

# Building Preservation Brief: Central Fire Station and other St. John's Fire Halls

prepared by the  
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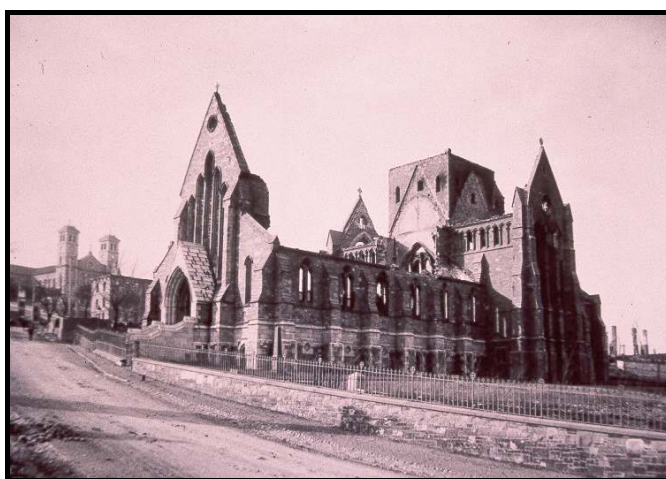
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## The Great Fire and After

On the afternoon of July 8, 1892, a labourer dropped his lit pipe in the hay in the stable of Timothy O'Brien, close to the junction of Freshwater and Pennywell Roads at the top of Long's Hill, St. John's, Newfoundland. The hay caught fire, and soon so did the stable.

By some odd coincidence, the water supply to the area had been turned off that very morning in order to make some new connections of mains. It had been reconnected, but its force on the high ground was slight. A nearby water supply tank had been emptied the previous evening by firemen practising their hose work, and had not been filled.

The fire from the stable quickly grew, and fanned by strong winds coming from the north-west, it hurled sparks far and wide on the roofs of nearby wooden houses. For a month before hardly any rain had fallen. By the end of the day, nearly the entire city was reduced to ashes. Hundreds upon hundreds of houses and businesses burned to the ground. The total loss was estimated at \$13,000,000 with over 11,000 people left homeless. This was the St. John's Great Fire, perhaps the darkest single day in the history of the city.



Judge D.W. Prowse was approached to investigate the fire and the response of the local fire brigades. In his report Prowse described the organization of the fire brigades as "starved, mismanaged, rotten". He noted that if City Council was unwilling to improve the fire brigade, the Newfoundland Government would have to take steps to ensure that another Great Fire did not occur.

In November 1892 the Government acted on the advice of Prowse and sent John R. McCowen, the Superintendent of the Penitentiary, to tour fire departments elsewhere in North America and evaluate their equipment and organization. In January 1893 McCowen tabled his report with the Government, stating that the brigade was "disgracefully equipped" and making fourteen recommendations to improve the situation. He recommended either a paid fire department or a combined police and fire department, noting that a combined force would cost \$12,000 less.

In March 1893 John Sullivan of the Newfoundland Constabulary was sent to Montreal to buy the necessary equipment for the proposed fire department. Three new fire stations were commissioned to be built in June 1893 and were to be opened in November of that year. The openings were delayed, however, until April 1894. As well, legislation was passed in 1893 appointing a Board of Commissioners who supported the idea of a mixed police and fire department. The Fire Department Act of 1895 placed the proposed new force under the control of the Inspector-General of the

Constabulary, and it remained a part of the Constabulary until May 28th, 1957.

The legislation also divided St. John's into three districts, each of which contained one of three new fire stations. The Central district included the area between King's Road and Adelaide Street. The Eastern District included the area east of King's Road, and the Western District included the area west of Adelaide Street including the South Side. By the end of 1895 there were three new fire stations, housing in total twenty-two paid firemen. The Government worked out an arrangement to share the cost of the fire department with the St. John's Municipal Council.

