

PORTLAND FIRE DEPARTMENT

1951 – Statistics and Information

Still Alarm	979	Actual Building Fires	219
Stills transmitted as Bells	82	Chimney Fires	90
Bell Alarms	192	Other Fires (grass, etc.)	268
A.D.T. Alarms	24	No fire, or needless	240
Total Alarms	1,277	Emergency Calls	137
		False Alarms	102
2-Alarm Fires	6	Out of City	0
3-Alarm Fires	0		
4-Alarm (General)	0	Known Fire Fatalities	0
Special Calls	6	\$ Loss	51,186

Alarms Answered by Fire Companies

Engine Co. # 1		Ladder Co. # 1	330
" # 2	115	" # 3	261
" # 3		" # 4	
" # 4		" # 5	
" # 5	426	" # 6	137
" # 6			
" # 7	89 (Fireboat)	Rescue Co. # 1	352
" # 8			
" # 9		Long Island	
" # 11	124	Great Diamond Is.	
" # 12	(Peaks Is.)		

Manual Force of the Department (179 Men)

Chief	1	Lieutenants	21
Deputy Chief	1	Privates	131
District Chiefs	3	Mechanic	1
Captains	18	Civilians	3

Volunteers Peak's Island Engine Co. 12 (in addition to the 2 on-duty Permanent Men)
Long Island Fire Company.
Great Diamond Island Fire Company.

Highlights

May 25 - \$45,000 one-story Firehouse at 212 Stevens Avenue opened for Engine 3 Quad. Engine 3 had been quartered at Central Station since 1947 because the quad truck was too long to fit inside the old 1849 two-story brick firehouse at 176 Brackett Street.

Fire Prevention Bureau and PFD fire companies performed 15,523 building inspections.

New Apparatus

Peak's Patrol – Jeep, in service 4/9/51. The old 1948 Jeep was traded in.

Apparatus In-service

Apparatus in Service					
<u>Assignment</u>	<u>Year</u> <u>In-service</u>	<u>Manufacturer, pump size, Other Information</u>			<u>Location</u>
Chief's car	1946	Chrysler <i>New Yorker</i>	Chief Oliver T. Sanborn		Central Station
District 1	1946	Buick <i>Road master</i>	Deputy Chief and District Chief		at E-4.
District 2	1941	Buick 41-51 sedan	District Chiefs		at E-8.
Fire Prev.	1945	Chevrolet sedan	Captain, Fire Prevention Bureau		Central, at E-3.
E-1	1944	Seagrave	1,250gpm,	100-gallon tank	Central
H.P. 1	1943	1942 Chevrolet	500gpm,	high pressure w/two turrets	Central
E-2	1929	Seagrave	1,000gpm,	80-gallon tank (old E-4)	Munjoy Hill
E-3	1947	Mack quad truck	750gpm,	100-gallon tank	Stevens Ave.
Tank 1	1942	1941 Dodge (rebuilt)	500gpm,	450-gallon tank	w/E-3.
E-4	1947	Seagrave	1,250gpm,	100-gallon tank	Spring St.
H.P. 4	1943	1941 Dodge	500gpm,	high pressure w/turret	w/E-4.
E-5	1937	Seagrave	1,250gpm,	100-gallon tank	Central
E-6	1929	Mack	1,000gpm,	80-gallon tank	Park Ave.
E-7	1931	General Ship Co.	6,000gpm,	90-foot all-steel diesel fireboat	Portland Pier
E-8	1926	American LaFrance	1,000gpm,	60-gallon tank	Deering Ave.
H.P. 2	1943	1942 Chevrolet	500gpm,	high pressure w/turret	w/E-8.
E-9	1924	American LaFrance	750gpm,	75-gallon tank (old E-5)	Arbor St.
Truck 6	1943	1942 Chevrolet	500gpm,	high pressure w/turret	w/E-9.
E-11	1938	Seagrave	500gpm,	100-gallon tank	Ocean Ave.
E-12	1938	McCann/Diamond-T	500gpm,	200-gallon tank	Peak's Island
Tank 12	1950	1948 Ford	250gpm,	750-gallon tank	w/E-12.
Peak's Patrol	1951	Jeep (new)	w/minor firefighting tools and stretcher		w/E-12.
Hose truck	1924	Reo	125gpm,	150-gallon tank (old H-11)	Long Island
Tank truck	1925	Mack	90gpm,	650-gallon tank (old Chem. 1)	Long Island
Tank truck	1943	1941 Chevrolet	front-500gpm,	400-gallon tank (old CD #8, T-8)	Cliff Island
Rescue 1	1948	International Metro body Panel truck, w/lifesaving devices			Central
L-1	1945	1944 Seagrave	65-ft. aerial ladder,	w/100-gallon tank	Central
L-3	1936	Seagrave	65-ft. aerial ladder,	w/100-gallon tank	163 Brackett St.
L-4	1945	1944 Seagrave	65-ft. aerial ladder,	w/100-gallon tank	Arbor St.
L-5	1923/28	1922 Seagrave/1928	Seagrave trailer, 1929 75-foot wooden aerial		Central
L-6	1929/38	Seagrave tractor-drawn, w/1938 85-ft. aerial ladder, 80-gallon tank			Park Ave.
	1943	Chevrolet ½-ton	Supply truck	Service Division	Central
	1940	Chevrolet ½-ton	Shop truck, <i>Mechanic</i>	Repair Division	Park Ave.
	1943	1941 Dodge 1½-ton	long-bed service truck	T-10 (former CD truck)	at E-9.
<u>Fire Alarm</u>	1949	Ford sedan	Assistant City Electrician (<i>Superintendent</i>)		Federal St.
	1945	Studebaker sedan	Electrical Inspector	Fire Alarm Division	Federal St.
	1949	Ford panel truck	Linemen truck	Fire Alarm Division	Federal St.
<u>In-reserve</u>	1920	Seagrave	750gpm,	75-gallon tank (old E-4, 3)	Central
	1929	McCann	1,000gpm,	100-gallon tank (old E-2)	at E-9 rear shop.
	1924	American LaFrance	City service ladder & chemical (old L-1)		at E-2.
	1921	Reo	Hose & chemical	(old PI H-12)	at E-11.
	1930	Ford	250gpm,	270-gallon tank (old Long, Cliff Is.)	at E-8.
			7-exercise/hose sleds and 5-hose pungs.		

