The Chronology of Portland Fire Stations

Compiled by Don Porth

Much documentation of Portland Fire stations has taken place and is now published. There are many ways to present the history of these buildings and properties. Efforts have been made to do so by following the fire company number (e.g. Engine 1, Engine 2, etc.) but that fails due to wholesale renumbering done every 30-50 years. It has been done by quadrant of the city addresses, followed by alphabetizing by street name/number, which works fairly well.

This document takes a different approach to this history. Like organizing the fire stations by property address, this document does the same, except it places them in the order of the year the property first came on-line.

Many fire station addresses have played host to multiple buildings on the same site. For Example, Fire Station #9 in the Belmont District, at the corner of SE 35th Avenue and Belmont Street, was established in 1897 when a wooden structure was built. This building would be razed in 1912 and replaced by a brick building that would remain in service until 2003, then repurposed as the Safety Learning Center & Fire Museum. The site has been occupied by Portland Fire for well over 100 years, but two buildings and two separate purposes have distinguished the buildings.

This document follows the physical address and what is placed on it, chronologically from the first fire station to the most recent. It also endeavors to show photos of the buildings as they looked in the past and sometimes in the present. Not all fire stations were photographed, or photographed equally.

Photos shown have been taken from the Portland Fire archives.

Please enjoy this historic journey through Portland's fire stations. More information can be found at www.PortlandFireHistory.com.

Don Porth
Portland Fire & Rescue, Retired

1853

720 SW 4th Avenue (170 4th Street)

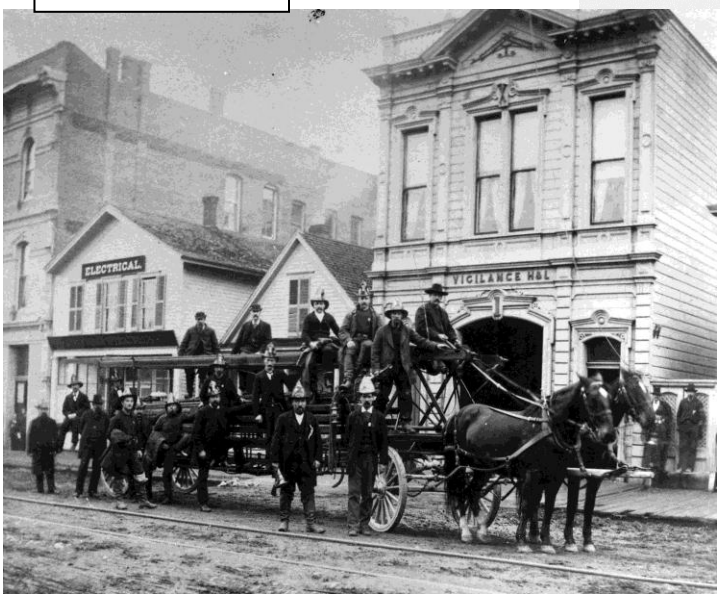
Vigilance Hook and Ladder #1 - 1853 to 1883
Truck 1 - 1883 to 1921
Engine 9 - 1897 to 1898
Engine 1 - 1891 to 1921

Located on SW 4th Avenue, between Morrison and Yamhill Streets, this station housed the first fire company approved to serve the citizens of Portland. Records show that Vigilance Hook & Ladder began service on August 2, 1853. This location would remain in service for 68 years. While some fire stations were lost in the conflagration of 1873, this building seems to have been spared. It was rebuilt in 1890 so it could accommodate both an engine and truck company. While horses were not used by Portland Fire until 1883 (when a budget for horses and firefighters was established), Vigilance Hook & Ladder received a Hayes Second Class ladder truck from the city in 1879. It was designed for horses. It is presumed the volunteers might have provided horses for that service. Prior to that, the crew began in 1853 with a "common wagon," which was hand pulled, to carry ladders. A purpose-built ladder wagon was built in 1865. The original building was made of wood. Later, it would be built of stone or concrete, or with stucco coatings. This building no longer exists.



1890 to 1921

1850s to 1890



1853

100 Block of SW Morrison Street

Willamette Engine Company #1 - 1853 to 1883
Engine 1 - 1883 to 1891

Located at SW Morrison Street and 1st Avenue, this station housed Willamette Engine Company #1, the first engine company to serve Portland. They went into service on August 6, 1853, just days after Vigilance Hook & Ladder was approved by the city fire commission. In 1867, Willamette would receive the first steam pumper to serve Portland. No pictures exist of the fire station used from 1853 to 1861. In 1861, the city of Portland committed $4,000 for the station pictured below. This station would continue to serve until 1891. It's not known why the building was taken out of service. A new station would be built to house Engine and Truck 1 a few blocks away.



1861 to 1891

1856

221 SW 2nd Avenue (69 2nd Street)

Multnomah Engine Company #2 - 1856 to 1883

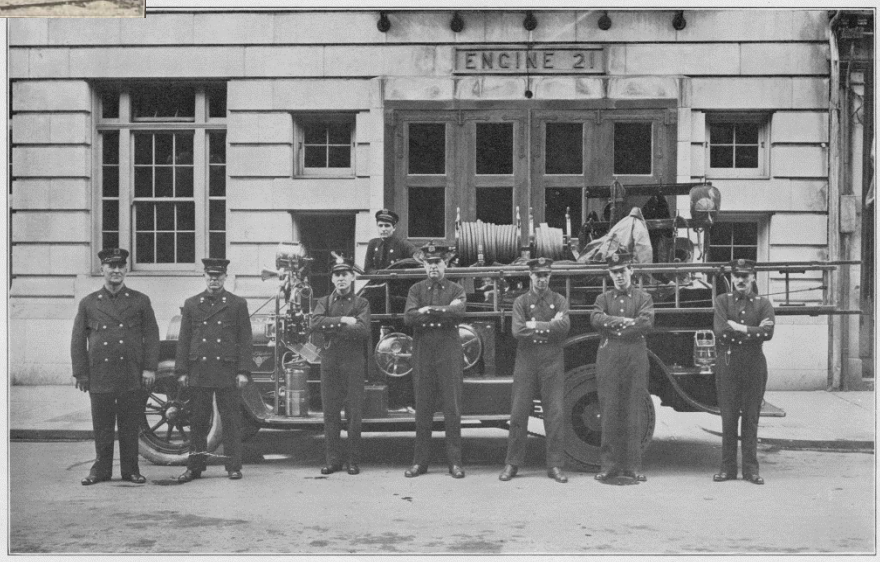
Engine 2 - 1883 to 1884
Chemical 1 - 1894 to 1927
Hose 1 - 1898 to 1911
Engine 21 - 1921 to 1950
Truck 1 - 1948 to 1950



1873 to 1921

Located on SW 2nd Avenue between SW Pine and Oak Streets, this station began service as Multnomah Engine Company #2 in 1856. It would transition into the Portland Paid Fire Department in 1883 as Engine 2. Engine 2 would be moved and replaced with Chemical 1, Hose 1, and finally, in 1921, Engine 21. Records are not clear but the original building was likely lost in the conflagration of 1873. The fire destroyed 22 blocks of the city, mostly along 1st and 2nd Avenues. No photos of the second building on the site are available. This site would be used 94 years until the Central Fire Station opened in 1950. The photo on the left shows the station most likely in about 1900. Chemical Engine 1 is shown in the photo, which served beginning in 1894. Horses would be gone by 1920. The photo on the right is 1921 or later, after Engine 21 began service. The station no longer exists.

Images of the station between 1873 and 1921 are not known to exist.



1921 to 1950

1859

200 Block SW Washington Street

Columbian Engine Company #3 - 1859 to 1883
Engine 3 - 1883 to 1884

Located on SW Washington Street at SW 2nd Avenue, this station serviced Columbian Engine Company #3. It was the third Engine Company accepted into city service. Columbian would begin in 1859 and serve until the Portland Paid Fire Department was formed in 1883. The company and station would transition into Engine 3. While Columbian would establish their operation in a building at this location, by 1862 they were appealing to the City Council for a new station, calling their current quarters "utterly unfit." It is unknown exactly when the new quarters would be built, but it would remain at that location until 1884 when Engine 3 would move to a new location farther west on Washington Street. This building no longer exists.