## Central Fire Station

The Board of Commissioners recommended that a new Central Station should be erected to form the headquarters of the department, to be equipped with 1 steam fire engine, 1 chemical engine, 2 Badcock chemical extinguishers, 1 hook and ladder truck, 1 horse hose reel, 1 ambulance wagon, 1 salvage or police patrol wagon, 3000 feet of hose, 8 horses, 10 men and 12 fire alarm boxes (Fox 95).

The site for the Central Station was chosen to be Fort Townshend, off Bonaventure Avenue. The site chosen was the former site of the old Government House, a two storey wooden dwelling house designed by Lt. John Caddy as the summer residence of the Governor of Newfoundland, which had been erected in 1779. Repaired and enlarged in 1812, it was found to be unfit for year round occupation by 1817, but continued as the official home of the Governor until the construction of the current Government House in 1829. By the late 1800's, there was nothing on that particular site, but the 1889 insurance atlas for St. John's does show a two-storey hose house south of where the building was to be constructed.

The fire hall building was constructed from 1893 to 1894, and is visible on the 1893-1907 city insurance atlas. The building was of wooden construction, 3 ½ storeys high with an imposing five storey tower in the south east corner. At the time of its construction the tower would have had a most commanding view of the entire city, and was the perfect location for a fire lookout. It was officially opened July 8, 1895.

Originally constructed to stand alone, there were a number of additions made to the station over



the years. By 1914, a narrow wooden hook and ladder shed was constructed along the west face of the building, with an exterior alarm bell tower to the immediate south west of the building. The station had a two storey stable at the rear, one outbuilding also behind the station, and was listed as having offices on the second floor.

Around 1921 or 1922, and visible on maps from 1925, the hook and ladder shed had been replaced with a two storey, shed roof addition, with two bays for trucks or wagons in the front facade. The addition had a dormitory at the front and rear of the second storey, with a large drill room in the centre. By 1925 as well, there was a two storey stable to the rear of the station proper, and the original outbuilding had been joined to the main hall by the construction of a one storey linking building.

The main floor of the station was used for the engines, cars and "all the necessary equipment for fighting fires" (City 26). The upper storeys were used as barracks for firefighters. A 1920 article in the *Newfoundland Quarterly* noted that:

Very excellent quarters have been provided for the single men of the Department [sic], who were formerly scattered in different parts of the City. They have a very large and airy dormitory and a dining room, kitchen, reading room and recreation room provide them with suitable conveniences. Everything is kept in a very clean and orderly manner. Other points of interest to the visitor are the drill room and apparatus controlling the fire signals throughout the City (City 26).

The upper levels of the Central Fire Hall, along with the East and West stations, also served as barracks for single constables of the Royal Newfoundland Constabulary until 1936. The words of a former constable barracked in the Central Fire Hall differ greatly from the glowing description of the *Newfoundland Quarterly* writer:

There were the fire trucks on the main floor, and some of them seventeen- or eighteen-hundred-pound horses were out in the back. In the morning around seven o'clock now, they'd start up the fire engines. Of course as soon as they started up the engines you know, the fumes from the trucks, the smell of the barn, and everything would just be stirred up, and it used to come right up through the three floors, right up the pole to the third. We slept there with the stink of that. We didn't have cots, we had bunks built up on the side of the wall. The hay was stored in another part of it there, and the fleas would get in the hay. There was fleas, and you name it. It was never as bad as that out to the seal fishery in my time (Kenny and Wentzel, 26).

In spite of the stink and the fleas, the Central Fire Station continued to use horses and stable them on site. As late as 1935, the station still housed a 1895 horse-drawn Merryweather model pumper.

Starting in the mid 1930s however, there were a number of changes made to the Fire Department,

largely the work of Patrick O'Neill. Patrick J. O'Neill was born at Witless Bay on March 10, 1883 and entered the police force in 1903. He was promoted to Sergeant in 1907, Head Constable in 1920, Superintendent in 1922, and on August 8 1934 was appointed to the new office of Chief of Police and Head of the St. John's Fire Department.



