).²¹

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 1900.²²

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.

The former Fire Hall No. 9 was built at the end of the growth era for Winnipeg; the series of fire halls built in the early 20th century would efficiently protect citizens for many decades. The evolution of the railway sector – especially the conversion to diesel, changes in freighting and the rise in highways and trucking – have reduced the workload at the Weston Shops over the

²¹ V. Leah, *op. cit.*, p.25; and D. Spector, *op. cit.*, p.11.

²² V. Leah, *op. cit.*, p. 30.

years and the district changed, including the replacement of its old fire hall with a new facility on Church Avenue.

LANDMARK

Sited within a mainly residential district, the former Weston Fire Hall is a landmark in the neighbourhood, even though its active use has changed drastically over the years.



APPENDIX I

CITY OF WINNIPEG - Preliminary Report Assessment Record

Building Address: 1466 William Avenue

Building Name: Fire Hall No. 9

Original Use: Fire station

Current Use: Day care (partial occupation)

Roll No. (Old): 13071226000 ()

RSN: 184933

Legal Description: OTM 8^A/9^A St. John, Plan 771, Block 15, Lot 21/26, OTM 7^A/8^A St. John, Plan 32184, Lot 31

Location: South side from Cecil to Campion streets

Date of Construction: 1909

Storeys: 2 + basement and tower

Heritage Status: **ON INVENTORY**

Construction Type: Brick and stone (original); steel, concrete and brick (garage additions)

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

- 1753/1909 [PPD] \$13,950 (original); 677/1951 \$60,300 (garage addition); 3701/1958 \$2,500 (garage addition); 7074/1986 \$49,000 (interior alterations); 118035/2011 \$550,000 (interior alterations to create day care space)

Information:

- 60.5 x 21.5 x 38' + = 103,290 cu. ft.

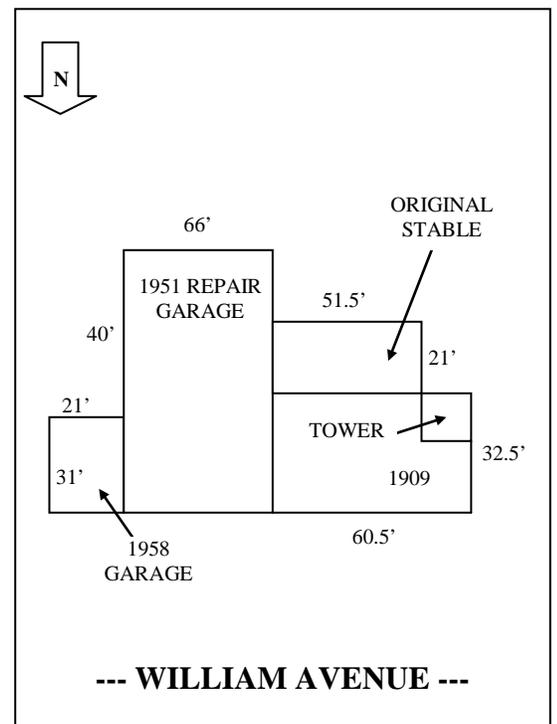
- tower measures 70' tall and 11' square

- 1951 repair garage= 66 x 90 x 18.5'

- 2011 agreement between City of Winnipeg & Explorer's Children's Centre Inc. to lease 3,965 sq. ft. of ground floor for daycare, remainder of main floor used by City Fire Dept.

ARCHITECT: MELVILLE, ALEXANDER R. & WILLIAM N.

CONTRACTOR: J.H. TREMBLAY & 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).¹ From 1913 to the late 1940s, 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 1949.²

Little is known biographically about William Melville, who came to Winnipeg and opened an architectural office ca.1903.³ 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 was no longer listed in the directory.⁴

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
 1466 William Avenue, 1909
 825 Sargent Avenue, 1910

¹ "Alexander Melville" file at the office of the Manitoba Association of Architects.

² 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.

³ Henderson's Directory (Winnipeg), 1900-1905.