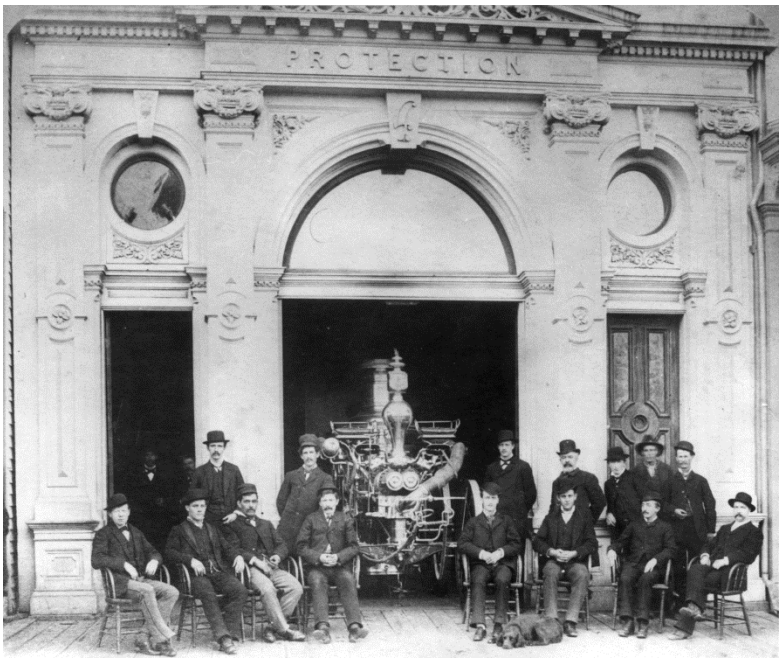
1859 to 1884

1862

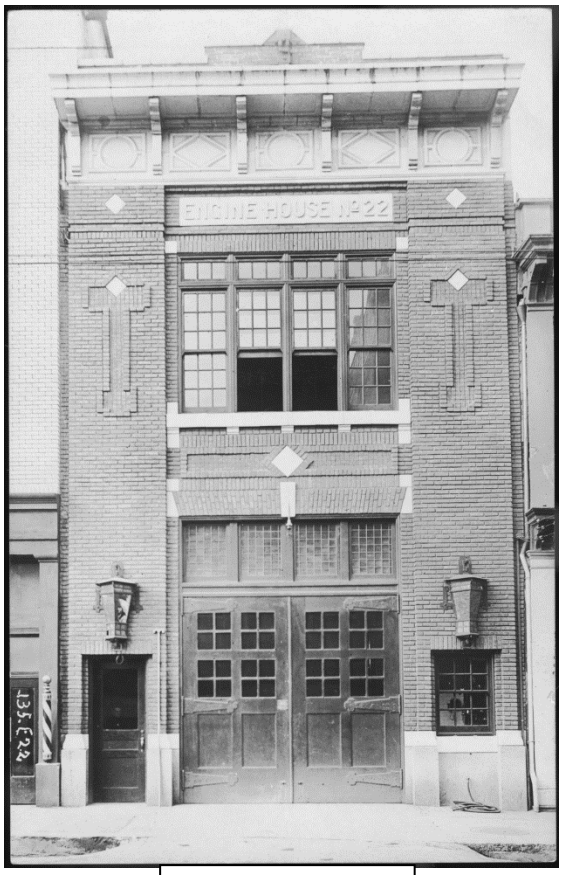
1233 SW 1st Avenue (273 1st Street)

Protection Engine Company #4 - 1862 to 1883
Hose 1 - 1883 to 1885
Hose 2 - 1885 to 1912
Engine 4 - 1883 to 1885
Chemical 2 - 1894 to 1912
Engine 4 - 1960 to 1962
Engine 22 - 1913 to 1960

Located on SW 1st Avenue between SW Madison and Jefferson Streets, Protection Engine Company #4 was established at this location. Protection began service in 1862. Protection would become Engine 4 in 1883 and remain at this location until 1885, when they would move to a location on 4th Avenue. Between 1885 and 1912, Hose 2 would occupy the station. In 1913, Engine 22 would be assigned to the station and remain until 1960. The station likely received a facelift in 1913, as indicated by the photos below. Engine 22 would move to St. Johns in 1960 and replace, in number only, the existing Engine 32 located on N. Alta. This station would be occupied from 1960 to 1962 by Engine 4 while their new quarters were being built on SW College Street. It was then removed from service. This building no longer exists.



1862 to 1913



1913 to 1962

1862

601 SE 26th Avenue (Follow entry road west to end, turn right, travel north one block)

Firefighter's Section - 1862 to Present

While not a fire station, the Firefighter's Section of Lone Fir Cemetery is an important Hallowed Ground of Portland Fire.

Located in the heart of Lone Fir Cemetery, Block 5 (the Firefighter's Section) was deeded to Portland Firefighters on November 16, 1862 by then landowner Colburn Barrell and his wife. Block 5 is 100 feet by 100 feet in dimension with a garden and flagpole in the middle. The corners are marked by a plain obelisk and block markers indicating the surrounding cemetery blocks. In the early 2000s, an effort to revitalize the Firefighter's Section began. Lost gravemarkers were replaced and those that were unreadable had supplemental markers placed alongside the old markers. Special markers were placed next to gravemarkers of those who died in service to the community. Colburn Barrell offered Portland Firefighters a free burial plot in the Firefighter's Section and that promise remains honored today by Metro, the caretaker of Lone Fir Pioneer Cemetery.









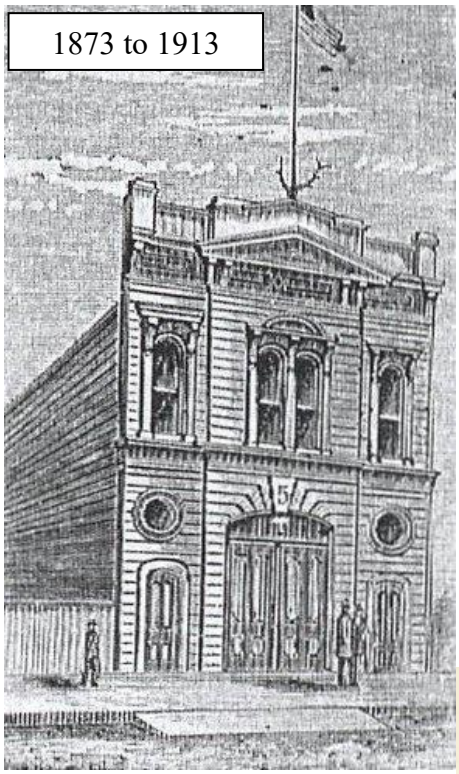
1873

1724 SW 4th Avenue (370 4th Street)

Tiger Engine Company #5 - 1873 to 1883
Engine 4 - 1885 to 1960
Truck 2 - 1888 to 1962

Located on SW 4th Avenue, between Mill and Montgomery Streets, this station opened as Tiger Engine Company #5. It was a direct result of the August 2, 1873 conflagration known as "Black Saturday" that destroyed 22 square blocks of the city. In 1883, when the Portland Paid Fire Department was established, this station was mothballed for 2 years. It reopened as Engine 4 and was joined by Truck 2 in 1888. In 1913, a new Two Story building (Lee Holden designed) would occupy the site. It would remain until 1962 while the new station was built on SW College. Engine 4 would move into the station on SW College Street in 1960. Truck 2 would remain as a lone responder here until 1962. These buildings no longer exists.

1873 to 1913





1873 to 1913 - 2nd bay added in 1888

1913 to 1962



1881

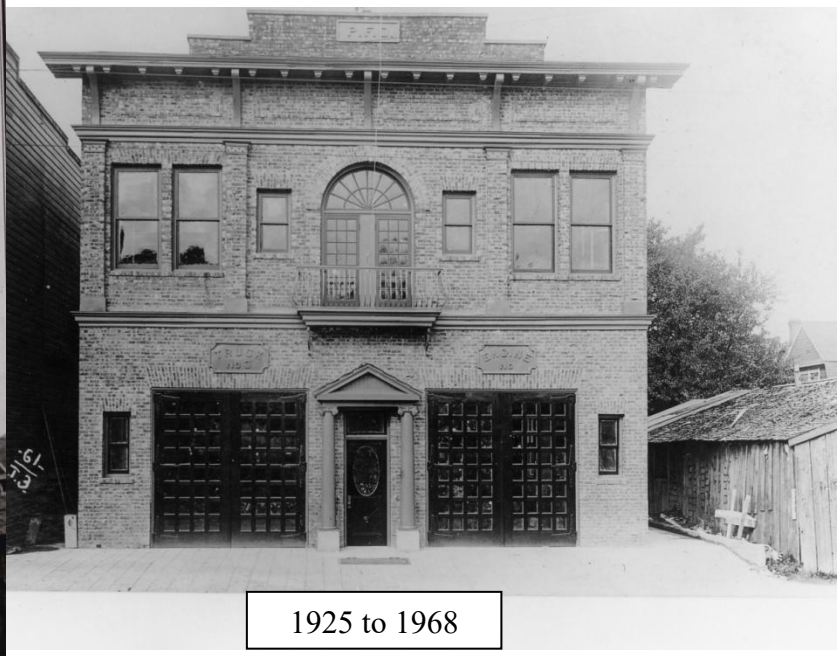
1425 NW Glisan Street (511 Glisan Street)

Couch Engine Company #6 - 1881 to 1883
Truck 3 - 1891 to 1968
Engine 3 - 1925 to 1968

Located on NW Glisan Street at NW 14th Avenue, Couch Engine Company #6, the final volunteer company to form, would establish this as their location. Couch #6 would be deactivated in 1883 when the Portland Paid Fire Department was formed, mothballing this location until Truck 3 was established in 1891. The fire station would only accommodate one apparatus until it was razed and replaced with a new building in 1913. Truck 3 would be joined by Engine 3 in 1925. The station would remain in use until 1968 when the new Station 3 would be built and Engine and Truck 3 would relocate to NW Johnson Street. The building remains in private ownership today (2024).