As Head of the Department, O'Neill was instrumental in its reorganization. His aim was to put the department on a footing equal to or better than departments elsewhere. His improvements included instituting a system of promotions and retirements, and an increase in numbers of paid employees to a total of forty men by 1935. O'Neill was also responsible for updating the city's fire alarm system and ordering two additional fire engines (Fox 124).

Changes in fire fighting technology, organization of the department, and deficiencies in the old wooden station meant that a new station was required. According to a dated photograph in the July 1937 edition of the *Newfoundland Quarterly*, the wood fire hall was standing on May 2nd of that year. Then, on the 25th of May, 1937, then Governor Humphrey Walwyn wrote the following letter to The Right Honourable Malcolm MacDonald, M.P., Secretary of State for Dominion Affairs:

I have the honour to inform you that it is necessary to build a new Central Fire Hall to replace the present building which was erected in 1894 and is a wooden structure consisting of a three-storey main block with a two-story side annex and a single-story rear annex. It was used jointly as a fire station and a residence for the unmarried men of the Newfoundland Constabulary until early in 1936 when the police were transferred to the newly erected barracks. In October last the Chief Engineer of the Department of Public Works made a detailed examination of the building. He reported that the whole structure was distorted to an alarming degree, beams were deflected and generally the building was in a most unstable condition. He advised that any attempt to strengthen the structure would be a waste of money. The building has been under constant observation and, to prevent an immediate collapse, it has been necessary to augment the trusses which carry the main floor.

2. To continue the use of the present building for any extended period would be to risk disaster and it is therefore a matter of urgency to proceed with the erection of a new fire station with the greatest possible dispatch. Plans have been prepared for a new concrete and steel framed structure 79 feet long x 68 feet wide consisting of a partly excavated basement, ground floor and upper floor.

The excavated portion of the basement (79 feet x 22 feet) contains the furnace room, fuel store, a small ammunition room and a miniature rifle range for police use. The whole of the ground floor is taken up with the fire fighting apparatus and stalls for five horses.

The upper floor provides the following accommodation:-

Dormitory for Firemen	30' 0" x 27' 0"
Day room for Firemen	31' 6" x 13' 0"
Tailor's Workshop	31' 0" x 17' 0"
Superintendent's Office	10' 6" x 7' 0"
Superintendent's Bedroom	11' 0" x 11' 0"
Officers Bedroom	11' 0" x 10' 6"
do.	11' 0" x 9' 0"
Police Drill Room	34' 0" x 27' 0"
Lavatory (3 W.C's, Urinal, 1 Bath, 1 Shower)	20' 0" x 11' 0"
Hay Store	27' 0" x 10' 6"
Feed Bins	25' 0" x 11' 0"

A hose-drying tower runs from the ground floor to the top of the building. A separate entrance to the drill room has been provided for the police. All external and basement walls are concrete. The rooms on the upper floors are formed by plastered wood stud partitions. The basement and ground floors are of concrete and the upper floor of wood supported by steel girders. The roof is covered with pitch and gravel. Steel window sashes are used throughout the building and the apparatus doors are specifically designed for rapid opening. The building is heated by low pressure steam radiators.

3. It is estimated that the new building will cost \$60,000 and, as it is proposed that the work should be begun with the least possible delay, the Commission of Government would be glad to receive by telegraph your authority to proceed. Provision has been included in the draft Estimates for 1937-38 (GN 38).

Demolition of the old structure and the construction of the new hall was underway at least by August of 1937, with a Mr. Thompson acting as foreman. The modern Central Fire Station was officially opened in 1938, the same year as a new Police Drill Hall was also opened at Fort Townshend. The building first appears on the 1942 Ryan map of St. John's.