⁴ 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

Other work:

- 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, 166 Portage Avenue, 1930-1931
- Telephone Exchange Building, Elkhorn, Manitoba, 1932

APPENDIX III

Winnipeg & Suburban Fire Halls Built Between 1904 and 1914¹

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	Youth Centre
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	Active Fire Hall (No. 7)
No. 12	1055 Dorchester Avenue	1911	A	Apartment block
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	-	Active Fire Hall (No. 11)
St. Vital	598 St. Mary's Road	1914	A	City of Winnipeg Ambulance Station & St. Vital Museum

¹ 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.)

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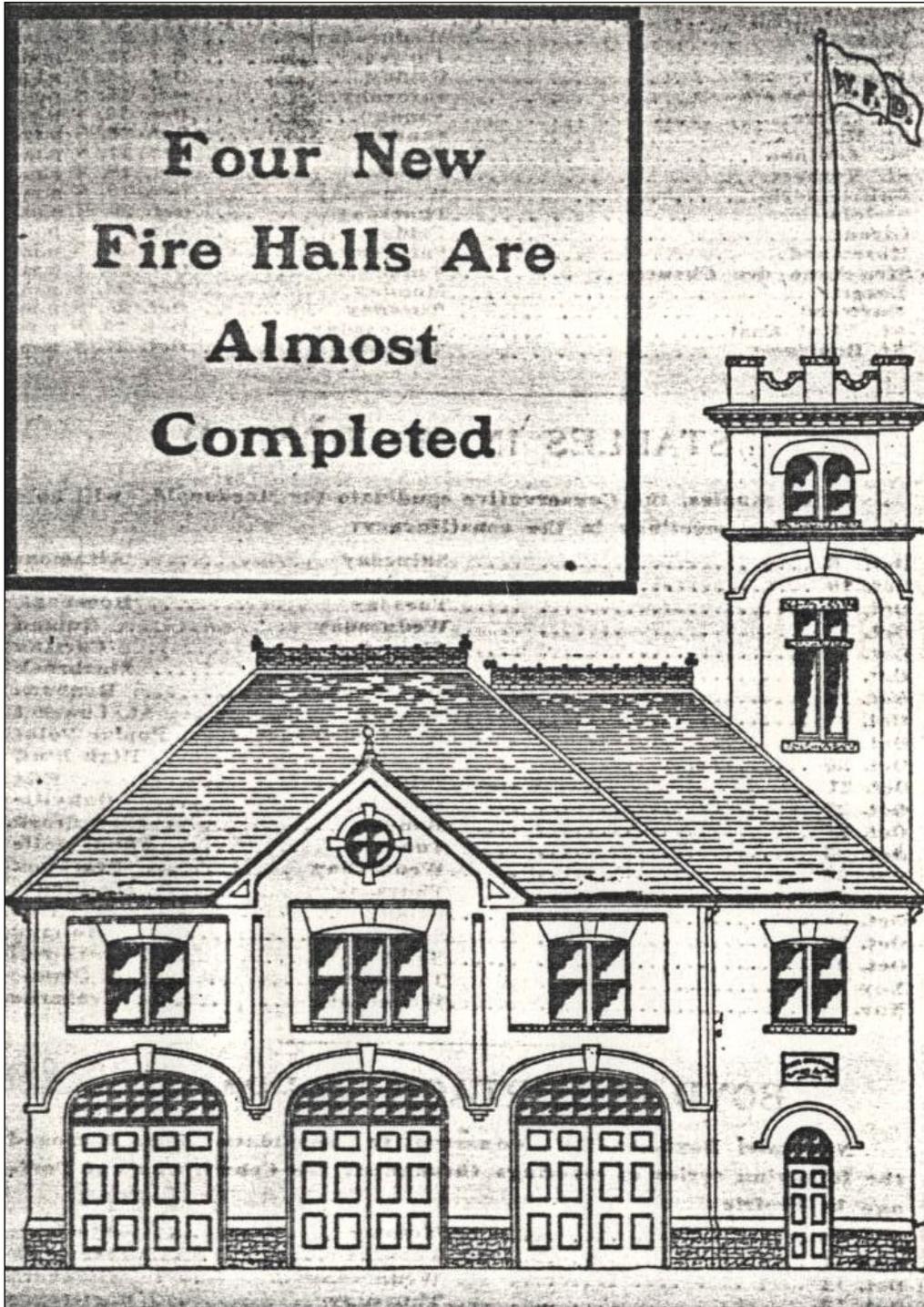


Plate 3 – Front elevation for the standard A. & W. Melville Fire Hall, 1904. (Reproduced from Winnipeg Telegram, October 8, 1904.)

