

ANNUAL REPORT OF THE CITY OF PORTLAND, MAINE

For the Year 1929

Financial Year Runs from January 1st
to December 31st, Both Inclusive

SIXTH YEAR

Under Council Manager Form
of Government

ANNUAL REPORT OF THE PORTLAND FIRE DEPARTMENT

From January 1, 1929, to December 31, 1929, inclusive

The Department responded to 1,261 alarms, classified as follows:

Box alarms,	444	Actual fires,	834
Still alarms,	817	No fire or needless,	285
	—	Emergency calls,	19
	1,261	False alarms,	81
		Multiple alarms,	33
		Special calls,	3
		Out-of-town,	6
			1,261

This is the greatest number of alarms ever received by the Department in any one year.

The fire loss for the year amounts to \$894,626.02. This is the largest fire loss suffered by the City since the year 1922. Of this loss \$448,688.29 or 75 % of the total amount resulted from two disastrous fires, namely, the Emery-Waterhouse fire, which occurred August 17, and the Portland Terminal fire, which occurred September 16. The seriousness of the Emery-Waterhouse fire may be accounted for as a result of a delayed alarm, the entire building being involved before the Department was notified. At the Terminal fire, the presence of a large quantity of highly inflammable liquid caused the fire to spread so rapidly that the entire plant was involved in a very short space of time.

In addition to the above mentioned fires there were 35 others with a loss of over \$1,000.

The total loss resulting from these 37 fires amounts to \$561,544.18. In other words, 4.4% of the fires which occurred during the year were responsible for 94.4% of the total loss.

LOSS AND INSURANCE

Value of Property Involved	\$8,190,055.75
Insurance Thereon	4,499,094.27
Insurance on Buildings	3,496,791.75
Loss on Buildings	420,810.94
Insurance on Contents	1,002,302.52
Loss on Contents	173,815.08
Loss on All Property	594,626.02
Exposure Loss (included above)	698.46
Uninsured Loss	6,153.55

Actual Fires	834
Nothing used by the Department	151
Fires Extinguished by the Department	683
	834

METHOD OF EXTINGUISHMENT

With Chemicals	540, or 79 %
With Chemicals and Hydrant Streams	57, or 8.3%
With Hydrant Streams	68, or 9.9%
With Hydrant and Engine Streams	18, or 2.6%

Loss Per Capita, \$7.73.

Number of Fires Per 1,000 Population, 8.2.

Per Cent of Fires Confined to Place of Origin, 99.29%.

Per Cent of Loss to Total Value of Property Involved, 7.2%.

NUMBER OF FIRES WITH LOSS OVER \$1,000

1918	23	1924	46
1919	28	1925	37
1920	34	1926	43
1921	43	1927	27
1922	47	1928	34
1923	35	1929	37

FIRE PREVENTION ACTIVITIES

The average number of inspections were made by members of the Department during the year and records of the same were filed in the office. The necessity and importance of this work is so great that there should be a Fire Prevention Bureau organized with one man in charge of all the inspection work.

DRILL SCHOOL

The efficiency of the Department was greatly increased during the year by the establishment of a drill school. During the spring one of the officers was assigned to the Boston drill school, which he attended for the full course. At the completion of the course he was given an Instructor's certificate. Upon his return a set of evolutions and fundamental instructions were drawn up which were spread out over a ten weeks' period. With this man as the Instructor the school was organized and every member of the Department on active fire duty was required to attend 8 classes, giving up part of his time off in order to do the work.

The results obtained were very gratifying, the men became more proficient in their work, and it is the intention to carry this work on every year.

FIRE ALARMS—LOSSES AND INSURANCE FOR THE YEAR 1929

Month	ALARMS		Loss		INSURANCE	
	Boxes	Stills	Buildings	Contents	Buildings	Contents
Jan.	22	91	\$ 2,588.79	\$ 3,794.34	\$ 65,800.00	\$ 62,700.00
Feb.	33	64	11,057.59	12,307.52	715,470.00	66,450.00
Mar.	24	54	13,488.99	9,004.83	579,387.00	79,577.52
Apr.	49	95	15,759.41	2,282.45	230,300.00	13,200.00
May	31	77	2,624.83	1,375.46	178,122.00	16,700.00
June	31	31	3,657.98	546.49	49,200.00	5,900.00
July	56	81	5,925.37	712.50	43,446.51	3,900.00
Aug.	29	58	41,239.34	101,385.58	817,000.00	288,000.00
Sept.	32	55	293,313.72	20,899.45	429,670.00	405,500.00
Oct.	47	55	12,556.02	3,916.64	183,250.00	7,900.00
Nov.	38	58	5,387.69	1,252.97	68,889.00	13,550.00
Dec.	53	98	13,211.21	16,336.85	136,256.74	38,925.00
	44	817	\$420,810.94	\$173,815.08	\$3,496,791.75	\$1,002,302.52

COMPARATIVE STATEMENT OF LOSS

YEAR	ALARMS	Loss
1910	384	\$379,355.46
1911	569	200,221.91
1912	512	251,038.94
1913	524	117,584.07
1914	601	388,387.24
1915	717	313,840.40
1916	554	370,403.63
1917	576	260,137.43
1918	627	233,151.06
1919	586	285,895.17
1920	573	247,511.82
1921	644	440,360.33
1922	738	662,755.54
1923	789	222,463.38
1924	1,000	325,920.60
1925	991	447,692.02
1926	1,124	375,165.95
1927	946	345,038.02
1928	1,052	152,987.26
1929	1,261	594,626.02

MANUAL FORCE OF THE DEPARTMENT

The manual force of the Department consists of 119 permanent members, classified as follows:

Chief,	1	Lieutenants,	17
Deputy Chief,	1	Enginemen,	8
District Chief,	1	Mechanic,	1
Captains,	18	Privates,	72

There are 9 call men attached to the Department. At Peak's Island there is a volunteer force of 10 members in addition to the 4 permanent members. At Long Island, Diamond Island, and Cliff Island, men are employed to care for the fire apparatus.

APPARATUS

The year 1929 marked the passing of the horses and the complete motorization of the Department. The fire fighting equipment was increased by the purchase of three (3) 1,000-

gallon triple combinations, and one (1) 75-foot aerial ladder, all of which were delivered and placed in commission during the year. The three pair of horses which were replaced by this modern equipment were placed in good homes.

The Reo hose carts formerly in service at Engine 2 and Engine 9 were reconditioned and assigned to Engine 4 and Engine 8 as hose tenders.

The 750-gallon Seagraves pumper, in service at Engine 4, was overhauled, equipped with pneumatic tires, painted, and assigned to Engine 3; one of the new 1,000-gallon pumpers being assigned to Engine 4.

APPARATUS IN SERVICE

3 automobiles for chief officers.

1 motor pumper and hose combination (1,000 gallons).

2 motor pumpers and hose combinations (750 gallons).

4 motor pumpers and hose combinations equipped with booster tank (1,000 gallons).

1 motor pumper and hose combination equipped with 35-gallon chemical (350 gallons).

2 motor hose and chemical combinations.

2 motor chemical engines.

3 motor chemical and ladder combinations.

1 85-ft. aerial ladder truck, tractor-drawn.

1 75-ft. aerial ladder truck, tractor-drawn, equipped with booster tank and pump.

1 fire boat.

2 chemical jumpers, hand-drawn (60 gallons each).

1 hose wagon, hand-drawn.

1 motor hose wagon, equipped with two turret pipes.

2 motor hose and chemical combinations.

1 motor supply truck.

1 motor repair truck.

1 Ford roadster, hydrant work in Deering section.

APPARATUS IN RESERVE

1 tractor-drawn steamer.