1881? to 1925



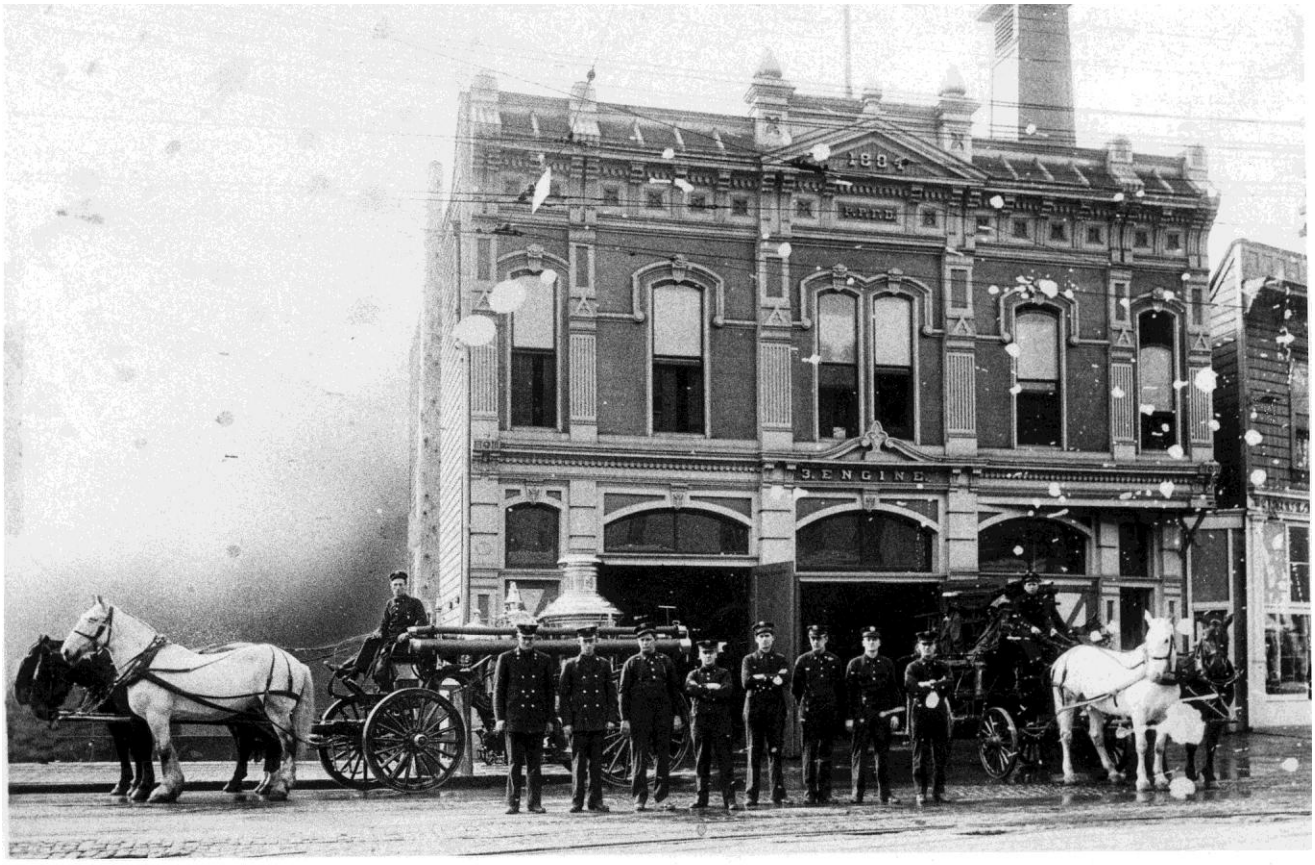
1925 to 1968

1884

1440 SW Washington Street (510 Washington Street)

Engine 3 - 1884 to 1925

Located on SW Washington Street and SW 14th Avenue, Engine 3 moved to this location from the 200 Block of SW Washington in 1884. This would be the first station built under the administration of the Portland Paid Fire Department, which evolved from the Portland Volunteer Fire Department in 1883. This two story wooden structure boasted 3 apparatus bays. In the era of horse drawn steam pumpers, every steamer was coupled with a hose company, which was a separate horse drawn wagon. This station would remain in used until 1925 then not used again. This building no longer exists.



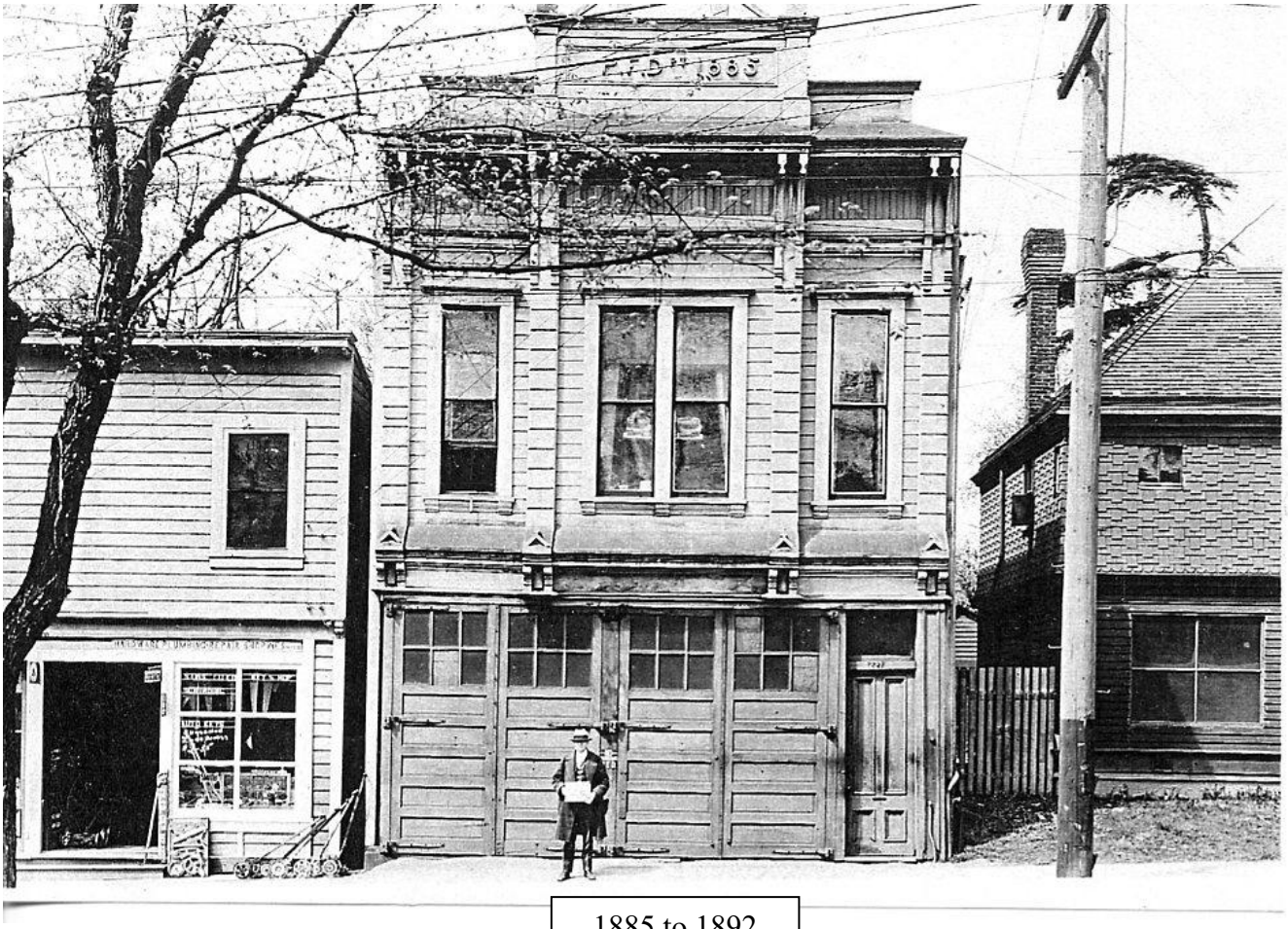
1884 to 1925

1885

Foot of NW Couch Street

Hose 1 -1885 to 1892

Located between NW Couch and Burnside Streets, on what was then Front Avenue, Hose Company #1 had begun service on SW 1st Avenue with Engine 4 in 1883. It moved to this location in 1885 and stood as a lone company for seven years before moving on to Everett Street and other locations. The fire station was a wooden two story structure that was never again used after Hose 1 moved out. The building no longer exists.



1885 to 1892

1890

1521 NW 20th Avenue (329 N 20th Street)

Engine 6 - 1890 to 1912
Hose 6 - 1890 to 1912
Engine 26 - 1915 to 1947

Located on NW 20th between Quimby and Raleigh Streets, Engine and Hose 6 would be established at this location in a two story wooden building. The building was relocated from 720 SW 4th Avenue and refurbished with modern fixtures in 1890. The station would close in 1912 but remain Portland Fire property. It would re-open in 1915, occupied by Engine 26. Engine 26 would serve the area until 1947 when the station was closed for good. The number 26 would not be used again until 1959 when the fire station on N. Lombard would change from Engine 36 to Engine 26. This building no longer exists.



1890 to 1947

1890

3323 SW Naito Parkway (811 Front Street)

Engine 5 - 1890 to 1957

Located on what was then Front Avenue between SW Gibbs and Whitaker Streets, Station 5 would be established in 1890. The first station, a wooden two story would serve until 1924 when a Bungalow, one of Lee Holden's 25 designed stations would replace it. The Bungalow would go on to serve until 1957 then be removed from the city inventory. It remains on the site and is in private ownership, having served a variety of commercial businesses over the years.



1890 to 1924

1924 to 1957



1891

2600 Block of N Borthwick Avenue

Engine 8 - 1891 to 1903
Truck 5 - 1891 to 1892

Located on N Borthwick between N Russell and Knott Streets, Engine 8 began service in North Portland in 1891. While it isn't known for sure, this may have been a station (or just the property) that came to Portland when Albina was annexed into the city. Truck 5 would accompany Engine 8 for one year then Truck 5 would be relocated. Engine 8 would be moved to new quarters on NE Russell Street in 1903 and this building would not be used again. The building no longer exists.



1891 to 1903

1891

302 SE 3rd Avenue (40 E 3rd Avenue)

Engine 7 - 1891 to 1927
Truck 4 - 1907 to 1927

Located on SE 3rd Avenue at Pine Street, this station began service with Portland in 1891. It may have been pre-existing and come to Portland during the 1891 annexation of East Portland. It would serve as quarters for Engine 7 beginning in 1891 with Truck 4 co-locating in 1907. The two companies would remain until 1927 when the new Station 7 would open on SE Stark Street. After 1927, the building would be removed from city inventory. It no longer exists.



1891 to 1927

Photo from 1905 Yearbook



ENGINE COMPANY No. 7, 40 East Third Street, Corner East Pine and East Third Streets.

PORTLAND FIRE DEPARTMENT SOUVENIR

187

1891

1917 SE 7th Avenue (367 E 7th Avenue)

Hose 3 - 1891 to 1912
Engine 23 - 1913 to 1961

Located on SE 7th Avenue between SE Stephens and Harrison Streets, Station 23 began life as Hose Company #3. It likely came to Portland when East Portland was annexed into the city in 1891. It would be re-built to its current design in 1912. This was a standard Two Story design, one of the 25 stations designed by Lee Holden. At one time, the homes adjacent to it on 7th Avenue were called "firefighters row." That was a row of private houses owned by the firefighters who worked there. This was said to be a larger number of homes than most stations, but the concept was not uncommon. In the days before affordable automobiles, people typically lived near their work. Firefighting was not a high paying job so many firefighters lived near or even in the fire station. Station 23 would close in 1961 when the new Station was built SE 13th Place. This building still exists, in private ownership.