The current fire hall is one of the older poured concrete buildings standing in St. John's. It is designed in a restrained Classical Revival style, most evident in its use of heavy exterior pilasters and heavy



cornice moulding. The building has a symmetrical facade, with large garage doors. Plans for the building were largely drawn up by a "C.H.C." of the Department of Public Works, while the steel framing plans for the building were drawn up by the United States Steel Products Co. and the American Bridge Co., of New York. The glass for the building was provided locally by Thomas Glass.

The building was constructed with a very slight pitch to the roof (1 in 48). Revised plans included a skylight over the tailor's shop and the inclusion of a quartermaster's store, also with a skylight. Originally, this building had multi-pane casement windows in the upper storey, with the lower storey windows being larger 12 pane windows, with the upper central 4 panes forming an operable awning style window. These windows were kept in the building at least until 1963. At some point after this they were replaced with windows of a more modern material and design, although the original window openings were maintained. Plans were also drawn up in 1943 for changes to the original kitchen and dining room layout, and additional plans for a large built in refrigerator were drawn up in 1944. Changes were proposed to the main doors in 1950, which had apparently been the cause of some problems. In 1952, further plans were drawn up for the construction of the drill tower which stands today to the north west of the building.

## West End Fire Station

The Central Fire Station was supported by two sister stations, and two smaller sub-stations. The original West End Fire Station, or Fire Station #3, was constructed on New Gower Street, at the intersection of New Gower Street and what was then Bambrick's Street, close to the Horwood Lumber lot off Springdale Street. The exact date of its construction is not known, but a wooden building is shown, labelled as "Western Fire Station 3" on the 1880-1889 insurance atlas, with a 1 ½ storey stable at the rear and an "Alarm Bell" located quite close to the middle of New Gower Street. This structure was probably quite similar to that built by the Central Fire Station. The same fire station building is shown on the 1893-1902 insurance atlas, but the alarm bell was apparently moved off the street by this time.

The West End station was equipped circa 1895 with 1 steam fire engine, 1 horse hose reel, 2 Badcock chemical extinguishers, 2000 feet of hose, 3 horses, 6 men and 8 fire alarm boxes (Fox 95). By 1920 the station also boasted an American-LaFrance motor car, a combination chemical engine and hose car, with a 105 horse power six cylinder motor and ten inch electric searchlight. Concerns were raised at the time whether such a contraption would be able to navigate the winter streets of St. John's (City 26-27).

The West End Fire Station was on New Gower Street at least until July 1931, as it appears on dated maps drawn for the widening of the street. Like the old Central Station however, the wooden station had its fair share of problems. In November of 1938, Superintendent M. Codner wrote that the main stringers supporting the main floor of the building were so rotten, that there was a danger of the fire engine falling through the floor!



There were other reasons for a new station as well. In September of 1941, the Commissioner for Justice and Defense wrote,

I am very much alarmed at the rapidity with which all land in the vicinity of Cornwall Avenue is being built up. In another twelve months there will be practically nothing left. I therefore urge most strongly that a piece of land be acquired immediately for the purpose of the West End Fire Hall, and held until we are in a position to build. The area west and north of LeMarchant Road and Cornwall Avenue has, as you are aware become thickly populated in recent years and the expansion no in that direction has increased and continues to increase with great speed. It is essential for the protection of that area that a fire station should be placed there. In that location it will act as a protection for the lower part of the town to the same extent as the present Fire Hall (GN 13).

As a result, a more modern facility was constructed on LeMarchant Road, c1942. Unlike the Central Fire Station, the new West End Station was designed by an architect outside of the Department of Public Works. The building was designed by the firm of William D. McCarter, Architect, who had his offices in the Royal Bank Building, St. John's. Between 1942 and 1944, the firm drew up a very detailed series of blueprint plans, diagrams and sections, which have been deposited into the collections of the Provincial Archives.