1 self-propelled steamer.

4 horse-drawn steamers.

- 6 horse-drawn hose wagons.
- 4 double exercise and coal wagons.
- 1 single exercise and coal wagon.
- 7 double exercise and coal sleds.
- 2 single exercise and coal sleds.
- 6 double hose pungs.
- 1 single hose pung.

HOUSES

Extensive work was done on the outside of several of the stations during the past year.

Repairs, including necessary carpenter work, gutter and conductor replacements, were made on the stations occupied by Hose 11, Engine 9, Engine 2 and Ladder 3. These buildings were also painted.

The station on India Street, occupied as a repair shop, was vacated and the building rented to outside parties.

The shop was moved to the building on Park Avenue occupied by Engine 6. Numerous repairs and alterations were necessary in order to make this change, and included rewiring the entire building and the installation of a larger heater.

The apparatus room of the station on Spring Street occupied by Engine 4 was enlarged by removing some of the horse stalls in order to make room for a hose tender, and a new hardwood floor was laid.

A tower for drying hose was built at station 11.

HOSE

4,000 feet of 3-inch hose was purchased to conform with the requirements of the Underwriters that 100 feet be carried on each piece of apparatus.

Following the Terminal fire 2,000 feet of 2½-inch hose and 500 feet of 3-inch hose was purchased to replace hose destroyed.

About 2,000 feet of hose failed to pass the yearly pressure test and was condemned.

The supply of hose in service is as follows:

First class, 2½-inch hose,	5,500 feet
Second class, 2½-inch hose,	33,000 feet
	<hr/>
	38,500 feet
First class, 3-inch hose,	6,100 feet
Second class, 3-inch hose,	100 feet
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	6,200 feet
Second class, 3½-inch hose,	50 feet
¾-inch water hose,	450 feet
¾-inch Chemical hose,	3,250 feet
1-inch Chemical hose,	1,250 feet

HYDRANTS

New hydrants were installed at the following locations:

Middle Street at Plum Street.

Fore Street at Dana Street.

Milk Street at Market Street.

Commercial Street at Market Street.

Oak Street opposite Shepley Street.

State Street at Danforth Street.

Washington Avenue near No. 904.

Maine Avenue, 700 feet north of Washington Avenue.

Maine Avenue, 1,500 feet north of Washington Avenue.

Maine Avenue at Ray Street.

Massachusetts Avenue at Elizabeth Road.

Bolton Street at Congress Street.

Sidewalk loweries were removed and post hydrants installed as follows:

Park Street opposite Gray Street.

No. 123 Center Street.

The following hydrants were replaced on account of being damaged:

St. Lawrence Street at Congress Street.

No. 392 Auburn Street.

Danforth Street at St. John Street.

Danforth Street at Maple Street.

Brentwood Street at Leland Street.

Veranda Street at Dalton Street.

PENSIONERS

The following retired members of the Department were removed from the pension roll on account of death:

Captain Frank P. Burnham, February, 1929.

Captain Howard O. Merrill, June, 1929.

Lieut. Charles R. Whitcomb, February, 1929.

Private Edward H. Johnson, February, 1929.

DEATHS

The following active members of the Department died during the year:

Private William Hieber.

Captain William E. Fuller.

RECOMMENDATIONS

Recommendations made by Chief of Department are as follows:

That a few permanent men be added to the Department each year, in order to meet the requirements of the Underwriters.

That money be appropriated with which to build a cellar under the fire station at Peak's Island and to repair two or three more of the fire stations in the city proper.

That recommendation made previously in regard to discontinuing the use of fire stations for polling places be given serious consideration.

That the fire boat be replaced by a modern up-to-date boat, and that a fire station be erected in the Rosemont section.

ROSTER OF DEPARTMENT

OLIVER T. SANBORN, *Chief*

ALBION H. MOULTON, *Deputy Chief*

WILLIAM R. READ, *District Chief*

ENGINE COMPANY No. 1

Station, Nos. 396-398 Congress Street

Seagraves combination pumper (1,000 gallons capacity),

carrying 1,300 feet of 2½-inch hose, 200 feet of 3-inch hose and 38 feet of ladders.

Melvin G. Frank, *Captain*

One lieutenant, one engineman, four privates, three call men.

ENGINE COMPANY No. 2

Station, No. 134 Congress Street

McCann triple combination gasoline pumper (1,000 gallons capacity), carrying 1,400 feet of 2½-inch hose, 200 feet of 3-inch hose, one 100-gallon booster tank with 200 feet of 1-inch hose and 36 feet of ladders.

Charles F. Feeney, *Captain*

One lieutenant, one engineman, three privates, four call men, one substitute.

ENGINE COMPANY No. 3

Station, No. 176 Brackett Street

Seagraves combination pumper (750 gallons capacity), carrying 1,400 feet of 2½-inch hose and 200 feet of 3-inch hose and 40 feet of ladders.

Timothy E. Quinlan, *Captain*

One lieutenant, one engineman, three privates.

ENGINE COMPANY No. 4

Station, Nos. 155-157 Spring Street

Seagraves triple combination pumper (1,000 gallons capacity), carrying 1,300 feet of 2½-inch hose and 200 feet of 3-inch hose, 80-gallon booster tank with 250 feet of 1-inch hose and 38 feet of ladders.

Edward T. Honan, *Captain*

One lieutenant, seven privates, one substitute.

ENGINE COMPANY No. 5

Station, Nos. 396-398 Congress Street

American LaFrance combination pumper (750 gallons

capacity), carrying 1,250 feet of 2½-inch hose and 200 feet of 3-inch hose, 26 feet of ladders.

One lieutenant, one engineman, six privates.

ENGINE COMPANY No. 6

Station, No. 295 Park Avenue

Mack triple combination pumper (1,000 gallons capacity), carrying 1,400 feet of 2½-inch hose and 200 feet of 3-inch hose, one 80-gallon booster tank with 250 feet of 1-inch hose, 36 feet of ladders.

William F. Moulton, *Captain*

One lieutenant, one engineman, four privates, one substitute.

ENGINE COMPANY No. 7

Station, East Side of Portland Pier

Steam fire boat, equipped with two first size Amoskeag pumps. Monitor nozzle on forward deck and top of pilot-house, carries 3,000 feet of 2½-inch hose.

John M. Wallace, *Captain*

One lieutenant, three enginemen, one private.

ENGINE COMPANY No. 8

Station, No. 536 Deering Avenue

American LaFrance triple combination pumper (1,000 gallons capacity), carrying 1,400 feet of 2½-inch hose and 200 feet of 3-inch hose, one 60-gallon tank with 250 feet of 1-inch hose, 32 feet of ladders.

Amos S. Knight, *Captain*

One lieutenant, seven privates.

ENGINE COMPANY No. 9

Station, Nos. 9-11 Arbor Street

American LaFrance triple combination pumper (350 gallons capacity), carrying 1,550 feet of 2½-inch hose and 200 feet of 3-inch hose, one 35-gallon chemical tank with 250 feet of 1-inch hose, 36 feet of ladders.

George W. I. Stevens, *Captain*

One lieutenant, five privates.

LADDER COMPANY No. 1

Station, Nos. 396-398 Congress Street

American LaFrance combination ladder and chemical truck, carrying 325 feet of ladders, one 35-gallon chemical tank with 250 feet of 1-inch hose.

Joseph A. Cooper, *Captain*

One lieutenant, six privates.

LADDER COMPANY No. 3

Station, No. 163 Brackett Street

Indiana combination ladder truck and chemical, carrying 320 feet of ladders, two 35-gallon chemical tanks with 500 feet of chemical hose.