1891 to 1912



1913 to 1961

1892

3800 Block N Vancouver Avenue (Between Beech and Failing Street)

Hose 4 - 1892 to 1893

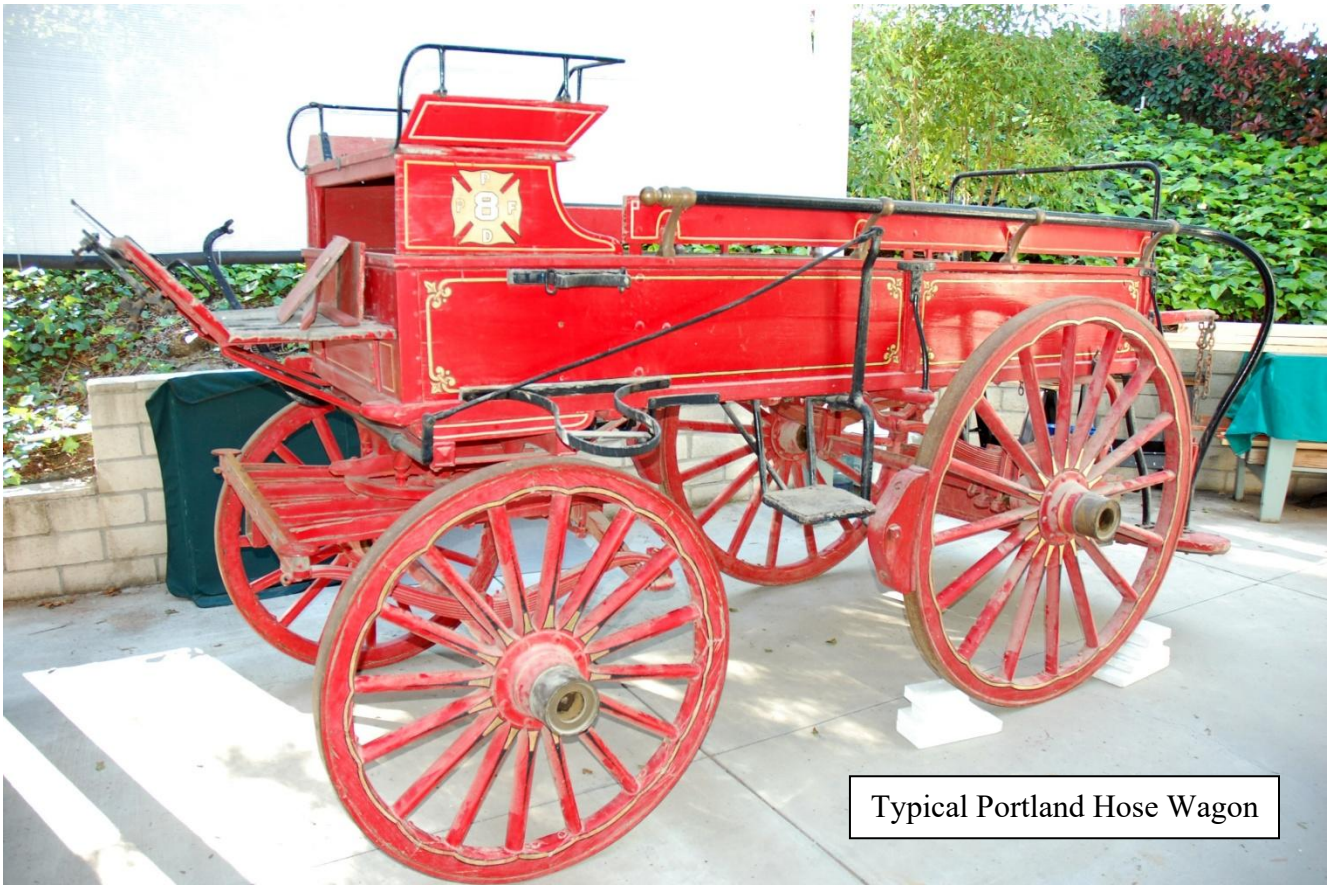
Located on N Vancouver Avenue between Beech and Failing Streets, Hose 4 was a standalone company that may have been part of the Albina annexation. Hose companies were typically paired with an engine company during the horse drawn days but some existed in stations by themselves due to space limitations. Hose Companies carried ladders, hose, and equipment that would otherwise make steam engines heavier than horses could handle. This station would cease to be used in 1893 and the crew was likely blended into other stations. The building no longer exists. No photos of this station are known to exist.

1893

245 NW Everett Street

Hose 1 - 1893 to 1897

Located on NW Everett Street between 2nd and 3rd Avenues, Hose 1 shuffled around NW Portland, having previously been on 1st Avenue, then the Foot of NW Couch Street and later moved to Stark Street. It was likely always in close proximity to a steamer and would accompany it to fires. This building no longer exists and no photos of this station are known to exist.



Typical Portland Hose Wagon

1894

1019 NE MLK Boulevard (227 N Union Avenue)

Chemical 3 - 1894 to 1907

Located on what was then Union Avenue between Hassalo and Holladay Streets, Chemical Company #3 would begin service in 1894 and remain at this location until 1907, then moved to N. Mississippi Avenue. Chemical engines, unlike steamers, used chemicals to propel water from a tank through hoses. This station would cease being used in 1907 and the building no longer exists. The 1885 below the bell may mean this was previously an Albina firehouse before Albina was annexed into the city of Portland.



1894

1000 SE 34th Avenue (180 E 34th Avenue)

Hose 5 - 1894 to 1897

Located on SE 34th Avenue at the corner of Yamhill Street, Hose 5 came into service as the Belmont District began to form. It was on the outskirts of Portland at that time. It may have originally been a volunteer station for the Belmont community as it was developing in the 1890s. The building would cease to be used in 1897 when the station on SE 35th would be built. This building no longer exists. No photos of it are known to exist.

1895

420 NE Holladay Street (390 Holladay Street)

Truck 4 - 1895 to 1906

Located on NE Holladay Street between MLK Jr. Boulevard (Union Avenue) and Grand Avenue, Truck 4 originated as a lone Truck Company. It would remain in this status from 1895 to 1906. Truck 4 would be moved to quarters with Engine 7 in 1906 at SE 3rd Avenue. This station then ceased to be used and the building no longer exists.



1895

8210 SE 13th Avenue (1660 E 13th Street)

Sellwood Volunteers - 1895 to 1907
Hose 4 - 1907 to 1909
Engine 20 - 1910 to 1959

Located on SE 13th Avenue between Umatilla and Tenino Streets, Station 20 began service to the Sellwood community in 1895, prior to being a part of the Portland Paid Fire Department. The Sellwood volunteers would join the department in 1907 and their station would house Hose Company #4 from 1907 to 1910. In 1910, Engine 20 would join Hose 4 and become Engine 20. The original fire station would be razed in 1921 and a Bungalow station would be built. This was one of the 25 stations designed by Lee Holden. The station would remain in service until 1959 when the station on SE Bybee Street would open. Once closed, it was sold then occupied by the Boys & Girls Club for many decades. In 1990, the building was purchased by the Sellwood Moreland Improvement League neighborhood association (SMILE). The building remains standing in private ownership.



1895 to 1921



1921 to 1959

1897

900 SE 35th Avenue (162 E. 35th Street)

1897 to 1912



Hose 5 - 1897 to 1904
Engine 9 - 1904 to 1912
Engine 9 - 1912 to 2003
Truck 6 - 1928 to 1963
Historic Belmont Firehouse - Safety Learning Center & Fire Museum - 2003 to Present

Located on SE 35th Avenue at the corner of Belmont Street, this station replaced Hose 5 at 34th and Yamhill in 1897. In 1904, Engine 9 would be established at the site and Hose 5 would become Hose 9. Originally a wooden, two-story structure, it would be replaced with a Lee Holden designed Two-Story in 1912. The station would be joined by Truck 6 in 1928. In 1963, Truck 6 would move to Station 19 but Engine 9 would remain and serve continuously until 2003, when the new station would be built on SE Cesar Chavez Boulevard (39th Avenue). The building would then be converted into what became known as the "Historic Belmont Firehouse." It would house the Safety Learning Center & Fire Museum. This was designed as an interpretive center for the history and heritage of Portland Fire. It was also a fire and life safety learning destination to bring efficiencies to educating the public about fire and injury prevention. It remains in service at the same site where it was established in 1897.



1912 to 2003



Historic Belmont Firehouse
Safety Learning Center & Fire Museum
2003-Present

1898

4867 NE MLK Boulevard (1027 N Union Avenue)

Chemical 4 - 1898 to 1907
Engine 14 - 1908 to 1924
Engine 14 - 1924 to 1959

Located on Martin Luther King Jr. Boulevard (formerly Union Avenue) between Alberta and Wygant Streets, this station began in 1898 as a wooden building that housed Chemical Engine 4 until 1907. After a brief vacancy, Engine 14 would be assigned to the building. In 1924, the original station was razed and a Bungalow station would be built in its place. This was one of the 25 Lee Holden designed stations. A new station would be built on NE Killingsworth in 1959 and this building would be vacated for good. It would serve several private business but was finally razed some years later. The building no longer exists.



1898 to 1907



1907 to 1924



1924 to 1959

1902

2200 Block NW Nicholi Street

Engine 6 - 1902 to 1924

Located on NW Nicholi Street at NW Sherwood Avenue, Engine 6 would move to this location in 1902 from NW 20th Avenue. This building would remain until 1924 when a bungalow station was built at nearby 2401 NW 23rd Avenue. This building no longer exists.