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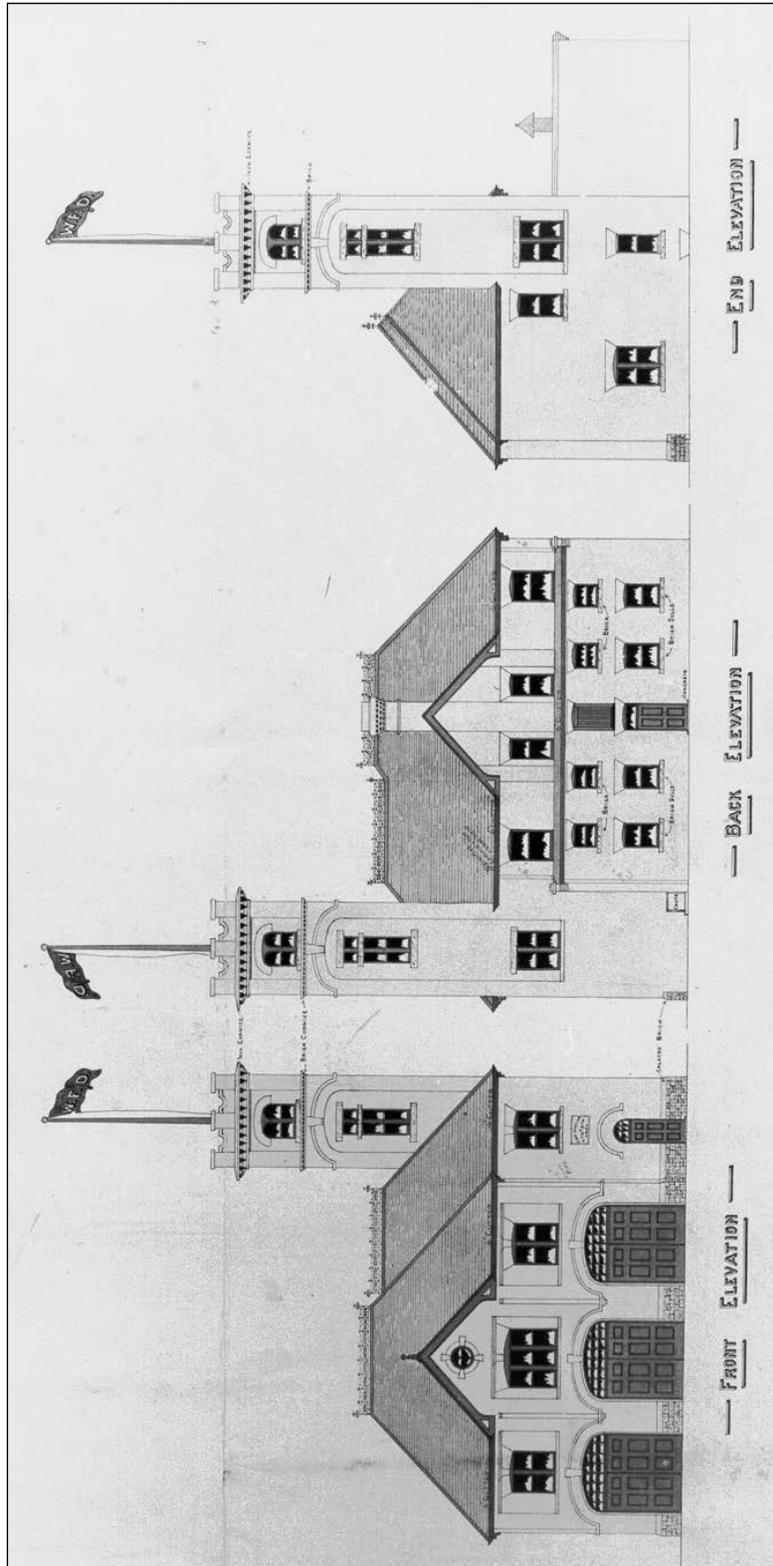