Joseph L. Blake, *Captain*

One lieutenant, four privates.

LADDER COMPANY No. 4

Station, Nos. 9-11 Arbor Street

American LaFrance combination ladder truck and chemical, carrying 325 feet of ladders, one 35-gallon chemical tank with 250 feet of 1-inch chemical hose.

Frederick C. Larsen, *Captain*

One lieutenant, four privates.

LADDER COMPANY No. 5

Station, Nos. 396-398 Congress Street

Seagraves 85-foot aerial truck (tractor-drawn), equipped with ladder pipe, carrying 465 feet of ladders.

Charles H. Mayberry, *Captain*

One lieutenant, four privates.

LADDER COMPANY No. 6

Station, No. 295 Park Avenue

Seagraves 75-foot combination aerial ladder truck, equipped with ladder pipe, carrying 332 feet of ladders, one 80-gallon booster tank with 250 feet of chemical hose.

One lieutenant, four privates.

CHEMICAL COMPANY No. 1

Station, Nos. 396-398 Congress Street

Mack combination chemical and squad machine, carrying three 40-gallon chemical tanks with 450 feet of chemical hose, 46 feet of ladders.

Dwight F. Tinkham, *Captain*

Four lieutenants, one substitute.

HOSE COMPANY No. 11

Station, No. 579 Ocean Avenue

Reo combination hose and chemical truck, carrying 1,000 feet of 2½-inch hose, one 35-gallon chemical tank with 250 feet of chemical hose, 52 feet of ladders.

John Q. Jordan, *Captain*

Two lieutenants, three privates.

HOSE COMPANY No. 12

Located at Peak's Island

Reo combination chemical and hose truck, carrying 1,100 feet of 2½-inch hose, one 35-gallon chemical tank with 250 feet of chemical hose, 32 feet of ladders.

M. E. Griffin, *Captain*

One lieutenant, two privates, ten volunteer call men, four substitutes.

UNATTACHED PERMANENT MEN

Frank P. Carr, *Captain*Henry G. Rowe, *Captain*Arthur J. Murdock, *Lieutenant*Edwin H. Gaddes, *Mechanical Engineer*

George W. Lowe

John J. Gallagher

John W. Mitchell

ORIGIN OF FIRES

Wood Buildings,	459	Iron Covered Buildings,	2
Brick Buildings,	204	Cement Buildings,	4
Stone Buildings,	2	Other than Buildings,	483

CAUSES OF ALARMS

A. D. T. System,	8	Electric Irons,	3
Acetylene Torch,	1	Emergency,	19
Ammonia Leak,	1	Escaping Steam,	6
Auto Broke Alarm Box,	2	Explosion of Alcohol Fumes,	1
Backdraft,	36	Explosion on Gas Stove,	1
Backfire,	29	Explosion of Gasolene,	2
Boiling Fat,	1	Explosion of Amateur Fire-works,	1
Boiler Blew Off,	2	Electric Light and Celluloid,	1
Boiler Dry,	3		
Boys,	119	False,	81
Boys and Matches,	7	Fallen Tree,	1
Boiler Overflow,	1	Firecrackers,	5
Bonfire,	6	Fireplace,	1
Burning Christmas Trees,	1	Fireworks,	12
Burning Brush,	3	Filling Gas Tank,	1
Burning Leaves,	1	Flareback,	2
Burning Rubbish,	23	Fumigating,	3
Burning Old Sleepers,	1		
Burst Steampipe,	1	Gas Leak and Lighted Candle,	1
Brooder Heater,	1	Gas Fumes and Cigarette,	3
Broken Electric Wires,	17	Gasolene Fumes and Stove,	1
Broken Gas Line (auto),	2	Gasolene Fumes and Match,	3
Broken Watercoil,	1	Gasolene Jug on Stove,	1
		Gasolene Leak,	5
Canned Heat,	1	Gasolene Ignition,	4
Candle Fell,	1	Gasolene Stove,	2
Carburetor,	2	Grass Burning,	13
Child Playing with Fire,	1	Grease on Range,	1
Children and Matches,	8		
Chimney Fires,	207	Hot Ashes,	12
Cigarette,	68	Hot Coal,	1
Cleaning Motor,	1	Heater Dry,	1
Cleaning with Gasolene,	3	Heat Radiation,	1
Collision with Box,	1	Heating Turpentine,	1
Collision of Autos,	1	Hot Stove and Cloths,	1
Curtains and Gas Stove,	1	Hot Muffler (auto),	2
Denatured Alcohol and Stove,	1	Incendiary,	9
Defective Chimneys,	11	Incinerator,	9
Defective Construction,	12		
Defective Wiring,	4	Kettle of Hot Fat,	1
Dragging Brakes,	1	Kiln Fell In,	1
Dump Fires,	2		
		Leaky Carburetor,	4
Electric Light Poles,	1	Leaky Hose Connection,	1
Electric Heater and Curtain,	1	Lightning,	3

Locomotive Sparks,	17	Rubbish and Gas Stove,	1
Low Air Pressure,	2	Rubbish (undetermined),	2
Matches,	1	Sparks from Chimney,	34
Match and Gas Leak,	1	Sparks from Incinerator,	5
Matches and Clothing,	1	Sparks from Picker,	1
Matches and Gas Stove,	1	Sparks from Motor,	1
Match and Paint Remover,	1	Sparks from Stove,	6
Match and Gasolene Fumes,	2	Sparks from Steam Roller,	1
Meat Boiled Dry,	4	Sparks from Dump Fire,	1
Motor,	1	Sparks from Valve Refacer,	1
		Sparks from Heater,	1
Needless,	19	Sparks from Welder,	2
No Water in Boiler,	1	Sparks from Hoister,	1
Mixing Polish,	2	Sparks from Planner,	1
		Sparks from Adjacent Fire,	4
Oil on Water and Hot Coal,	1	Sparks from Kiln,	1
Oil Burner,	5	Smoke Pipe Fell,	1
Oil Stove,	4	Smoking,	15
Out of Town,	7	Smell of Melting Lead,	1
Overheated Auto Radiator,	1	Sprinkler System,	9
Overheated Brake Lining,	3	Short Circuit (autos, etc.),	56
Overheated Dry Room,	1	Spontaneous Combustion,	7
Overheated Electric Iron,	1	Spontaneous Ignition,	5
Overheated Funnel,	13	Smell of Smoke,	9
Overheated Boiler,	2	Smoky Boiler,	1
Overheated Mortar,	1	Smoky Stove,	5
Overheated Gas Stove,	1	Smoky Oil Heater,	1
Overheated Stove Pipe,	8	Smoky Chimney,	3
Overheated Stove,	4	Smoky Furnace,	2
Overheated Furnace,	1	Soot in Fireplace,	1
		Special Call,	1
Painter's Torch,	1	Stove Polish and Stove,	1
Pumber's Kit,	1		
Paper in Fireplace,	1	Tar Kettle,	2
		Tear Gas,	1
Rags on Stove Pipe,	1	Thawing Pipes,	1
Rags on Exhaust Pipe,	1		
Radiator Steaming,	1	Unknown,	84
Rats and Matches,	2	Unjointed Smoke Pipe,	1
Roofer's Torch,	1		
Reflection from Stove,	1	Waffle Iron,	1
Reflection from Fireplace,	1	Wax in Oven,	1
Rekindle,	2		

Bell alarms,	444	Actual fires,	834
Still alarms,	817	No fires or needless,	285
		Emergency,	19
Total,	1,261	False,	81
		Multiple,	33
		Special,	3
		Out-of-town,	6