1902 to 1924



1903

45 NE Russell Street (303 Russell Street)

Engine 8 - 1903 to 1957
Truck 5 - 1907 to 1917
Truck 5 - 1927 to 1955

Located on NE Russell Street, between NE Rodney and Williams Avenue, Engine 8 would begin service at this location in 1903. They had previously been housed on N. Borthwick Avenue. This building may have existed prior to 1903 and been a part of the Albina Volunteer Fire Department. Albina would be annexed into the City of Portland in 1891, bringing fire protection and other city services to the area. Truck 5 would be assigned to the same location in 1907. Truck 5 would be moved in 1917, but return in 1927. The station would remain in service until 1957 when the Modernization Program would build new stations. This would eventually move Engine 8 and Truck 5 to N. Maryland Avenue where they remain today. This building no longer exists.



1903 to 1957

1905

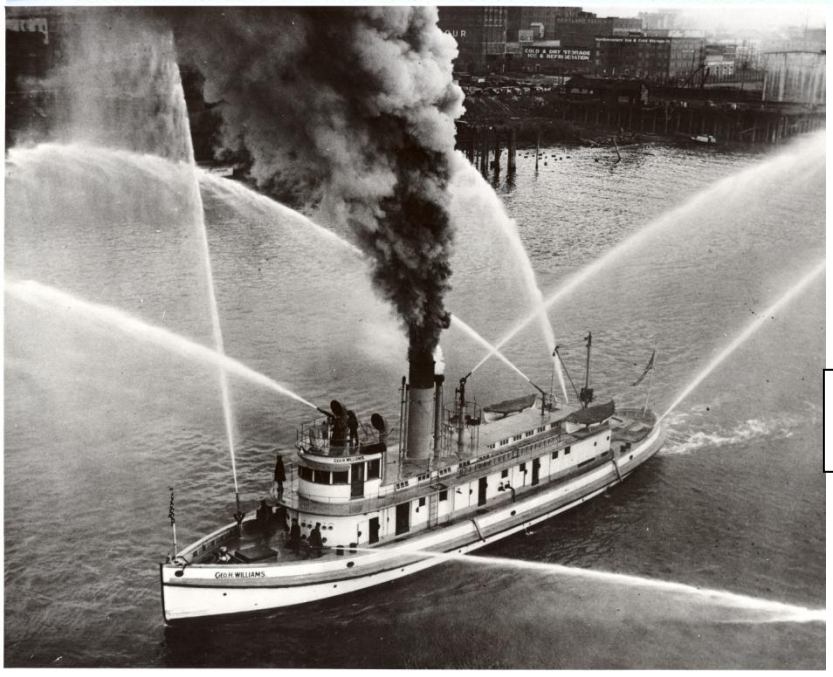
549 SE Water Avenue (Foot of E Washington Street)

Fireboat 1 - 1905 to 1960

Located on the East bank of the Willamette River, Fireboat 1 was the location of the first Fireboat to serve Portland. The George Williams (named for the Portland Mayor who served from 1902 to 1905) was commissioned in 1904. It was powered by steam and stretched 105 feet, 6 inches in length. It would remain in service until 1927. This building no longer exists.



1905 to 1960



Fireboat #1 - The George Williams
Serving From 1904 to 1927

1906

5400 S Macadam Avenue (1250 SW Macadam Road)

Engine 10 - 1906 to 1925

Located on Macadam Avenue between S. Boundary and Sweeney Streets, Engine 10 would begin service in 1906. The station was a typical two story wooden building that would remain in service until 1925 when the new Station 10 was built a few blocks away on S. Kelly Street. Note the dirt roads that were common place in this era. This building no longer exists.



1907

203 NE 28th Avenue (63 E 28th Street)

Engine 12 - 1907 to 1957

Located on NE 28th Avenue at the corner of Davis Street, Engine 12 began service in 1907. In 1924, a Bungalow station, designed by Chief Lee Holden, would replace it on the same site. It would remain in service until 1957 when the Modernization Program would be implemented, creating a number of new stations. This building no longer exists.



1907 to 1924



1924 to 1957

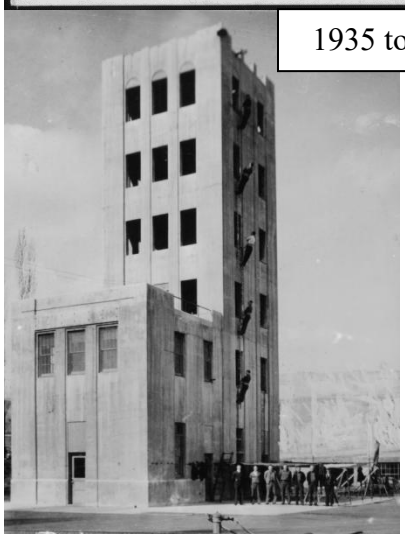
1907

1145 SE Powell Boulevard (545 SE Powell Boulevard)

Engine 11 - 1907 to 1928
Logistics Center - 1983 to Present

Located on SE Powell Boulevard at the corner of SE Milwaukie Avenue, Engine 11 was located here in 1907. In 1928, Engine 11 would be moved to the Woodstock neighborhood and later to Lents. Portland Fire would maintain ownership of the property and operate a drill tower and training operation at the site. In 1938, a drill tower would be constructed. In 1983, the Logistics Shop would be built and remains on the site today. It provides services for apparatus and station maintenance and supply. Station 23 shares the lot at the northeast corner of the block. This Station 11 no longer exists.







1908

4015 N Mississippi Avenue (829 Mississippi Street)

Chemical 4 - 1908 to 1911
Chemical 3 - 1912 to 1912
Engine 33 - 1913 to 1921

Located on N. Mississippi Avenue Between Shaver and Mason Streets, This station may have been built in 1891 but was occupied by Portland Fire in 1908. It would initially house Chemical #4 until 1911 then Chemical #3 from 1912 to 1913. In 1913, Engine 33 would be assigned and remain until 1921. Engine 33 would move to Linnton at that time. This station no longer exists.

1908 to 1921



1908

1207 NE Grand Avenue (261 Grand Avenue)

Engine 13 - 1908 to 1955

Located on NE Grand Avenue at Multnomah Street, Engine 13 would be established in 1908. It would remain at this site until the new Station 13 would be built on NE Weidler Street. This building no longer exists.

1908 to 1955



1908

1920 SW Spring Street (590 SW Spring Street)

Engine 15 - 1908 to Present

Located on SW Spring Street between SW 19th and Vista Avenue, Station 15 would open on April 7, 1908. The original building was quite grand in nature, almost castle-like in appearance. It would remain until 1925 when it would be replaced by a Bungalow station, one of the Lee Holden designed stations. Station 15 remains in service today, largely unchanged from its 1925 design.



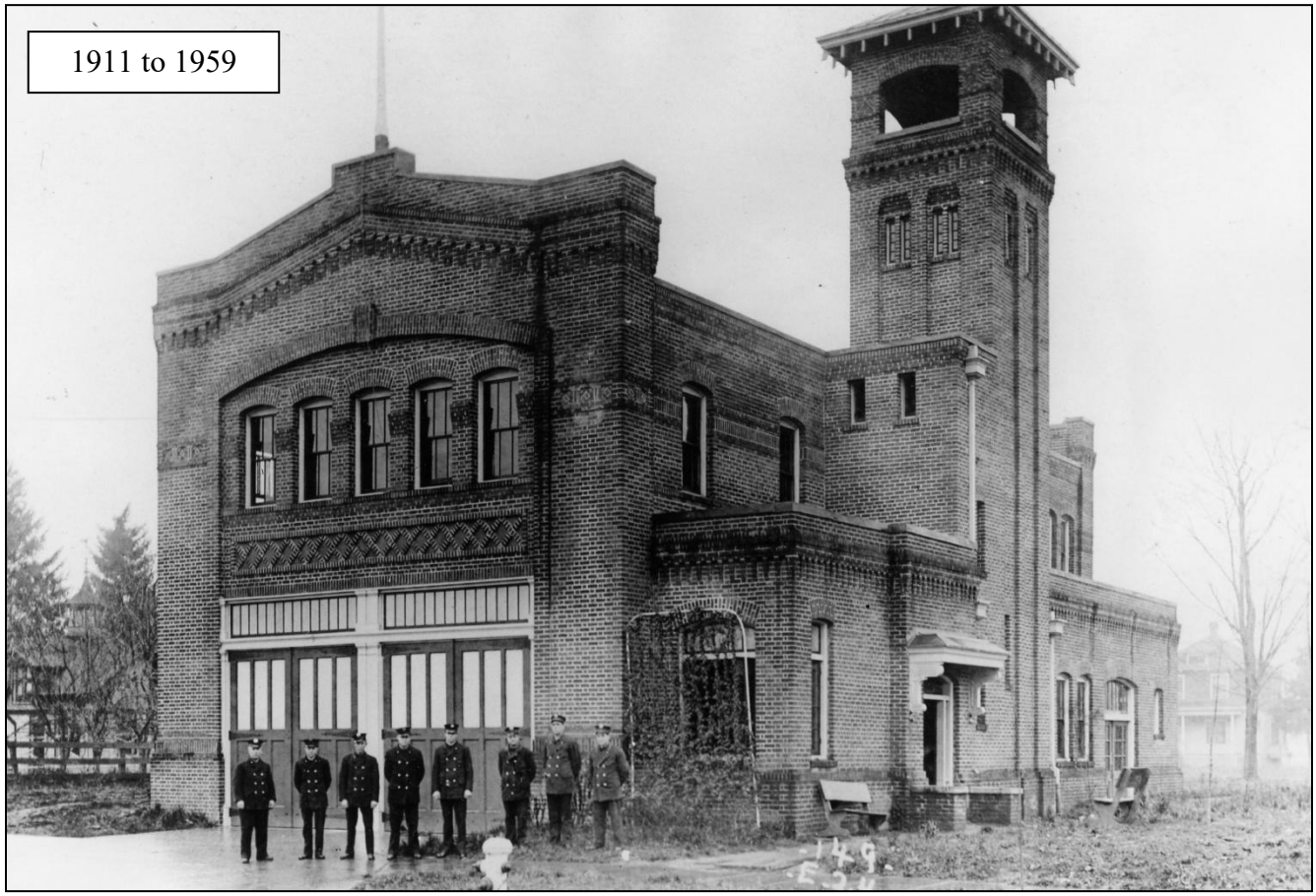


1911

5340 N Interstate Avenue (1126 Patton Avenue)

Engine 24 - 1911 to 1959
Truck 7 - 1928 to 1959

Located on N. Interstate Avenue between Emerson Street and Willamette Boulevard, Station 24 was built in 1911. It is believed to be one of Lee Holden's designs (two stations other than the Bungalows and Two Story's were designed by Chief Holden). Much like Station 25, it was grand in size and design and may have been built as a headquarters for the north end of Portland. In 1927, Truck 7 would join Engine 24 and they would both remain until 1959 when the Modernization Program would provide a new station on N. Maryland Street. Training would also take place in this building. The building remains in existence today, having been used by the City of Portland for various programs and activities.