Plate 4 – Architect’s Plan of the Fire Halls, 1903. (Courtesy of the Western Canada Pictorial Index, 554-17528.)

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Plate 5 – An early view of the Canadian Pacific Railway's Weston Shops, looking west. The Arlington Street Bridge is in the background, no date. (Reproduced from the Winnipeg Free Press Archives, winnipegfreepress.com.)



Plate 6 – Another early view of the Weston Shops, no date. (Reproduced from the Winnipeg Free Press Archives, winnipegfreepress.com.)

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Plate 7 – Interior of the Locomotive Erecting Shop, Weston Yards, no date. (Reproduced from the [Winnipeg Free Press Archives, winnipegfreepress.com](http://winnipegfreepress.com).)



Plate 8 – Former Fire Hall No. 9, 1466 William Avenue, front (north) façade, 2013. (M. Peterson, 2013.)

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Plate 9 – 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 10 – Former Fire Hall No. 9, 1466 William Avenue, detail of front (north) façade, 2013.

(M. Peterson, 2013.)

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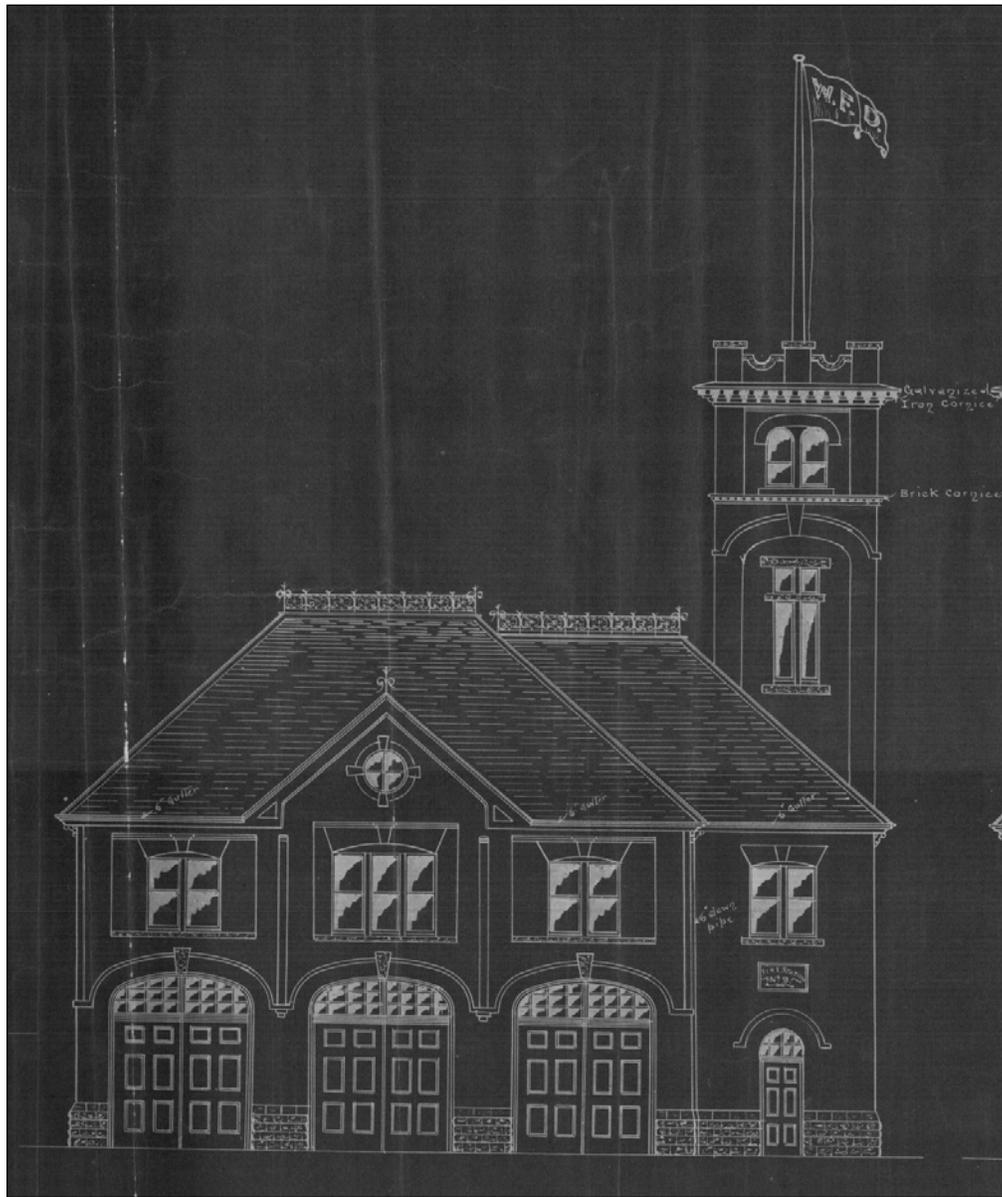