METHOD OF EXTINGUISHING FIRES

	Chemicals	Chemicals and Hydrant	Hydrant	Hydrant and Engine	Nothing Used
Jan.	55	5	4	8	
Feb.	53	7		3	
Mar.	35	6	2	2	15
Apr.	49	4	14		41
May	40	7	3	1	26
June	19	2	4		11
July	67	1	10	2	7
Aug.	23	3	7	1	11
Sept.	43	5	8	1	2
Oct.	37	7	6		12
Nov.	52	3	5		9
Dec.	66	7	5		17

TIME OCCURRING

	12.00 P. M. to 6.00 A. M.	6.00 A. M. to 12.00 M.	12.00 M. to 6.00 P. M.	6.00 P. M. to 12.00 P. M.
Jan.	4	27	26	56
Feb.	8	20	29	40
Mar.	8	17	27	26
Apr.	13	27	68	36
May	7	28	45	28
June	7	22	18	15
July	11	24	50	52
Aug.	6	23	34	24
Sept.	7	19	37	24
Oct.	3	21	32	46
Nov.	3	22	31	40
Dec.	16	34	46	54

ROSTER OF FIRE DEPARTMENT

December 31, 1929

NAME	GRADE	DATE OF APPOINTMENT
Sanborn, Oliver T., Chief		December, 1913
Moulton, Albion H., Deputy Chief		May, 1904
Read, William R., District Chief		March, 1890
Carr, Frank P., Captain		January, 1898
Rowe, Henry G., Captain		November, 1886
Blake, Joseph L., Captain		August, 1907
Cooper, Joseph A., Captain		July, 1901
Feeney, Charles F., Captain		May, 1912
Frank, Melville G., Captain		May, 1902
Griffin, Melville E., Captain		May, 1900
Jordan, John Q., Captain		November, 1899
Knight, Amos S., Captain		March, 1881
Larsen, Frederick C., Captain		March, 1906
Mayberry, Charles H., Captain		May, 1902
Moulton, William F., Captain		November, 1896
Stevens, George W. I., Captain		July, 1890
Tinkham, Dwight F., Captain		June, 1921
Wallace, John M., Captain		August, 1903
Berry, William S., Lieutenant		April, 1916
Dow, Stephen A., Lieutenant		September, 1915
Harding, George T., Lieutenant		May, 1910
Hagen, George H., Lieutenant		November, 1923
Hodgdon, Edward A., Lieutenant		June, 1903
Joseph, Frank H., Lieutenant		April, 1901
Jackson, Walter M., Lieutenant		April, 1919
Libby, Arthur E., Lieutenant		April, 1919
MacVane, Leslie R., Lieutenant		April, 1919
Moses, Ralph, Lieutenant		April, 1919
Mullins, Frank J., Lieutenant		November, 1919
Mullins, John H., Lieutenant		October, 1920
Murdock, Thomas S., Lieutenant		November, 1922
Purinton, Guy R., Lieutenant		April, 1919
Miller, Charles S., Lieutenant		May, 1910
Vickery, James H., Lieutenant		November, 1890

NAME	GRADE	DATE OF APPOINTMENT
Abbott, Harry H., Engineman		October, 1910
Walton, Fred W., Engineman		June, 1903
Bucklin, Rodney E., Engineman		December, 1923
Hammett, S. Major, Engineman		March, 1899
Markley, James H., Engineman		January, 1910
Rollinson, James T., Engineman		January, 1901
Gaddas, Edwin H., Mech. Engineer		October, 1920
Alexander, Frederick A., Private		October, 1914
Banks, Frank E., Private		March, 1903
Blake, Freeman H., Private		November, 1923
Blake, William E., Private		June, 1923
Boothby, Frank W., Private		January, 1919
Bowen, Patrick J., Private		October, 1920
Brockmann, Hans H., Private		April, 1919
Burgess, Thomas A., Private		November, 1922
Cady, Matthew J., Private		January, 1919
Carlson, Michael J., Private		May, 1912
Carter, Daniel J., Private		June, 1918
Chase, Floyd A., Private		February, 1927
Chase, Henry A., Call Man		January, 1916
Cole, Oliver F., Call Man		June, 1908
Cronin, Edward T., Private		June, 1911
DeMott, Alanson, Private		November, 1919
Dodd, Oscar F., Private		November, 1919
Doyle, D. James, Private		January, 1919
Flaherty, Robert H., Private		June, 1927
Flood, Alger S., Call Man		June, 1909
Foley, George J., Private		June, 1927
Fogg, John F., Private		June, 1918
Fogg, Ernest A., Private		November, 1909
Foye, Earl D., Private		April, 1919
Freeman, Elmer E., Private		December, 1917
Gallagher, John J., Private		July, 1929
Gill, Francis J., Private		July, 1926
Goodall, James W. B., Private		July, 1929
Greene, Henry F., Private		June, 1909
Griffin, Charles F., Private		June, 1923
Horr, Walter F., Private		July, 1921

NAME	GRADE	DATE OF APPOINTMENT
Johnson, Carl P.,	Private	July, 1929
Keating, Clifford H.,	Private	July, 1929
Lewis, Durwood W.,	Call Man	April, 1916
Loring, William J.,	Call Man	March, 1907
Lockhart, Clarence S.,	Private	July, 1926
Lowe, George W.,	Private	June, 1904
Lucas, Harry A.,	Private	January, 1915
McCorrison, James W.,	Private	August, 1904
McDaniels, Fred E.,	Private	July, 1926
MacDonough, Walter J.,	Call Man	July, 1910
MacVane, James L.,	Private	June, 1923
McGowan, John J.,	Private	October, 1920
McNeil, John W.,	Private	July, 1929
Marr, Harry W.,	Private	May, 1928
Martell, Joseph P.,	Private	June, 1927
Martin, John B.,	Private	July, 1929
Meissner, Charles J.,	Private	June, 1927
Mitchell, John H.,	Call Man	January, 1915
Murdock, Arthur J.,	Private	November, 1923
Mulhern, Thomas A.,	Private	July, 1926
Noyes, Herbert J.,	Private	November, 1923
Partridge, George C.,	Private	September, 1893
Phillips, Andrew J.,	Private	June, 1927
Powell, Timothy J., Jr.,	Private	December, 1914
Rollinson, James T., Jr.,	Private	July, 1929
Rottman, Grover C.,	Private	June, 1923
Russell, John O.,	Private	September, 1915
Sampson, Clinton R.,	Private	June, 1923
Sanborn, William W.,	Private	November, 1919
Skillin, Charles E.,	Private	May, 1912
Skillin, Maurice W.,	Private	June, 1927
Smith, Fred L.,	Private	June, 1918
Smith, Joseph E.,	Private	June, 1923
Sterling, Abram H.,	Private	October, 1920
Sawyer, William E.,	Private	June, 1927
Stokes, Charles A.,	Private	June, 1923
Sullivan, John P.,	Private	July, 1929
Thomas, Frank,	Private	February, 1927

NAME	GRADE	DATE OF APPOINTMENT
Towle, Loring S.,	Private	June, 1919
Walsh, Robert J.,	Private	June, 1927
Ward, Andrew A.,	Call Man	June, 1908
Ward, Fred G.,	Call Man	June, 1908
Webster, Walter P.,	Private	April, 1903
Ward, George E.,	Private	February, 1927
Weimert, John H.,	Private	June, 1923
Woodill, Joseph L.,	Private	May, 1912
Young, Guy A.,	Private	April, 1919