1911

1436 SW Montgomery Street (494 Montgomery Street)

Engine 16 - 1911 to 1939
Truck 8 - 1939 to 1960
Engine 1 - 1948 to 1963

Located on SW Montgomery between SW 14th and 16th Avenues, this station began service in 1911 with Engine 16. Engine 16 would go out of service in 1939 (later going to the new station on NW Yeon) and Truck 8 would take up residence. In 1948, Engine 1 would be moved to this station and it would remain until 1963 when it would be mothballed until 1984. Truck 8 would remain until 1960 before moving to Hillsdale and being paired with Engine 5. This building remained owned by the City of Portland and has housed a variety of services. The building still exists today.

1911 to 1963



1911

Foot of SW Stark Street

Hose 1 - 1911 to 1912

Located on the edge of the Willamette River, at the foot of SW Stark Street, this station may have been no more than an existing garage space. It was used by Hose 1 for one year. The site was once used as the Stark Street Ferry Landing, which was retired after the Morrison Bridge was completed on April 12, 1887. This building no longer exists and no photos are known to exist of it.

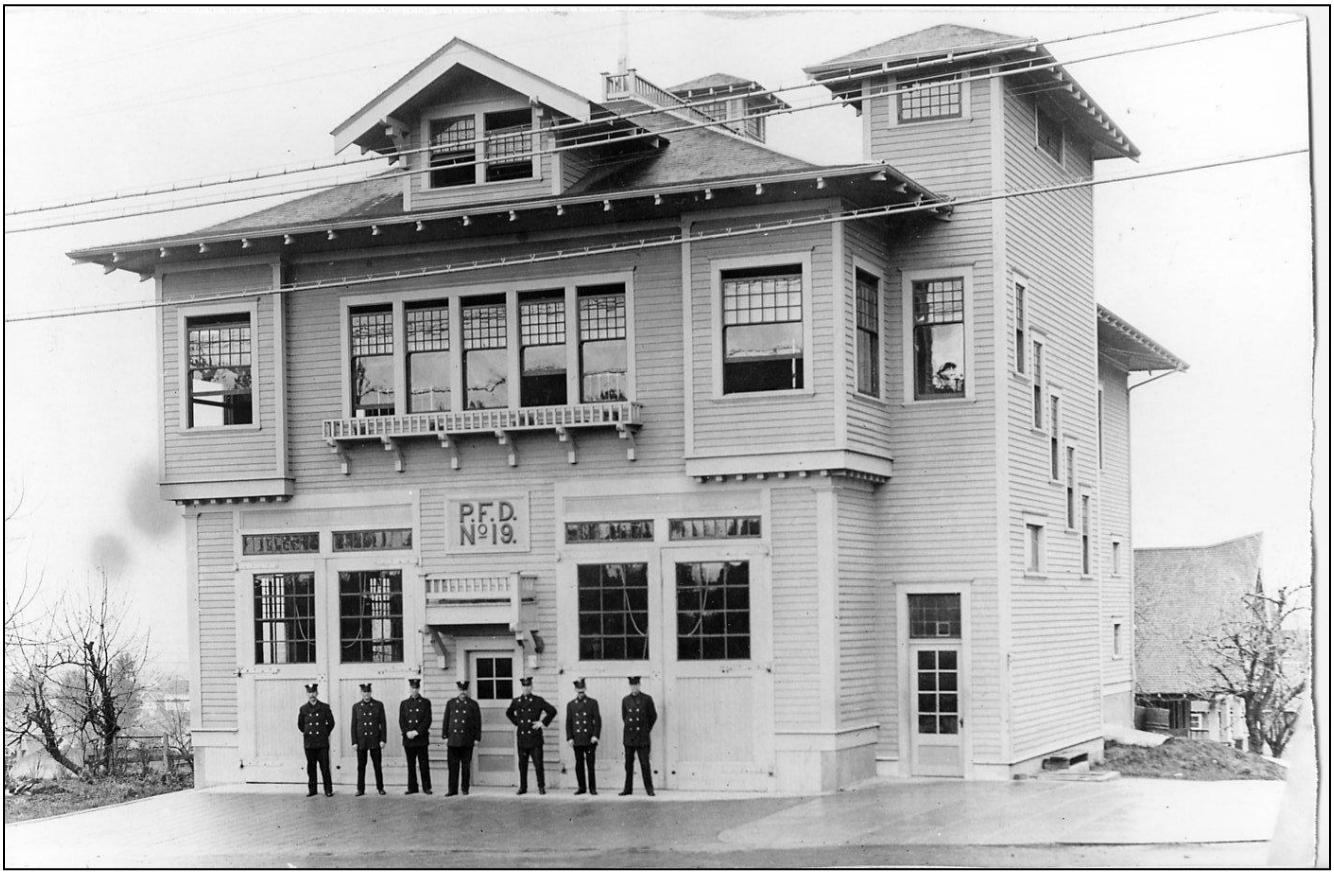
1911

6049 SE Stark Street (1599 SE Stark Street)

Engine 19 - 1911 to 1953

Located on SE Stark Street between SE 60th and 61st Avenues, this 1911 building was likely the last wooden building constructed by Portland Fire. From this point forward, all buildings were brick, stone, or stucco covered. This may have been part of a fire-resistant design strategy to prevent damage in the event of a major conflagration. Engine 19 would be assigned here from its opening in 1911 until it closed in 1953. The new Station 19 would be built on East Burnside that year. The building still exists today in private ownership.

1911 to 1953



1912

510 NW 3rd Avenue

Engine 2 - 1912 to 1950

Located on NW 3rd Avenue, between NW Glisan and Hoyt Streets, Station 2 was built in 1912. It was one of the Lee Holden designed Two Story fire stations. It was one of the more visible Portland Fire stations in the city. It was occupied by Engine 2 until 1950, when it was supposedly "condemned." Engine 2 would move south to the new Central Fire Station at Front Avenue and SW Ash Street. The building remained for many years, occupied for different purposes and finally owned by the Portland Development Commission. They would have the building demolished in August 2021.



1912 to 1950



One of the most iconic photos of Portland Fire during the horse drawn era shows Engine 2 leaving the station at 510 NW 3rd Avenue.

1912

3350 SE Francis Street (1000 Francis Avenue)

Engine 25 - 1912 to 1959

Located on SE Francis Street, between 33rd and 34th Avenues, Station 25 was built in 1912. Similar in design to Station 24, built the year before on N. Interstate Avenue, it is believed to be designed by Chief Lee Holden. It may have been a headquarters station on the south end of town, explaining the large design of the building. It would remain in service until 1959, when the Modernization Program would build a new Station 25 on SE Mall Street. This building remains in existence today, used by the City of Portland to deliver various art programs to the community.