The building at #205 LeMarchant Road first appears on the 1942 Ryan map of St. John's as an L-shaped concrete building. On the 1946 Insurance Atlas, the building is drawn as having 2 storeys and a basement, with stables at the rear. Interestingly, Bennett's Brook is shown on the 1942 plan as flowing to the west of the building, while the 1946 plan shows the brook flowing directly underneath the structure. For a number of years, both the LeMarchant Road Station and the wooden New Gower station were used. Operations shifted entirely to the LeMarchant location in 1945, and the old station was demolished in June of 1946.

## East End Fire Station (Fire Station #2)

The East End Station on Duckworth Street is the newest of the three downtown fire halls. Like the

Central Station, it is the second fire hall on the site. Before the Great Fire of 1892, the spot was occupied by the Water Works pipe yard, and specifically by the pipe yard workshop and stores. The original station was constructed c1893-1895, and first appears on the 1893-1902 insurance atlas.

The original building was a wooden 3 ½ storey structure, with a two storey stable/hayloft in the rear. Its original 1895 equipment included 1 steam fire engine, 1 horse hose reel, 2 Badcock chemical extinguishers, 2000 feet of hose, 3 horses, 6 men and 15 fire alarm boxes (Fox 95). By 1925 it had introduced a motor combination chemical truck, and an ambulance wagon. By 1946 it had added a set of extension ladders. Photographs from the late 1940s show the wooden building still in existence.

Again, as time wore on, the wooden structure became less and less usable. From a series of letters to his superiors spanning several years, it seems that the then Superintendent F. Vivian fought an ongoing battle to keep the building in one piece. By 1942 the building was apparently in danger of collapse, and while repairs stabilized the building, it was the start of the end. By the mid forties there was no hot water for cleaning or other purposes. The windows were in deplorable condition, some falling out, many with no putty, forcing officers to move their beds to avoid rain and snow falling on them. Even the brass fireman's pole was in bad shape, sinking into the soft ground, and despite temporary fixes, unusable in times of emergency.

On July 8th, 1947, Vivian wrote,

The apparatus floor is of rough timber and holds dust and dirt which makes it impossible for it to be swept or washed clean. The floors in the dormitory and bedrooms are warped and twisted to such an extent that it even makes walking dangerous, this is due to the building sagging over a period of years. The window frames and sashes are practically falling out on the street. The chimney has been smoking for a long time and a short while ago it was swept and it still smokes, which makes life very uncomfortable when men are arranging their meals. The range is a very large one, infact [sic] it is a ship's range which has been in use for a number of years and it in my opinion has outlived its usefulness. The dining-room and kitchen where the men have to prepare and eat their meals is in a desperate condition which is due to the dilapidated condition of the building. The electric wiring is a knob and tube job and is definitely a fire hazard (GN 13).

Vivian closed his letter with the hope that "arrangements will be made within the year to have the East End Station replaced by a new one, as this is urgently needed" (GN 13). Apparently, his letters work, and the building was replaced with a concrete structure similar in design to the west end station. This building was designed by the Department of Public Works, with plans drawn up by the same "CHC" who drew up the plans for the Central Fire Station. A series of plans, dating from January to July of 1948, are currently on file at the Provincial Archives.



On the 1962 St. John's Insurance Atlas, the wooden fire hall has been replaced by the modern reinforced concrete station, two storeys high with a basement, very similar in design to the West End Station. The building is currently owned by the City of St. John's, and administered by the Department of Building and Property Management.

## Sub-Stations

In addition to the three main stations, there were also two smaller sub-stations. The first was on Cookstown Road, at the intersection with Freshwater Road. This was a 1 ½ storey detached concrete building, with a 20,000 gallon capacity water storage tank. On the 1925 insurance atlas it is listed as a sub fire station, housing one steam engine, one hose reel, and 1,000 feet of hose. It first appears on the 1893-1907 insurance atlas listed as a "Fire Engine House". By 1920, there was also a fire hall on the Southside equipped with a hand fire engine, hose reels and ladders (City 27).