RETIRED

NAME	GRADE	DATE OF RETIREMENT
Eaton, Ralph H.,	Captain	October, 1927
Barry, John E.,	Lieutenant	November, 1926
Libby, Walter F.,	Engineman	September, 1926
Jarvis, Charles F.,	Engineman	April, 1927
Woodbury, Benj. F.,	Engineman	January, 1927
Lombard, John W.,	Lieutenant	November, 1927
Jenks, Albert O.,	Private	October, 1928

CALL MEN ON PENSION

NAME	DATE OF RETIREMENT
Burke, William R.	April, 1928
Davis, Arthur T.	May, 1928
Flaherty, Edwin A.	May, 1928
Fowler, Arthur H.	October, 1925
Fuller, Harry F.	May, 1928
Hellier, Frederick F.	October, 1925
Hodsdon, Charles D.	May, 1928
Johnson, Harry T.	May, 1928
Martin, Gilman W.	May, 1928
McDonald, Ambrose	May, 1928
Norris, William H.	May, 1928
Scott, C. E.	May, 1928
Siteman, George T.	July, 1925
Southworth, Alfred	June, 1928
Thorndike, Frank E.	May, 1928
Woodill, Theodore	May, 1928

REPORT OF THE CITY ELECTRICIAN
From January 1, 1929, to December 31, 1929, inclusive

OVERHEAD CONSTRUCTION

In connection with the installation of new fire alarm boxes, nine and one-half ($9\frac{1}{2}$) miles of overhead wire was run on the following streets and avenues:

Kensington Street	Stevens Avenue
Washington Avenue	Orkney Street
Ray Street	Colonial Road
Ivaloo Street	Rockland Avenue
Allen Avenue	Concord Street
Jackson Street	Prospect Street
Walton Street	Dirigo Street
Clinton Street	Whitney Avenue
Congress Street	Longfellow Street
Leland Street	Franklin Street

OVERHEAD WIRES REMOVED

Six thousand (6,000) feet of overhead wires was taken down on Oxford Street, and on the high tension pole line at North Deering.

UNDERGROUND CONSTRUCTION

In the installation of new fire alarm boxes in the city proper new underground cable was placed as follows:

Four thousand (4,000) feet of No. 4 conductor lead cable:

Union Street	Neal Street
Commercial Street	Kennebec Street
Spring Street	Hanover Street
Danforth Street	Chadwick Street
Pine Street	

Six hundred (600) feet of No. 10 conductor cable:
Federal Street.

One thousand, four hundred forty-five (1,445) feet of No. 4 conductor parkway cable:

Atlantic Street	Hanover Street
Emerson Street	Park Street
Quebec Street	Danforth Street

A sidewalk manhole was built on Free Street at Middle Street.

CABLE POSTS

New cable posts were set as follows:

Monument Street at Atlantic Street.
 Melbourne Street at Emerson Street.
 Market Street at Newbury Street.
 Federal Street at Pearl Street.
 Commercial Street at Plum Street.
 Hanover Street at Lancaster Street.
 Park Street at Pleasant Street.
 Chadwick Street at Carroll Street.
 West Street at Neal Street.
 Danforth Street at West Commercial Street.

Two single posts were removed at Free and Middle Streets and a double post was set to accommodate both police and fire boxes at that location.

BELLS AND WHISTLES

No changes were made in the location of the outside whistle and bells during the past year. There are five bells and one whistle connected to the slow time circuit.

FIRE ALARM CIRCUITS

One new fire alarm box circuit was cut in, making twelve circuits now in operation. This is the limit of the board, and any future expansions will necessitate increasing the apparatus at fire alarm headquarters.

NEW BOXES

The following private box was installed.

3384 Home for Aged Women.

Additional public boxes were installed as follows:

146 Ocean Avenue and Rosedale Street.
 158 Washington Avenue and Fallbrook Street.
 159 Presumpscot and St. Charles Streets.
 161 Windsor and Kensington Streets.
 162 Huntington Avenue and Van Vetchen Street.
 163 Ray and Idaho Streets.
 164 Maine Avenue and Ray Street.
 165 Allen Avenue and Ray Street.
 166 Jackson and Summit Streets.
 167 Auburn St. at No. 235.
 168 Washington and Highland Avenues.
 232 Monument and Atlantic Streets.
 318 Emerson and Melbourne Streets.
 326 Franklin and Fox Streets.
 423 Market and Newbury Streets.
 425 Federal and Pearl Streets.
 443 Commercial and Plum Streets.
 522 Hanover and Lancaster Streets.
 531 Congress and Brown Streets.
 65 Park and Pleasant Streets.
 718 Bradley and Dirigo Streets.
 733 Hollis and Prospect Streets.
 734 Rockland Avenue and Walcott Street.
 741 Deering Avenue and Longfellow Street.
 742 Whitney Avenue and Scott Street.
 752 Brighton Avenue and Wessex Street.
 763 Congress and Weymouth Streets.
 89 Chadwick and Carroll Streets.
 834 Danforth and West Commercial Streets.
 842 West and Neal Streets.

- 942 Nevens and Concord Streets.
- 951 Leland and Mabel Streets.
- 953 James and Clinton Streets.
- 954 Stevens Avenue and Walton Street.
- 955 Lawn Avenue and Orkney Street.

MAINTENANCE

A new terminal cabinet was built and installed in the operating room at fire alarm headquarters to handle all cables, both police and fire.

The protective board was all re-wired.

The wires in the battery room were renewed.

A fireproof enclosure for the cables was built on the first floor, in order to afford better protection for the cables.

A cable terminal was installed at police headquarters and new wires run from the same to the operating board.

Terminal strips were renewed in 54 boxes.

All of the old style Gardner interfering fire alarm boxes, 138 in all, were replaced by modern non-interfering, successive type Ideal boxes.

Keyless doors on 41 boxes were replaced by quick acting doors.

One private box, No. 442, located at the Cumberland County power station on Plum Street, was removed.

Fire alarm wires on St. John Street were re-run on a new pole line.

Fire alarm wires on Island Avenue, Peak's Island, were re-run on a new pole line.

A pipe duct on Deering Street was re-located on account of the construction of a new catch basin.

The fire alarm cable post on High Street, at Congress Street, was re-located on account of the widening of High Street, and a large post installed.

This box is now a distributing and testing center for all cables, both police and fire, running west of High Street.

Monthly tests were made of all fire alarm boxes.

Necessary work was done on the police system to maintain its usual efficiency.

PEAK'S ISLAND FIRE ALARM SYSTEM

A considerable amount of line work was done on the Peak's Island system.

OTHER DEPARTMENTS

A red traffic light and street siren was installed at Engine 2 station.

Engine 6 station, including the shop, was re-wired for lights, power and fire alarm.

Work was done for other departments as ordered.