<u>Appointed</u>	<u>Provisional</u>	<u>Came to Work</u>	
	Stanley M. Bailey	5/19/51	
	Robert T. Bachelder	6/2/51	
	Lineman Vincent T. Kane	1/29/51	(Fire Alarm Electrical Division)
<u>Transfer</u>	Richard K. Fogg (3/1/45)	11/13/51	(to Fire Alarm as an Operator)
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<u>Resigned</u>		<u>Resigned</u>	
	Provisional Joseph H. Mitchell	5/5/51	
	Private Donald G. MacKenzie	8/30/51	
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<u>Pensioned</u>		<u>Retired</u>	
	Private Joseph E. Smith	4/27/51	
	F.A. Operator Daniel E. Ward	10/5/51	
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<u>Deaths</u>		<u>Died</u>	
	F.A. Operator Alfred C. Stults	1/21/51	(died active)
	Captain Dwight F. Tinkham	5/18/51	
	Private Fred G. Ward	7/13/51	

MD 4/26/16.

FIRE DEPARTMENT PORTLAND

Headquarters, Central Fire Station, 380 Congress

BOARD OF ENGINEERS

Oliver T. Sanborn, chief engineer; Charles F. Feeney, deputy chief; Joseph N. Fortier, dist. chief; Harry W. Marr, dist. chief, Carl P. Johnson, dist. chief.

FIRE ALARM—118 Federal, Fred W. Barnes, supt.
ENGINE 1—380 Congress, Frank J. Mullins, capt.
ENGINE 2—134 Congress, John C. Murray, capt.
ENGINE 3—380 Congress, Eric I. Abrahamson, capt.
ENGINE 4—157 Spring, Edward M. Hopkins, capt.
ENGINE 5—380 Congress, Nelson H. Huff, capt.
ENGINE 6—295 Park av., James L. Beecher, capt.
ENGINE 7 (Fire Boat)—Maine State Pier, Eugene P. Temple jr., capt.

ENGINE 8—533 Deering av. Charles E. Ross, capt.
ENGINE 9—9-11 Arbor, William H. Johnson, capt.
RESCUE CAR 1—380 Congress, Arthur Murdock, capt.
LADDER 1—380 Congress, Thomas H. Markley, capt.
LADDER 3—163 Brackett, Haswell M. Bruns, capt.
LADDER 4—9 Arbor, Lawrence H. Murray, capt.
LADDER 5—380 Congress, John E. Tolan, capt.
LADDER 6—295 Park av. Elmer E. Freeman, capt.
ENGINE 11—579 Ocean av. Michael J. Carlson, capt.
ENGINE 12—Peaks Island, Leslie R. MacVane, capt. Malcolm M. Murray, lieut.

Fire Losses Hit New Low In Portland

Fire losses in Portland last year amounted to only \$51,186, the lowest since the fire department began keeping records in 1911, Fire Chief Oliver T. Sanborn's annual report showed Monday.

The previous record was \$68,312 set in 1948.

No record will be set this year, however, since the James Fruit Co. fire last month started the year off with a damage figure of about \$150,000.

The department received 1,277 calls last year, nearly 25 per cent less than in 1950, Sanborn reported.

He felt the new record was due to efficient fire prevention inspections, cooperation of Portland people and the fact that they are "more fire conscious." The department made 15,523 inspections during the year.

Sanborn again urged replacement of several nearly obsolete fire engines and modernization of the older fire stations, which he recommended last year.

Three engines, he pointed out, have been in service 23 years; one 26 years; one 28 years; and one 30 years. The fireboat's five motors are 21 years old and must be replaced soon, he said.

(The City Council appropriated \$10,000 last year and \$5,000 this year for a start on a replacement program.)

Sanborn recommended taking over the former fire station on India Street for a repair shop and storage, demolishing the storehouse on Ocean Avenue and selling the engine house on Brackett Street.

Some of the older stations need modernization to accommodate the number of men now assigned to them, he said.

"When they were built, sleeping accommodations only, for one or two men, were necessary, and no cooking facilities were required. In two of the stations, the men are required to do their cooking in the basement."

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P-1.

Rosemont Fire Station Manned

Portland's new \$45,000 Rosemont fire station, on Stevens Avenue, was in full operation today.

Its regular crew went on duty at the station at 6 p. m. Thursday, Fire Chief Oliver T. Sanborn announced.

This crew, with its "quad" pumper has been organized five years, but assigned to Central fire station, pending construction of the new station in Rosemont.

A City move to start construction last year was the final step in a 26-year program that finally resulted in a Class A fire insurance rating for the city, with a consequent saving of thousands of dollars in insurance rates.

The new station was built by Samuel Aceto Company. Architects were John Howard Stevens and John Calvin Stevens II.