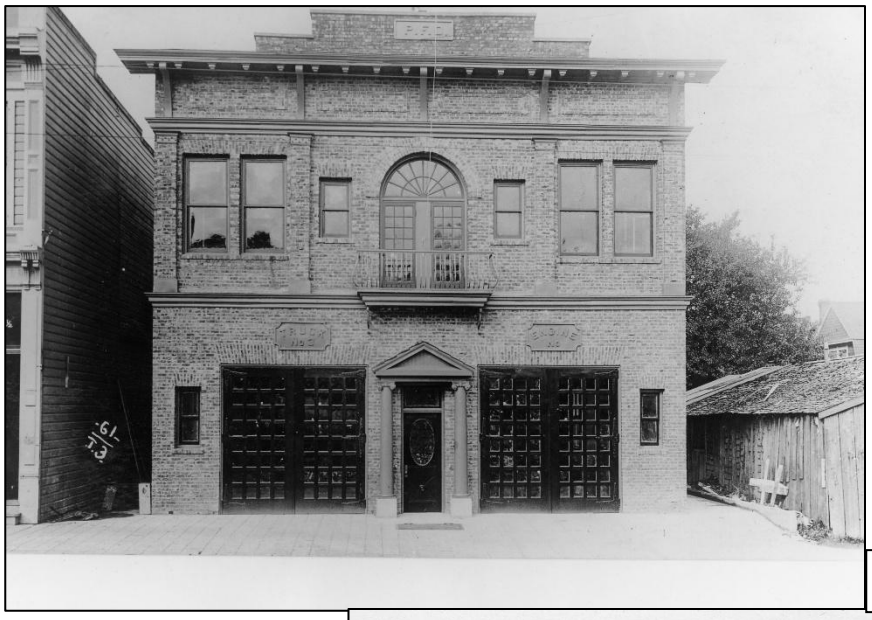


1913

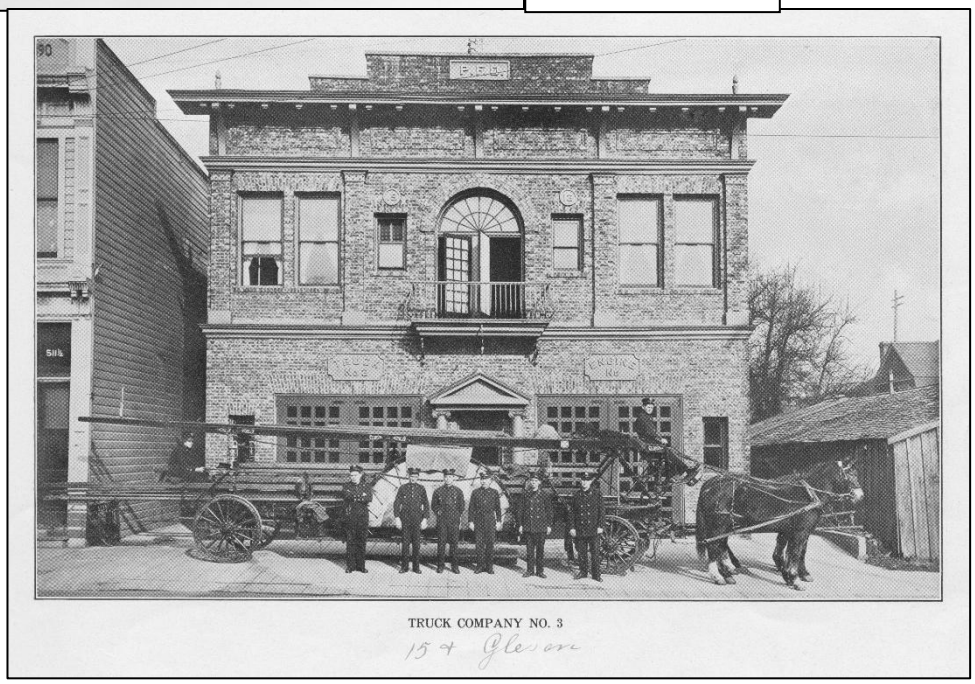
1425 NW Glisan Street

Truck 3 - 1913 to 1968
Engine 3 - 1925 to 1968

Located on NW Glisan between NW 14th and 15th Avenue, Truck 3 would be built to house only Truck 3 (Station 3 remained at 1440 SW Washington). In 1925, Engine 3 would join Truck 3 and the two companies would remain together until 1968 when the new Station 3 would open on NW Johnson. This building would be sold to private ownership and be used for various purposes, including restaurants. It remains in existence today, although it has been threatened by surrounding development.



1913 to 1968



1913

8105 N Brandon Avenue (1711 Brandon Street)

Engine 30 - 1913 to 1960
Engine 8 - 1960 to 1960

Located on N. Brandon Avenue, between Kilpatrick and Schofield Streets, Station 30 would be built in 1913. This was one of the Lee Holden designed Two Story fire stations. It was built through a joint venture between the city of Portland and Swift Packing Company. The land was donated by the Kenwood Development Corp, and the construction was paid for by the city. In 1960, it was first renumbered as Engine 8 as part of the Modernization Program, then closed by the end of 1960. Engine 8 would open on N Maryland Street. The Kenton Firehouse became a storage facility for city surplus for 17 years before being sold. It was cleaned up and refurbished to become the Historic Kenton Firehouse and designated an historic landmark. It provides a place for a variety of community events today and remains a part of the community.

1913 to 1960



1913

6823 NE Durham Avenue (426 Durham Avenue)

Engine 29 - 1913 to 1957

Located on NE Durham Avenue, between NE Dekum and Liberty Streets, Station 29 was built in 1913. This building was a Lee Holden designed Two Story fire station. In 1957, Engine 29 was put out of service until the Modernization Program produced a new station on the banks of the Willamette River at the foot of SE Madison Street. This station opened in 1960. This building was sold into private ownership. For a time, it was the residence of a Portland Firefighter. It would later be sold to become a restaurant and serve other private business purposes. The building remains in existence today.



1913 to 1957



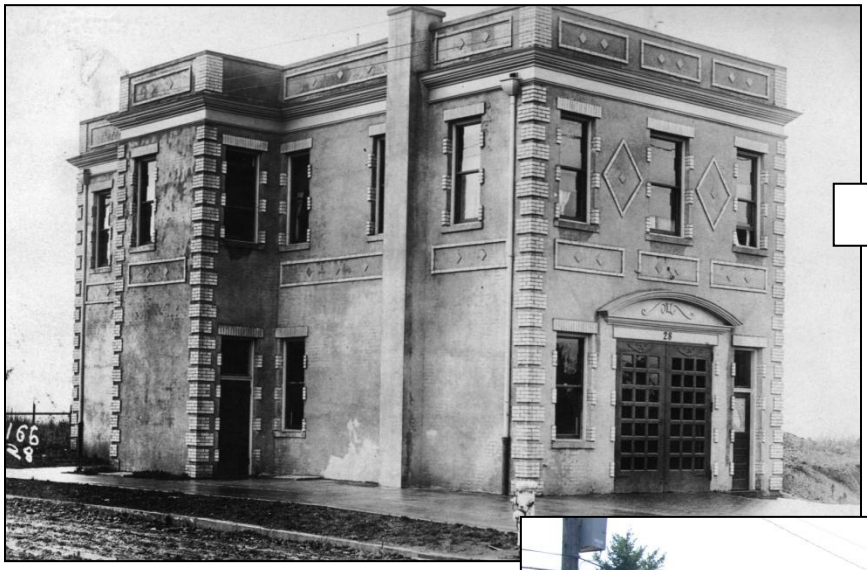
Interior of Station 29

1913

5540 NE Sandy Boulevard (1494 Sandy Boulevard)

Engine 28 - 1913 to 1984
Engine 28 - 2005 to Present

Located on NE Sandy Boulevard, between NE 54th and 56th Avenues, Station 28 was built in 1913. It was of the Lee Holden designed Two Story fire stations. It would go on to serve a long and interesting service life. In 1984, the building would be vacated when Multnomah County Fire District #10 was consolidated with Portland Fire. District 10's Station 40, located at 59th and NE Going Street, was near enough that two stations were not necessary for the area. Station 28 given to the Portland Office of Neighborhood Associations. Portland Fire would pass a bond measure to rebuild and relocate fire stations in the early 2000's. Station 40 was no longer deemed suitable so Portland Fire "purchased" old Station 28 back from the city and renovated it into a modern day fire station. It would resume service in 2005 and remain in service today. The artwork in front of it was part of the mandatory 1% of station cost that was required to invest in artistic pieces for public properties.