ELECTRICAL INSPECTIONS

Permits for new services,	395
Permits for additional services,	361
Permits for temporary services,	31
Places inspected,	1,880
Number of inspections,	1,976

FINANCIAL STATEMENT

	Appropriation and Credits	Expenditures	Deficit	Balance
Electrical Appliances,	\$27,052.63	\$28,721.48	\$1,668.85	
Electrical Pensions,	1,090.00	1,090.00		

PUBLIC SERVICE CORPORATIONS

CUMBERLAND COUNTY POWER AND LIGHT COMPANY

Poles set for renewals and extensions are as follows:

Power and Light Division

30-foot Cedar Poles	5
30-foot Chestnut Poles.....	38
35-foot Chestnut Poles.....	88
40-foot Chestnut Poles.....	18
45-foot Chestnut Poles.....	4
50-foot Chestnut Poles.....	2
60-foot Chestnut Poles.....	1

Railway Division

30-foot Cedar Poles.....	2
30-foot Chestnut Poles.....	11
35-foot Chestnut Poles.....	8
40-foot Chestnut Poles.....	1
	<hr/>
	22

Wire Used by Power and Light Divisions

No. 6 Weatherproof Wire.....	25,965 lbs.
No. 4 Weatherproof Wire.....	8,204 "
No. 2 Weatherproof Wire.....	3,130 "
No. 2/0 Weatherproof Wire.....	597 "
No. 4/0 Weatherproof Wire.....	735 "
No. 10 R. C. Wire.....	10 "
No. 14 R. C. Wire.....	4 "
No. 12 Iron Wire.....	42 "
	<hr/>
	38,687 "
No. 3 Wire Cable.....	68 ft.
314 Twisted Pair.....	2,000 "
	<hr/>
	2,068 "

Railway Division

No. 2/0 Trolley Wire.....	15,730 lbs.
No. 4/0 Weatherproof Wire.....	1,225 "
No. 2/0 Weatherproof Wire.....	60 "
No. 6 Weatherproof Wire.....	2,310 "
	<hr/>
	20,477 "

Street Lighting System

Lights added

1000 Candle Power.....	10
600 Candle Power.....	19
400 Candle Power.....	2
250 Candle Power.....	171
100 Candle Power.....	10
60 Candle Power.....	67
	<hr/>
	279

Traffic Units.....	12
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Lights removed

250 Candle Power.....	41
100 Candle Power.....	5
60 Candle Power.....	36
	<hr/>
	82
Net Increase,	209

Activities Trouble Department

Number of Complaints Attended.....	8,281
Number of Street Lights Renewed.....	7,129
Number of Cluster Lights Renewed.....	2,305
Number of Railway Troubles Reported...	625
Number of Services Installed.....	858

During the year the underground department made the following additions to its system: Two new transformer vaults were built, one on Federal Street near Middle Street, and one at the corner of Free Street and Congress Street, with conduits connecting these manholes with the main duct line system.

An 11,000 volt cable was installed between Plum Street station and the steam plant at Knightville, thus doubling the cable capacity between the two stations.

Ornamental street lights were installed on State Street from York Street to Park Avenue. At the same time park-way cable was installed on State Street to take care of house services, thus permitting the removal of wooden poles on that street.

A transformer vault was installed in the Marlborough Apartments, on High Street, and one in the Congress Building, at the corner of Congress and High Streets.

There were used in completing the above work approximately 31,555 feet of cable of various voltages.

NEW ENGLAND TELEPHONE AND TELEGRAPH COMPANY.

The following is a report of the major improvements in the New England Telephone and Telegraph Company plant within the City of Portland during the year 1929:

New poles and cable on Franklin Street below Oxford Street, and the removal of old non-standard construction.

New cable on Brown Street between Congress Street and Cumberland Avenue, and removal of obsolete and unsightly plant in this vicinity.

New cable on Mountfort Street.

New joint line open wire construction on the extreme end of Washington Avenue.

New cable on north end of Eastern Promenade.

New 300 pair cable on Oakdale Street, which provides for feeding subscribers on this street and various side streets in this locality. Old and unsightly plant was removed by this project.

All old slack wire was removed from the rear of the Jefferson Theatre and was replaced by a new block cable.

A new 400 pair cable was placed and distributed in the New State Theatre Building.

A new estimate was started about October 1, and is now in progress, which provides for the placing of a new toll cable between Portland and Westbrook via underground from the Central Office on Forest Avenue to Edgeworth Avenue on Brighton Avenue, and from this point aerially to Westbrook; also the removal of the old plant along this route.

RECOMMENDATIONS.

The early adoption of the recommendation made in previous reports, that all schoolhouses in the city be required to have a fire alarm box connected to the city circuits is again asked.

It is again recommended that additional men be employed for the fire alarm operating room, so that two operators will be on duty at all times.

It is recommended that the proposed Electrical Ordinance be adopted in the near future.

PORTLAND FIRE DEPARTMENT

1929 – Statistics and Information

Box Alarms	444	Actual Fires	793
Still Alarms	809	Chimney Fires	207
A.D.T. Alarms	8	Fires F.D. Extinguished	683
Total Alarms	1,261	No fire, needless	19
		Emergency Calls	19
2-Alarm Fires	4	False Alarms	77
3-Alarm Fires	1	Out of City	6
4-Alarm (General)	2	Known Fire Fatalities	0
Special Calls	9	\$ Loss	594,626

Alarms Answered by Fire Companies

Engine Co. # 1	176	Ladder Co. # 1	447
" # 2	179 (L-2 oos 5/11/29)	" # 3	306
" # 3	154	" # 4	
" # 4		" # 5	
" # 5	436		
" (L-6 w/E-6) # 6	248	Chemical Co. # 1	
" (Fireboat) # 7			
" # 8	295	Hose Co. # 11	93
" # 9		" # 12	

Highlights

- 1924 Ford Roadster (former Fire Alarm car) rebuilt as a hydrant truck.
- April 17 - **New Engine 4**, Seagrave 1,000gpm triple combination pumper.
- April 18 - Lieutenant Thomas Murdock sent to 40-day drill school with the Boston F.D. Training instructions set up and a **Drill School established**.
- May 11 - **New Ladder 6**, Seagrave tractor-trailer w/75-foot wooden aerial ladder. L-2 w/horses Bob & Dick and L-6 w/horses Fred & Joe out of service.
- May 12 - New one-day-off-in-four schedule (122 hours per/week) instituted.
- May 13 - **Engine 3 reassigned old Engine 4**, a 1920 Seagrave 750gpm pumper.
- May 13 - Last two horses retired (Hose 3's Dan & Pete), and sent to Baxter's Farm.
- * Portland Fire Department completely motorized.
- Engine 4's Spring Street apparatus room enlarged by removing 3 horse stalls. The 1869 firehouse on India Street occupied by Repair Division was vacated. Five-story drill tower built at the rear of Park Avenue firehouse of Engine 6. Repair Division moved to the side of the Park Avenue firehouse of Engine 6.
- July 8 - **Engine Co. 3 with all-Permanent Men** (Call Man Chase transferred to E-1).
- July 9 - **New Engine 6**, Mack 1,000gpm triple combination pumper.
- July 20 - **Old H-8, E-6**, 1916 American LaFrance 350gpm **reassigned as Engine 9**
- July 25 - **Fire Alarm car**, Ford sedan for Assistant City Electrician
- Hose tower for drying hose built at Hose 11 firehouse on Ocean Avenue
- Sept. 3 - **New Engine 2**, McCann 1,000gpm triple combination pumper.