## Heritage Recommendations Central Fire Station

- The Central Fire Station is one of the oldest poured concrete buildings standing in the city, and is somewhat unique in an architectural context. Of the three downtown concrete fire stations, this is the finest example. It is in good condition, and is something of a local landmark. Given the construction of the building, it would be very difficult to move.
- If the building is to be demolished, it is the recommendation of the Heritage Foundation of Newfoundland and Labrador that proper steps be undertaken to ensure the building is properly documented. This should include a complete photographic record of the interior and exterior of the building and its demolition. Copies of all documentary material should be deposited in the collections of the Heritage Foundation of Newfoundland and Labrador, and the City of St. John's Archives.

## Central Fire Station Additional Photographs



Front Facade, pilaster and door detail



Firefighters' Monument



Fire Station, rear facade



Training Tower

## References

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- "Fire Fighting and Prevention". Encyclopedia of Newfoundland and Labrador. CDROM version 1.2 Harry Cuff Publications Limited.
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- Fox, Arthur. The Newfoundland Constabulary. St. John's: Robinson Blackmore, 1971.
- GN 13/1/B Box #148, File #150 "Fire Halls (East and West)". PANL
- GN 38, S5-1-1, Commission of Government 1934-1948, Public Utilities, General Administration, 162/3. PANL
- Kenney, Paul and Sim Wentzell. On the Beat. St. John's: Harry Cuff Publications Ltd, 1990.
- "O'Neill, Patrick J". Encyclopedia of Newfoundland and Labrador. CDROM version 1.2 Harry Cuff Publications Limited.
- Shawyer, J. The Duckworth Heritage Inventory. Prepared for the City of St. John's, 1992

Historical fire hall photographs courtesy Helen Miller, Archivist, City of St. John's Archives. Photos of Central Fire Station courtesy Heritage Foundation of Newfoundland and Labrador, taken April 2000. Original archival research by Dale G. Jarvis, Heritage Preservation Officer, Heritage Foundation of Newfoundland and Labrador.

## List of Archived Drawings and Plans

### 1893 Central Station

Central Fire Hall (plans)  
no date, 100-H-031 1.4.2  
PANL R.G. 4.3 41/83 617-687

Proposed Addition to Central Fire Hall (Motor, Ladder, Truck Garage plans and elevations)  
no date, 100-H-001 1.4.2  
PANL R.G. 4.3 41/83 617-687

### 1937-38 Central Fire Hall

Details of Doorways, Drawn by CHC, Department of Public Works  
24 April 1937, 100-H-018 1.4.2  
PANL R.G. 4.3 41/83 617-687

Window Details, Drawn by CHC, Department of Public Works  
1 May 1937, 100-H-019 1.4.2  
PANL R.G. 4.3 41/83 617-687

Description Plans and Details of R.S. Beams and CI Columns,  
Drawn by CHC, Department of Public Works  
25 May 1937, Drawing No. S1, 100-H-014 1.4.2  
PANL R.G. 4.3 41/83 617-687

Floor, Foundation and Roof Plans, Drawn by CHC, Department of Public Works  
24 June 1937, Drawing No. 1, 100-H-035 1.4.2  
PANL R.G. 4.3 41/83 617-687

Plans and Details Plumbing and Heating and Electrical Services  
Drawn by CHC, Department of Public Works  
24 June 1937, Drawing No SM1, 100-H-029 1.4.2  
PANL R.G. 4.3 41/83 617-687

Reinforced Concrete Work - Beams, Slabs, Etc., Drawn by CHC, Department of Public Works  
25 June 1937, Drawing No. R.C1, 100-H-015 1.4.2  
PANL R.G. 4.3 41/83 617-687

North and West Elevations and Site Plan, Drawn by CHC, Department of Public Works  
27 June 1927, Drawing No. 3, 100-H-033 1.4.2  
PANL R.G. 4.3 41/83 617-687