Plate 11 – Architect’s plan, “Front Elevation.” (Courtesy of City of Winnipeg, Plan No. 1753/1909.)

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Plate 12 – Former Fire Hall No. 9, 1466 William Avenue, front personnel door, 2013. (M. Peterson, 2013.)



Plate 13 – Former Fire Hall No. 9, 1466 William Avenue, front (north) gable, 2013. (M. Peterson, 2013.)

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Plate 14 – Former Fire Hall No. 9, 1466 William Avenue, west façade, 2013. (M. Peterson, 2013.)

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Plate 15 – Former Fire Hall No. 9, 1466 William Avenue, detail of tower, 2013. (M. Peterson, 2013.)

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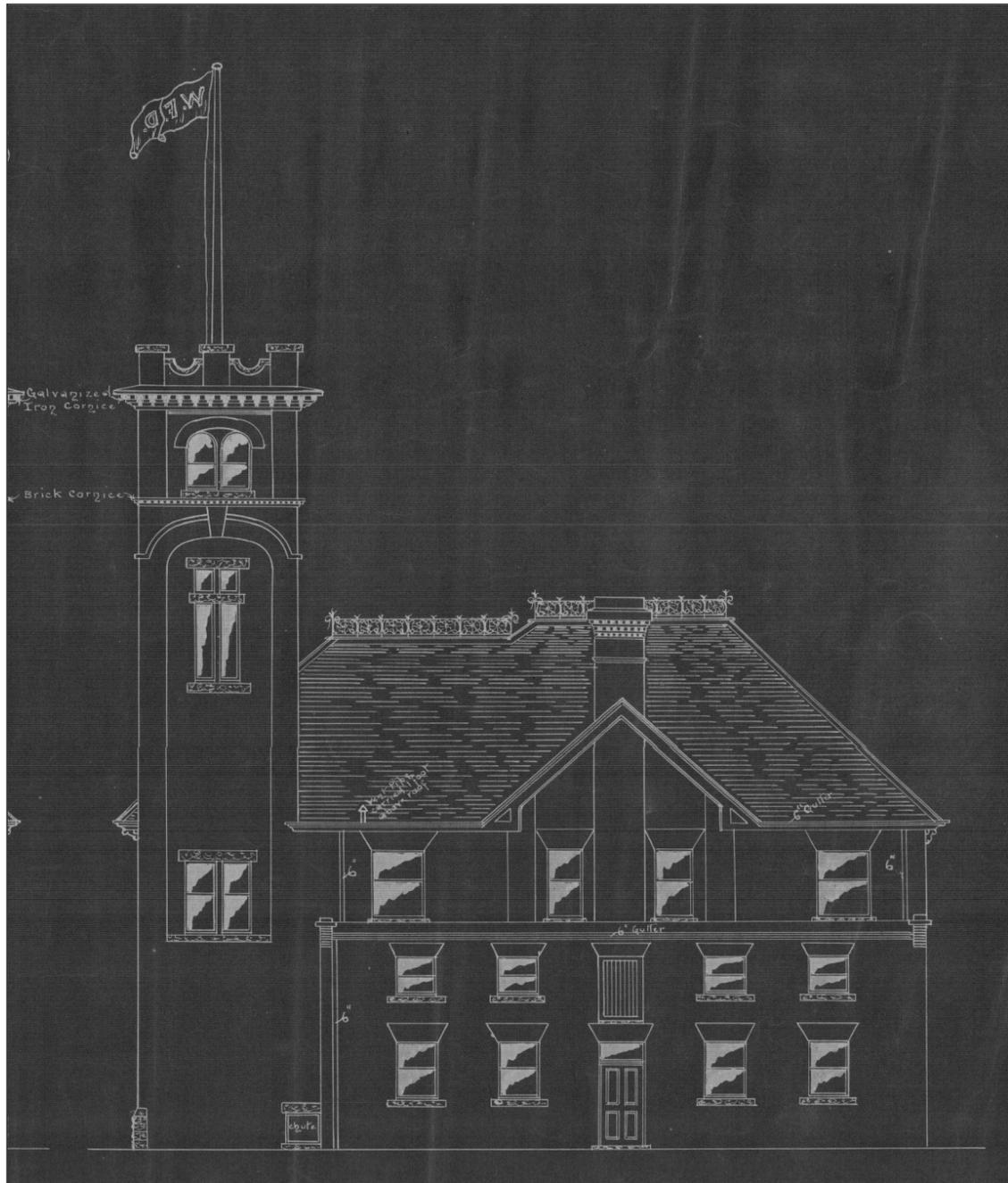


Plate 16 – Architect’s plan, “Back Elevation.” (Courtesy of City of Winnipeg, Plan No. 1753/1909.)

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Plate 17 – Former Fire Hall No. 9, 1466 William Avenue, rear (south) façade, 2013. (M. Peterson, 2013.)



Plate 18 – Former Fire Hall No. 9, 1466 William Avenue, east end additions, 1951 (right) and 1958 (left), 2013. (M. Peterson, 2013.)