Apparatus in Service

Assignment	Year	In-service	Manufacturer, pump size, Other Information			Location
Chief's car	1926		Buick Coach Sedan	Chief Sanborn		Central Station
District 1	1928		Buick Touring car	Deputy Chief Moulton		at E-4.
District 2	1927		Buick Roadster	District Chief Read		at E-8.
E-1	1917		Seagrave	1,000gpm double combination		Central
H.P. 1	1926		1918 Indiana/McCann	(old C-1) high pressure, w/2 turrets		Central
E-2 (new)	1929		McCann	1,000gpm TC, w/100-gallon tank		Munjoy Hill
E-3	1920		Seagrave (old E-4)	750gpm DC		176 Brackett St.
E-4 (new)	1929		Seagrave	1,000gpm TC, w/80-gallon tank		Spring St.
Hose 4	1929		1921 Reo (old H-9)	hose & chemical, as Hose Tender		w/E-4.
E-5	1924		American LaFrance	750gpm DC		Central
E-6 (new)	1929		Mack	1,000gpm TC, w/80-gallon tank		Park Ave.
L-6 (new)	1929		Seagrave tractor-drawn	w/75-ft. wooden aerial, w/80-gallon tank		w/E-6.
E-7 Steam	1894		Fireboat (old 1891 <i>Chebeague</i>),	w/1895 & 1909 Amoskeag pumps		Portland Pier
E-8	1926		American LaFrance	1,000gpm TC, w/60-gallon tank		Deering Ave.
Hose 8	1929		1921 Reo (old H-6, 2)	hose & chemical, as Hose Tender		w/E-8.
E-9	1916		American LaFrance	hose & chemical, w/350gpm (old H-8, E-6)		Arbor St.
H-11	1925		1924 Reo	hose & chemical		Ocean Ave.
H-12	1921		Reo	hose & chemical		Peaks Island
Peaks Is.	1915		Hand-drawn two-wheel	60-gallon chemical jumper		at Trefethen's.
Long Is.	1920		1910 Michigan chassis	w/60-gallon and 35-gallon chemical tanks		Long Island
Cliff Is.	1915		Hand-drawn two-wheel	60-gallon chemical jumper		Cliff Island
Great Diamond			Hand-drawn hose wagon			Great Diamond
Chemical 1	1925		Mack chemical & squad,	w/three 40-gallon tanks		Central
L-1	1924		American LaFrance	city service ladder & chemical		Central
L-3	1919		Indiana/McCann	city service ladder & chemical		163 Brackett St.
L-4	1922		American LaFrance	city service ladder & chemical		Arbor St.
L-5	1923/28		1922 Seagrave tractor/1928 Seagrave trailer	w/85-ft. wooden aerial		Central
	1925		Used Larrabee truck	Supply truck	Service Division	Central
	1928		1925 Dodge truck	Shop Crew	Repair Division	at E-6.
(rebuilt)	1929		1924 Ford Roadster	(old F.A. car)	D-2 Hydrants	at E-9.
	(new) 1929		Ford sedan	Asst. City Electrician (<i>Superintendent</i>)		Federal St.
	1928		Chevrolet sedan	Electrical Wiring Inspector (old Supt.'s car)		Federal St.
	1924		Reo w/derrick	Fire Alarm Division Linemen		Federal St.
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In Reserve	1925		1917 Christie tractor (old L-5)	w/1908 Amoskeag #836 (old E-4, 3)		at E-9.
	1903		Amoskeag, #772	self-propelled steamer (old E-5)		Central
	1908		Amoskeag, #837	steam engine (old spare, E-9)		at E-9.
	1908		Amoskeag, #833	steam engine (old E-1, 2)		at E-2.
	1908		Amoskeag, #823	steam engine (old E-9, 8)		at E-9.
	1881		Amoskeag, #554/6	steam engine (old E-5, 6)		at E-8.
	1883		Talbot & Moulton ladder & chemical carriage	(old L-3, 1, 6)		at old H-11.
			6 hose wagons, 5 exercise/coal wagons, 9 exercise/coal sleds, and 7 hose pungs.			
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Disposed of	Old L-2		1899 Haywood ladder & chemical carriage,	sold to Cumberland F.D. 6/7/29		
	Old C-11		1909 Combination Ladder Co. ladder & chemical carriage			

Manual Force of the Department

(119 Permanent Men)

Chief	1	Lieutenants	17
Deputy Chief	1	Enginemen	8
District Chief	1	Mechanic	1
Captains	18	Privates	72
Call Force	9		
Volunteers	10 (Peaks Island)		

Long, Diamond and Cliff Islands (one man employed on each island for apparatus care)

Manual Force by Companies

Company	Capt.	Lt.	E.	Pr.	Call, Sub	Company	Capt.	Lt.	Pr.	Call, Sub
E-1	1	1	1	4	3	L-1	1	1	6	----
E-2	1	1	1	3	4, 1	L-3	1	1	4	----
E-3	1	1	1	3	----	L-4	1	1	4	----
E-4	1	1	0	7	----	L-5	1	1	4	----
E-5	1	1	1	6	----	Chemical 1	1	1	4	----
E-6, L-6	1	2	1	8	----	Hose 11	1	1	3	2
E-7	1	1	3	1	----	Hose 12	1	0	2	10, 4
E-8	1	1	0	7	----					
E-9	1	1	0	5	----	Unattached	2	1	3, 1-Mechanical Eng.	

<u>Appointed</u>	<u>Provisional to Permanent Appointment</u>	<u>Provisional to Permanent Appointment</u>
	Private John J. Gallagher July	Private John W. McNeil July
	Private James W.B. Goodall July	Private James T. Rollinson, Jr. July
	Private Carl P. Johnson July	Private John P. Sullivan July
	Private Clifford H. Keating July	Joseph N. Fortier (Provisional) 5/20/29
	Private John B. Martin July	Elmer E. Freeman (Provisional) 7/16/29

<u>Promotions</u>	<u>Appointed</u>
Private Arthur J. Murdock to Lieutenant	7/1/29
Lineman Harry J. Howarth to Wire Inspector	(Fire Alarm)

<u>Resignations</u>	<u>Resigned</u>
Private Carl G. Veazie E-1	8/2/29

<u>Deaths</u>	<u>Died</u>
Call Lieut. Charles R. Whitcomb L-5	2/11/29
Captain Frank P. Burnham E-6	2/14/29
Callman Edward H. Johnson E-3	2/25/29
Private William Heiber E-6	4/22/29 - died active
Captain Howard O. Merrill E-3	6/9/29
Captain William E. Fuller E-5	11/2/29 - died active

Fire Department

PORTLAND

Telephone F-6710.

Hdqrs. Central Fire Station, 380 Congress

BOARD OF ENGINEERS

Oliver T. Sanborn, chief engineer; Albion H. Moulton, deputy chief; Wm. R. Read, district chief.

FIRE ALARM—118 Federal. Alfred C. Stults, Daniel E. Ward, Carl W. Reynolds, Martin F. Dugan, operators; Frank E. Sargent, supt.

ENGINE 1.—380 Congress. Melville G. Frank, capt.; Walter M. Jackson, lieut.; Harry H. Abbott, engineman; William E. Blake, Joseph L. Woodill, Loring S. Towle, Guy A. Young, Carl G. Veazie, firemen.

ENGINE 2.—134 Congress. Chas. F. Fee-ney, capt.; Edward A. Hodgdon, George T. Harding, lieuts.; Jas. T. Rollinson, enginerman; Charles A. Stokes, Daniel J. Doyle, John F. Fogg, Chas. E. Griffin, John J. McGowan, John J. Gallagher, firemen.

ENGINE 3.—176 Brackett. Timothy E. Quinlan, capt.; James H. Vickery, lieut.; James H. Markley, engineman; Matthew J. Cady, George W. Lowe, Clifford H. Keating, firemen.

ENGINE 4.—157 Spring. Edw. T. Honan, capt.; Ralph Moses, lieut.; Edwin H. Gaddas, engineer; Jas. W. McCorrison, Clarence S. Lockhart, Maurice W. Skillin, Robert J. Walsh, George E. Ward, Ernest A. Fogg, Geo. J. Foley, firemen.

ENGINE 5.—380 Congress. William E. Fuller, capt.; Thomas S. Murdock, lieut.; Fred W. Walton, engineman; Alanson DeMott, John H. Weimert, Robt. H. Flaherty, Frank Thomas, John B. Martin, firemen.

ENGINE 6.—295 Park av. William F. Moulton, capt.; Arthur E. Libby, Frank H. Joseph, lieuts.; S. Major Hammett, engineman; Francis J. Gill, Herbert J. Noyes, Earl D. A. Foye, Wm. Heiber, Floyd A. Chase, James W. B. Goodall, firemen.