South (Front) and East Elevations and Details of Cornice and Pilasters  
Drawn by CHC, Department of Public Works  
27 June 1927, Drawing No. 2, 100-H-032 1.4.2  
PANL R.G. 4.3 41/83 617-687

Section A-A, Section B-B, Drawn by CHC, Department of Public Works  
27 June 1937, Drawing No. 4, 100-H-034 1.4.2  
PANL R.G. 4.3 41/83 617-687

Central Fire Hall (framing), United States Steel Products Co. / American Bridge Co., New York  
16 July 1937, 100-H-005 1.4.2  
PANL R.G. 4.3 41/83 617-687

Revised Detail of Flashing, Drawn by CHC, Department of Public Works  
20 July 1937, 100-H-020 1.4.2  
PANL R.G. 4.3 41/83 617-687

Revised Layout of Ground Floor Steel Scheme B, Drawn by CHC, Department of Public Works  
Sept 27 1937, Drawing No. S2, 100-H-013 1.4.2  
PANL R.G. 4.3 41/83 617-687

Base Plate for Ground Floor Columns, Drawn by CHC, Department of Public Works  
2 Oct 1937, 100-H-021 1.4.2  
PANL R.G. 4.3 41/83 617-687

Plan Showing Revised Location and Layout of Dormitory and Details of Cubicles  
Drawn by CHC, Department of Public Works  
23 Oct 1937, Drawing No RD1, 100-H-025 1.4.2  
PANL R.G. 4.3 41/83 617-687

Revised Plan of First Floor, Drawn by CHC, Department of Public Works  
27 Oct 1937, Drawing No. R2, 100-H 028 1.4.R  
PANL R.G. 4.3 41/83 617-687

Revised Layout of Horse Stalls, Drawn by CHC, Department of Public Works  
Apr 22 1938, Drawing No. R3, 100-H-024 1.4.2  
PANL R.G. 4.3 41/83 617-687



Details of Hatch-way Ground Floor, Drawn by CHC, Department of Public Works  
Apr 26 1938, Drawing No. R4, 100-H-023 1.4.2  
PANL R.G. 4.3 41/83 617-687

Details of Shelving in Q-M Stores, Drawn by CHC, Department of Public Works  
30 May 1938, 100-H-022, PANL R.G. 4.3 41/83 617-687

Rifle Range, Drawn by CHC, Department of Public Works  
20 Sept 1938, 100-H-007 1.4.2  
PANL R.G. 4.3 41/83 617-687

Detail of Hose Hoist Block, Drawn by CHC, Department of Public Works  
30 Nov 1938, 100-H-017 1.4.2  
PANL R.G. 4.3 41/83 617-687

Plan of South East Corner of Basement Showing Kitchen and Dining Room for Firemen  
Drawn by CHC, Department of Public Works  
9 Nov 1943, 100-H-012 1.4.2  
PANL R.G. 4.3 41/83 617-687

North East Corner - First Floor (Dining Room and Kitchen)  
Drawn by CHC, Department of Public Works  
21 Nov 1943, 100-H-011 1.4.2  
PANL R.G. 4.3 41/83 617-687

Alterations (windows), Drawn by CHC, Department of Public Works  
11 Jan 1944, 100-H-009 1.4.2  
PANL R.G. 4.3 41/83 617-687

Details of Refrigerator, Drawn by CHC, Department of Public Works  
13 Jan 1944, 100-H-010 1.4.2  
PANL R.G. 4.3 41/83 617-687

New Stable for Fire Horses in Old Manure Pound. Drawn by CHC, Department of Public Works  
14 Feb 1944, 100-H-008 1.4.2  
PANL R.G. 4.3 41/83 617-687

Detail of Window Opening in Kitchen,  
10 May 1950, Drawn by TWS, 100-H-002 1.4.2  
PANL R.G. 4.3 41/83 617-687