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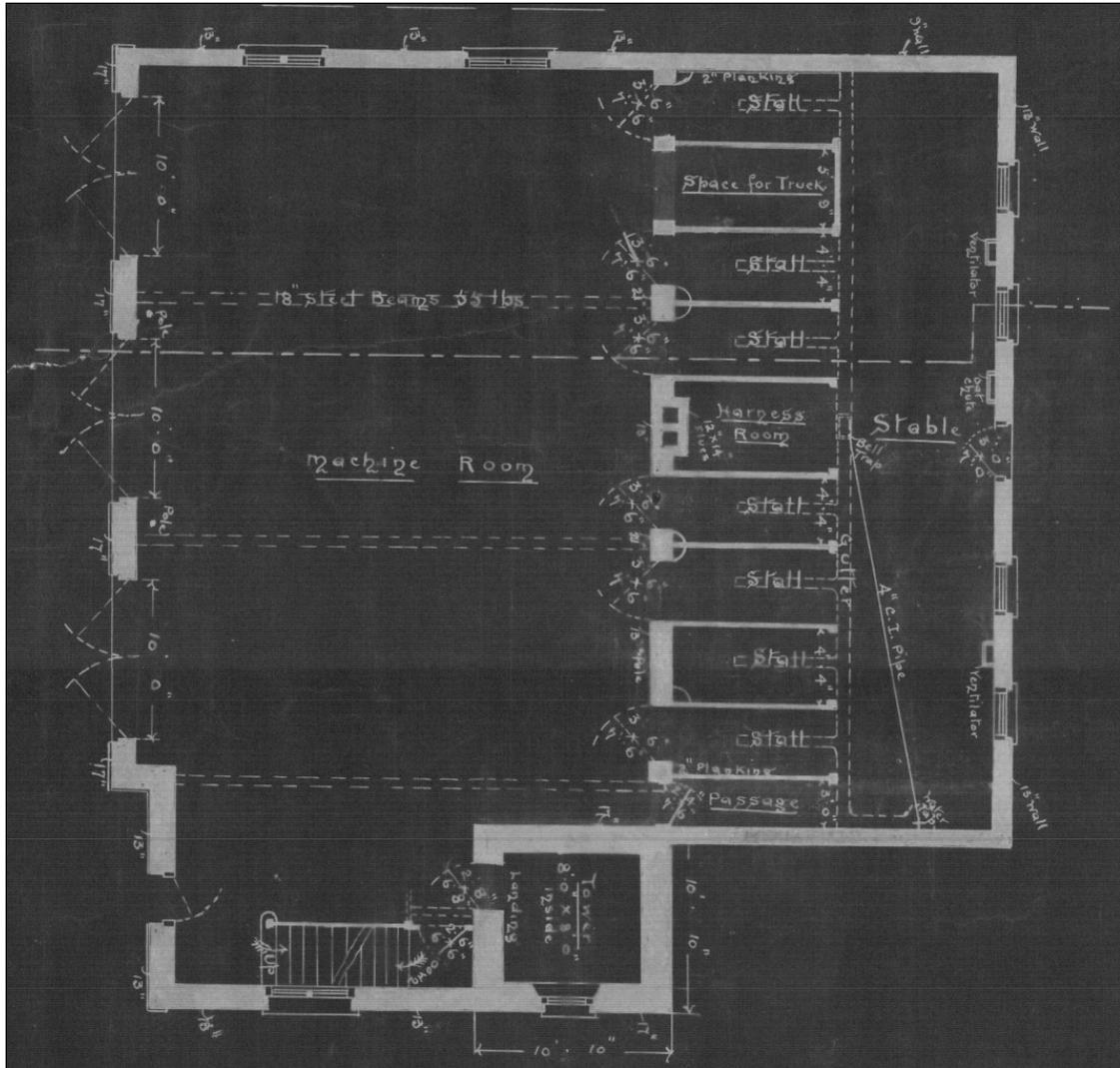


Plate 19 – Architect’s plan, “Ground Floor Plan.” (Courtesy of City of Winnipeg, Plan No. 1753/1909.)