ENGINE 7 (Fire Boat).—60 Portland pier. John M. Wallace, capt.; Charles H. Miller, lieut.; Rodney E. Bucklin, Thos. W. Gould, Edw. W. Bucknam, engineman; Thomas A. Burgess, fireman.

ENGINE 8.—536 Deering av. Amos S. Knight, capt.; Leslie R. MacVane, James T. Rollinson, Jr., lieuts.; Frank E. Banks, George C. Partridge, William W. Sanborn, Frank E. Boothby, John W. McNeil, Charles J. Meissner, firemen.

ENGINE 9.—17 Arbor. George W. I. Stevens, capt.; George H. Hagen, lieut.; Edward T. Cronin, Clinton R. Sampson, Daniel J. Carter, firemen.

CHEMICAL 1.—380 Congress. Dwight F. Tinkham, capt.; Guy R. Purington, lieut.; Patrick J. Bowen, Thos. A. Mulhern, Wm. E. Sawyer, Joseph P. Martell, firemen.

LADDER 1.—380 Congress. Joseph A. Cooper, capt.; John H. Mullins, lieut.; Edward Fowler, Freeman H. Blake, Jas. L. MacVane, Andrew J. Phillips, Carl P. Johnson, firemen.

LADDER 3.—163 Brackett. Jos. L. Blake, capt.; Wm. S. Berry, lieut.; Timothy J. Powell, Jr., Michael J. Carlson, Jos. E. Smith, Harry E. Marr, firemen.

LADDER 4.—17 Arbor. Frederick C. Larsen, capt.; Stephen A. Dow, lieut.; Fred L. Smith, Oscar F. Dodd, Walter F. Horr, Fred A. Alexander, firemen.

LADDER 5.—380 Congress. Charles H. Mayberry, capt.; Frank J. Mullins, lieut.; Walter P. Webster, Grover C. Rottman, Herman H. Brockman, John P. Sullivan, firemen.

HOSE 11.—579 Ocean av. John Q. Jordan, capt.; David C. Fogg, lieut.; Fred L. McDaniels, John C. Russells, Harry J. Lucas, firemen.

HOSE 12.—Peaks Island. Melville E. Griffin, capt.; Henry F. Green, Abraham H. Sterling, firemen.

DEPARTMENT SHOP.—99 India. Henry G. Rove, capt.

ELECTRICIANS.—118 Federal. Fred W. Barnes, James A. Whidden, John R. Fraser; Harry J. Howarth, inspr.

UNATTACHED MEN.—Frank P. Carr, Henry G. Rowe, capt.; Elwin H. Gaddis, eng.; Charles E. Skillin, Arthur J. Murdock, firemen.

WED. - JANUARY 1, 1930.

Achievement and Heavy Losses

Pier, Warehouse Blazes Greatly Boost Damage

Mark Fire Department Year

By ROBERT E. JENSEN

Officials of the Portland Fire Department look back on the past year as one of achievement and yet a year of destruction. From the standpoint of improvements, the department has done well, officials stated, but from the destructive angle, it has been one of the worst in the history of the fire department inasmuch as the Portland Terminal and the Emery-Waterhouse fires caused heavy losses.

The number of calls for the year was between 1,260 and 1,270 which is a new record, surpassing the record made in 1926 when 1,124 calls were answered. In 1928, 1,052 calls were received.

Four new pieces of apparatus consisting of a Seagrave pumper stationed at Engine 4, a 1,000 gallon pumper placed at Engine 6 and a 1,000 gallon pumper for Engine 2,

were purchased during 1929. A 75-foot aerial ladder truck was purchased for Engine 6. In all cases the new apparatus either replaced old apparatus which was destroyed or moved to other stations. Two Reo combinations, hose and chemical, were placed at Engines 4 and 8 to be used by the fire reserves of the Caldwell Post. The department has been completely motorized.

The most valuable improvement of the fire department, officials said, was the training of 112 men at the drill school last Summer. Four sessions a week were held and were attended by members of the various departments.

Another decided improvement in the fire department was the organ-

izing of a reserve crew of firemen which consist of 25 men connected with the Caldwell Post. They were divided into two groups and were assigned to Engine 4 and 8.

During the past year, 130 old-style alarm boxes were replaced with modern boxes. Thirty-five additional boxes have been installed. A considerable amount of three-inch hose was purchased and much painting, repairing and altering has been done during the past year. More money has been spent for the betterment of the Portland Fire Department during the past year than ever before in its history.

Twelve thousand inspections were made in offices, stores, theaters, churches and tenements.

EVENING EXPRESS

JAN. 15, 1930 - WED. - PAGE 1.

Chimney Blazes Lead Fire Calls, December Tops Months

Alarms in City in 1929 Total 1,262, With Actual Fires in 793 Cases—Cause of 84 Not Known

CHIMNEY FIRES were the leading cause of calls for the Portland Fire Department during the year 1929, with a total of 207 for the 12 months.

There were 1,262 calls during the year and there were actual fires in 793 cases.

Boys are charged with 123 of the calls for the year and the cause of 84 fires were unknown. Of the alarms, 77 were false and nine were for incendiary fires. Cigarettes are blamed for 88 of the calls and short circuits in automobiles resulted in 56 calls. Sparks from chimneys caused 34 alarms; burning rubbish, 23; backfire, 29; backdraft, 36; broken electric wires, 15; defective chimneys, 11; emergency calls, 19; smoking, 15; fireworks, 12; grass, 13; hot ashes, 12; locomotive sparks, 17; and there were 19 needless calls.

Among the other causes of alarm given in the fire department list of 167 for the year were: automobiles breaking alarm boxes, ammonia leak, boiling fat, Christmas tree, broken steam pipe, brooder heater, overflowing boiler, canned heat, falling candle, dragging brakes, fumigating, gasoline fire on stove, grease on range, wax in oven, lightning, oil on water, and reflection.

As a result of the December calls when the apparatus responded to more than 50 calls in one week, December was the leading month for calls with a total of 151. April was second with 144 calls and July third with 137. There were 444 bell alarms and 818 still alarm during the year.

The greatest number of calls, approximately two-thirds of the total, came between 12 noon and 12 midnight during the year. In round numbers, about 100 calls came between 12 midnight and 6 a. m.; 300 between 6 a. m. and noon; 400 between noon and 6 p. m.; and 400 between 6 and 12 p. m.

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THURSDAY PAGE 16.

JANUARY 16, 1930

1,262 Fire Alarms Answered in Year

Chimneys Lead in 1929 With 207 Out Of 793 Actual Blazes

Of the 793 actual fires resulting from 1,262 alarms answered by the Portland Fire Department in 1929, 207 were chimney fires, the leading cause of fires. Boys ranked second, 123 fires being charged to them, and there were 84 fires undiscovered causes.

Cigarettes were blamed for 88 calls and short circuits in automobiles for 56 calls. Sparks from chimneys caused 34 alarms; rubbish, 23; backfire, 29; defective chimneys, 11; backdraft, 36; emergency calls, 19; fireworks, 12; grass, 13; locomotive sparks, 17; needless calls, 19. Others among the 167 different causes were automobiles breaking fire alarm boxes, overflowing boiler, canned heat, falling candle, dragging brakes, fumigation, wax in an oven and reflection.

December led the 12 months of the year in the number of fire alarms answered with 151 runs, 50 of them in one week. April was second with 144 calls and July was third with 137. There were 444 bell and 818 still alarms. Practically two thirds of the calls were answered between noon and midnight.