Detail of Window Frame and Sashes for Kitchen Window,  
13 May 1950, Drawn by TWS, 100-H-004 1.4.2  
PANL R.G. 4.3 41/83 617-687

Details of #2 Rolltite Steel Frame with #1201 E.O. (Steel doors)  
22 Aug 1950, Drawing No C8773, 100-H-016  
PANL R.G. 4.3 41/83 617-687

Drill Tower Plans Elevations and Details, Drawn by CHC, Department of Public Works  
21 Aug 1952, 100-A-003 1.4.2  
PANL R.G. 4.3 41/83 617-687

Ground Floor Plan, Revised Plan  
no date, 100-H-030 1.4.2  
PANL R.G. 4.3 41/83 617-687

Isometric Drawing of Backstop Miniature Rifle Range  
no date, 100-H-006 1.4.2  
PANL R.G. 4.3 41/83 617-687

## New Gower Street Station

West Fire Station Stable  
100-H-014.161  
PANL RG 4.3 41/83 1211-1279

Detail Storm Sash, Drawn by CHC  
27 October 1942, 100-H-013  
PANL RG 4.3 41/83 1211-1279

## West End (LeMarchant Road) Station

Plan Showing Suggested Site for New West End Fire Hall  
12/2/42, Drawn by CHC, 100-H-012  
PANL RG 4.3 41/83 1211-1279

Complete blueprint series of Plans, Sections, Details and Elevations by  
William D. McCarter, Architect, Royal Bank Building, St. John's  
Drawn by FAC, dating 1942-1944  
PANL RG 4.3 41/83 1211-1279

## East End Fire Station

Preliminary Floor Plans, Drawn by CHC, Department of Public Works  
24 Jan 1948, 710A 3-1-1  
PANL RG 4.3 41/83 4571-4640

Floor Plans, Drawn by CHC, Department of Public Works  
1 March 1948, 710A 3-1-1  
PANL RG 4.3 41/83 4571-4640

Electrical Services, Drawn by CHC, Department of Public Works  
1 March 1948, 711-C-3-1-1  
PANL RG 4.3 41/83 4571-4640

East Fire Station (plans and sections)  
no date, 711-D-3-1-1  
PANL RG 4.3 41/83 4571-4640

Plumbing and Heating Plan, Fred W. Bishop, Heating and Piping Consultant  
April 1948, 711-A-3-1-1  
PANL RG 4.3 41/83 4641-4696

East Fire Station Erection Plan, Drawn for contractor Heap and Partners, Nfld Ltd.  
By the Ingalls Iron Works Co, Birmingham, Ala.  
23 April 1948, 710-E-3-1-1  
PANL RG 4.3 41/83 4641-4696

East Fire Station Columns, Drawn for contractor Heap and Partners, Nfld Ltd.  
By the Ingalls Iron Works Co, Birmingham, Ala.  
5 May 1948, 710-G-3-1-1  
PANL RG 4.3 41/83 4641-4696

Beams and Angles, Drawn for contractor Heap and Partners, Nfld Ltd.  
By the Ingalls Iron Works Co, Birmingham, Ala., 14 June 1948  
710-F-3-1-1, PANL RG 4.3 41/83 4641-4696

#433AX Hdwe. For Slidetite Door, 22 July 1948  
Drawn by KEJ for Richards-Wilcox Canadian Co, 710H-3-1-1  
PANL RG 4.3 41/83 4641-4696

Opening Mechanism for Centre Doors  
no date, Drawn by KEJ for Richards-Wilcox Canadian Co, 712-H-3-1-1  
PANL RG 4.3 41/83 4641-4696

Details of Automatic Firing, Fred W. Bishop, Heating and Piping Consultant  
28 Oct 1948, 711-B-3-1-1  
PANL RG 4.3 41/83 4641-4696

Revised Fixture and Piping Layout  
5 Feb 1949, F. Bishop  
PANL RG 4.3 41/83 4571-4640