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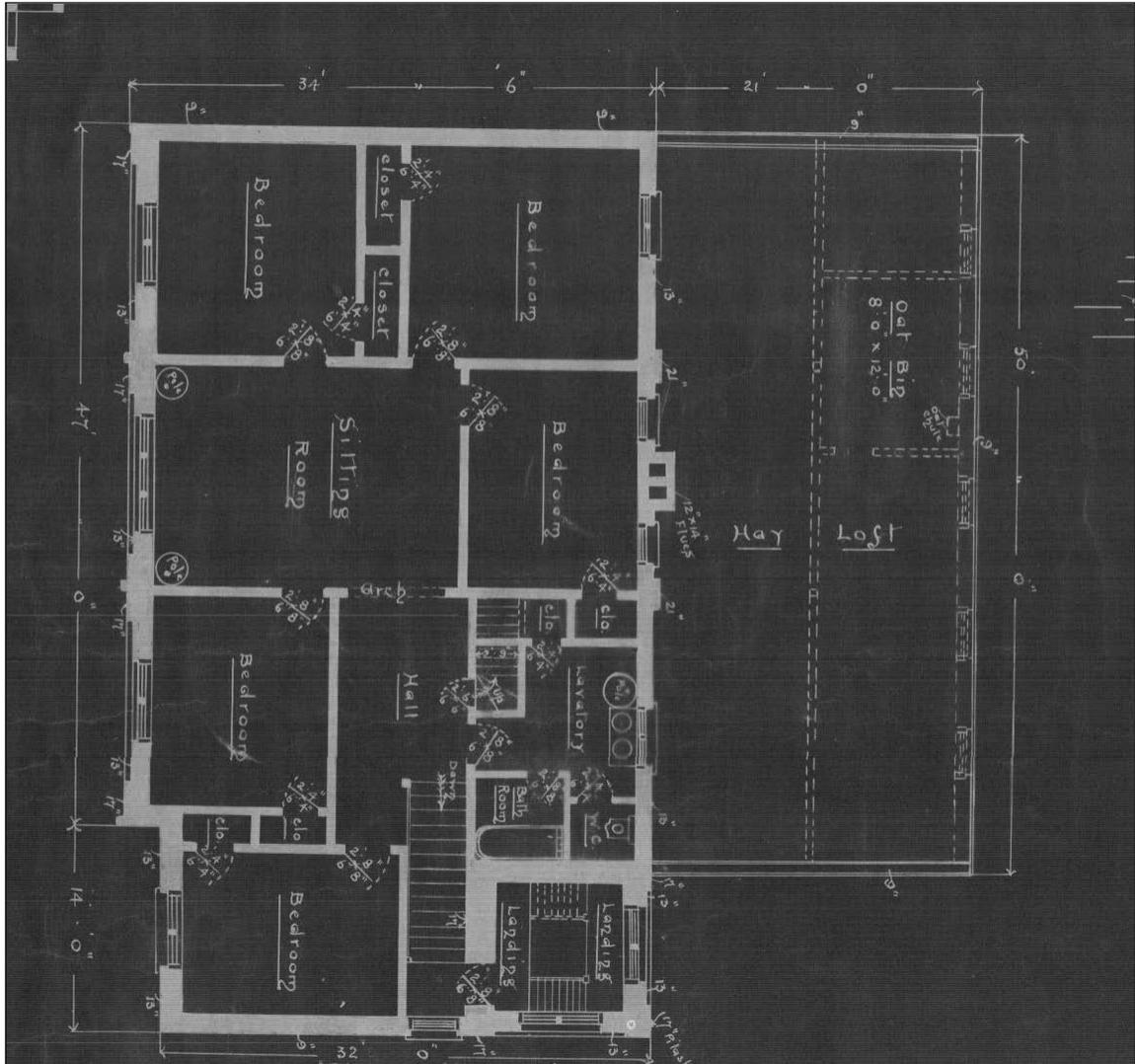


Plate 20 – Architect’s plan, “First Floor Plan.” (Courtesy of City of Winnipeg, Plan No. 1753/1909.)

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Plate 21 – Former Fire Hall No. 9, 1466 William Avenue, ground floor daycare space, west bay of the 1951 addition, 2013. (M. Peterson, 2013.)

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Plate 22 – Former Fire Hall No. 9, 1466 William Avenue, main floor entrance foyer, 2013. (M. Peterson, 2013.)

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Plate 23 – Former Fire Hall No. 9, 1466 William Avenue, second floor foyer, 2013. (M. Peterson, 2013.)

1466 WILLIAM AVENUE – FORMER FIRE HALL NO. 9



Plate 24 – Former Fire Hall No. 9, 1466 William Avenue, second floor sitting room, 2013. (M. Peterson, 2013.)

1466 WILLIAM AVENUE – FORMER FIRE HALL NO. 9



Plate 25 – Former Fire Hall No. 9, 1466 William Avenue, second floor bedroom, 2013. (M. Peterson, 2013.)

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Plate 26 – Former Fire Hall No. 9, 1466 William Avenue, renovated hay loft space, 2013. (M. Peterson, 2013.)

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Plate 27 – Former Fire Hall No. 9, 1466 William Avenue, basement coal chute and coal room, 2013. (M. Peterson, 2013.)

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Plate 28 – Former Fire Hall No. 9, 1466 William Avenue, 1951 garage space, 2013. (M. Peterson, 2013.)



Plate 29 – Former Fire Hall No. 9, Cecil Street looking north, with Cecil Rhodes School in the background, 2013. (M. Peterson, 2013.)