1913 to 1984



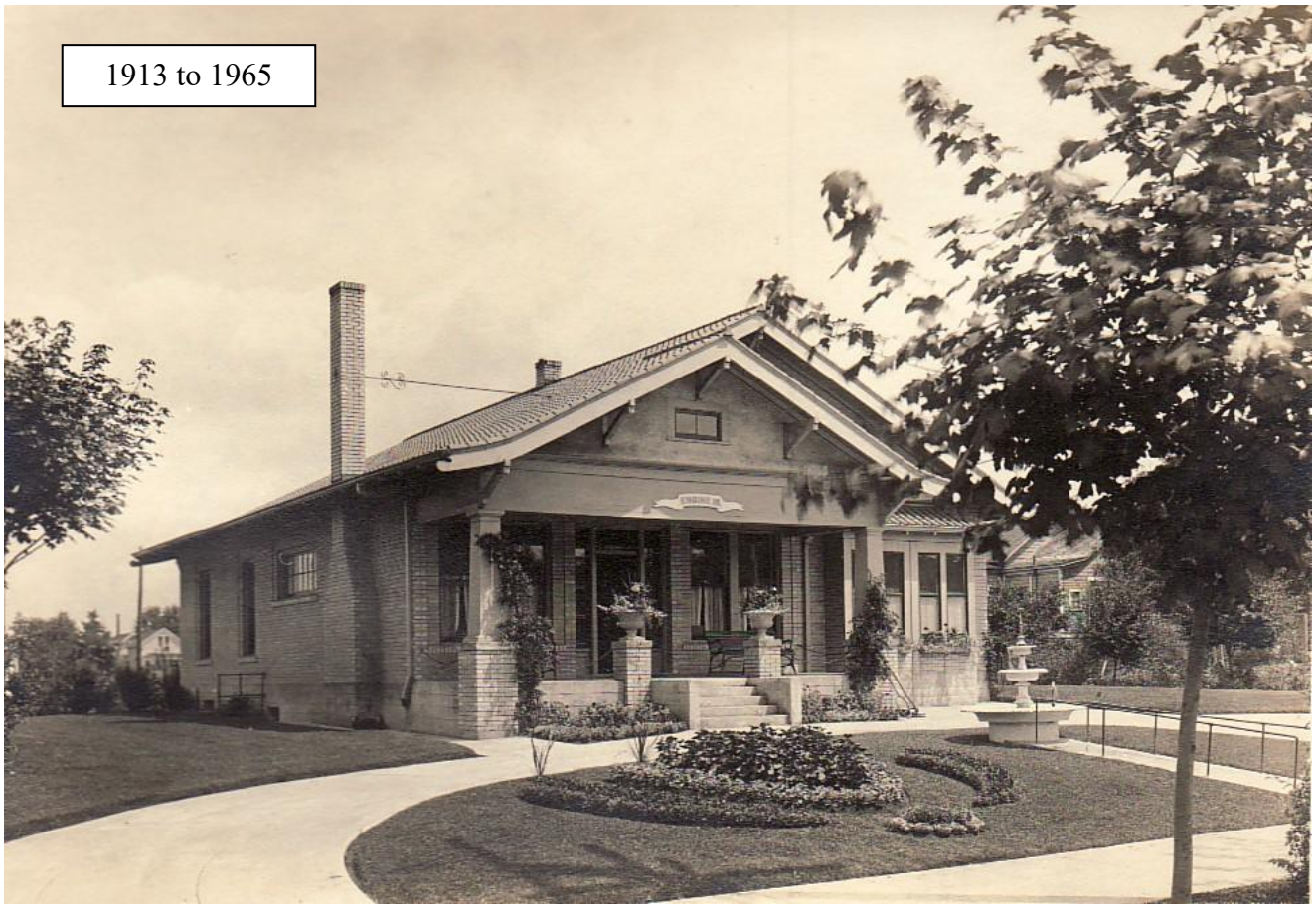
2005 to Present

1913

2200 NE 24th Avenue

Engine 18 - 1913 to 1933
Engine 18 - 1939 to 1941
Engine 12 - 1957 to 1965

Located on NE 24th Avenue between NE Thompson and Tillamook Streets, this station would carry two different identities over its service life. Built in 1913, it was the first Bungalow station to be built.. The Bungalow was designed by Chief Lee Holden. It was envisioned when a high-end neighborhood like Irvington needed a fire station but the aesthetic of a commercial building, like the Two Story fire stations that Holden designed, was not really suitable to the community. The Bungalow was much more house-like in design. The apparatus doors were disguised by a facade, complete with flower boxes, that didn't let on that it opened to an apparatus bay. The hose tower, a normally prominent feature of a fire station, would terminate at the top in a dormer and extend into a pit in the basement, all in order to conceal the feature. The Bungalow would also commit Portland Fire to the motorized era. Bungalow's would not accommodate horses or horse drawn apparatus. It would be another 7 years before all horses were put out to pasture and the department would become fully motorized. This fire station served as Engine 18 from 1913 to 1933, then was left vacant until 1939 when Engine 18 would again be assigned to it. That would last until 1941. It would again sit vacant until 1957, at which time Engine 12 would be assigned there until 1965. It was then retired for good. It went into private ownership for a variety of purposes and still remains in existence today.



1913

2 NE 82nd Avenue (30 E. 82nd Street)

Engine 27 - 1913 to 1953

Located at the corner of NE 82nd Avenue and Burnside Street, Engine 27 would be built and occupied in 1913. The Two Story design, created by Chief Lee Holden, would be found in many other stations. Engine 27 would serve at this location until 1953, when the new Station 19 would be built 9 blocks away. Engine 27 would be moved to the Linnton community. This building no longer exists.



1913 to 1953



A firefighter's life inside Station 27

1913

Foot of NW Hoyt Street

Fireboat 2 - 1913 to 1923

Located at the foot of NW Hoyt Street, on the edge of the Willamette River, was the house of Fireboat 2. No photos of the fire station itself are known to exist. Fireboat 2, the David Campbell, was commissioned in 1913. Named for fallen Fire Chief David Campbell, it was one of many efforts to commemorate Chief Campbell, who died in the line of duty on June 26, 1911 at the Union Oil Company fire at SE Salmon Street and Water Avenue. Fireboat 2 would remain at this location until 1923 when a purpose built fireboat station was built on N. River Road. The Fireboat David Campbell would be replaced by a newer version in 1927. It would go on to serve for 95 years before being retired.



The first Fireboat #2 - David Campbell, which would serve Portland Fire from 1913 to 1927.

1913

824 NW 24th Avenue (188 N. 24th Street)

Engine 17 - 1913 to 1968

Located on NW 24th Avenue, between NW Johnson and Kearney Streets, Station 17 would begin service in 1913. It was of the Two Story design, created by Chief Lee Holden. Engine 17 would provide continuous service at this fire station until Fire Station 3 would open on NW Johnson Street at 17th Avenue in 1968. The station would be used as the Toy & Joy warehouse until the early 1980s then sold into private ownership. It has been owned by many people over the years and used as both a residence and business at different times. The building remains in existence today and has been well cared for over the years.



1913 to 1968



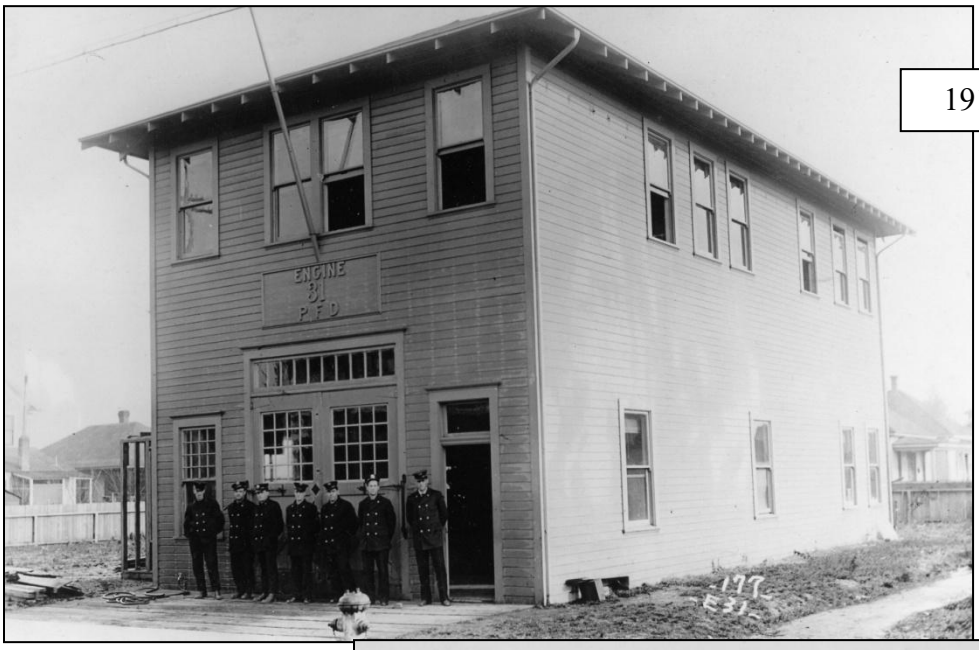
Station 17 in 2008

1913

4530 SE 67th Avenue

Engine 31 - 1913 to 1959
Portland Firefighters Association - 1986 to Present

Located on SE 67th Avenue between Pardee Street and Holgate Boulevard, Station 31 began service in 1913. The original building was a two-story wooden structure that would be replaced in 1927. The new building was a Bungalow station, designed by Chief Lee Holden. It would remain in service until 1959 when the Modernization Program would build and redistribute fire stations across the city. The new Station 25 would be built on SE 52nd Avenue, replacing the need for this station. It was sold into private ownership and would be purchased in 1986 by the Portland Firefighters Association to serve as their Union Headquarters. While remaining the owners, the PFFA now leases the building for other business use. The building remains in existence today.



1913 to 1927



1927 to 1959

1915

7214 N Philadelphia Avenue (215 Philadelphia Street)

Engine 32 - 1915 to 1954

Located in St. Johns in a triangle bordered by N. Philadelphia, Burlington, and Syracuse, Station 32 remains in existence, but the basement is unidentifiable as a fire station to those who do not know. When St. Johns was annexed into the city in 1915, it took over for the St. Johns Volunteer Fire Department. St. Johns had purchased a new Selden fire engine in 1914 that became part of Portland's fleet in 1915. With no need for a city hall, the upper floors of the building would become Precinct #3 of the Portland Police Bureau. Engine 32 would continue to respond from the basement fire station until 1954 when the new station on N. Alta would be built. The St. Johns station would continue to serve as Engine 32 until September 8, 1959 when it would become Engine 22 and Truck 9. The building remains today but its life as a fire station is indistinguishable.



1915 to 1954



A side view, showing the apparatus door to the basement fire station.

1921

10803 NW Front Avenue

Engine 33 - 1921 to 1940

Located on NW Front Avenue (one block east of St. Helens Road) between NW 107th and 112th Avenues, Station 33 would go into service in 1921. Linnton incorporated as a city in 1910. They would build their fire station in 1911, with the second floor serving as Linnton City Hall. Linnton would be annexed into the City of Portland in 1915. They would also become home for oil companies using large oil storage tanks. This came as a result of Fire Chief David Campbell's death in the Union Oil Company fire of 1911. Portland would pass ordinances banning large capacity oil tanks from 5 districts of the city. Areas to the north, along St. Helens Road, would become the new destination for such facilities. In 1921, Portland Fire would take over the Linnton Fire Station, assigning Engine 33 to respond from that location. It would serve until a new fire station would be built on NW 112th Avenue in 1940. This building no longer exists.



1921

905 SW 4th Avenue (203 4th Street)

Engine 1 - 1921 to 1948
Truck 1 - 1921 to 1948

Located on SW 4th Avenue between SW Salmon and Taylor Streets, Station 1 would be built in 1921. It would serve as the Central Fire Station until 1948, just before the new Central Fire Station would be built on Front Avenue at Ash Street. It would close two years before the move, causing Engine 1 and Truck 1, the units assigned to the station, to have to go into temporary service at other stations. Engine 1 would move to Montgomery Street and Truck 1 would move to SW 2nd Avenue. This station also served as the administrative headquarters, with Training and the Fire Marshal's Office on the upper floors. This building no longer exists.

1921 to 1948



1924

2401 NW 23rd Avenue

Engine 6 - 1924 to 1957

Located on NW 23rd Avenue between NW Reed and Nicolai Streets, Station 6 would be built in 1924. Engine 6 would move from the prior station on NW Nicolai Street to this location. It was a Bungalow station, designed by Chief Lee Holden. It would remain in service until 1957 when the Modernization Program would replace and redistribute stations across the city. Engine 6 would be mothballed for three years before the new Station 6 would open on Front Avenue. This building still exists today.

1924 to 1957



1923

922 N River Street (Foot of N Albina Street)

Fireboat 2 - 1923 to 1960

Located on N. River Road on the east bank of the Willamette River at the corner of Albina Avenue, this station was specially built for housing Fireboat 2, the David Campbell. It would move from across the river at the foot of NW Hoyt Street. It would remain at this location until 1960, then move back across the river to NW Front Avenue after the Modernization Program would produce a new fire station and fireboat facility. Along with Fireboat 2, the station would house a Boat Tender that would transport fire hose to and from fire scenes. This station remains in existence today, however access is limited and it is difficult to see from surrounding streets.

1923 to 1960



1925

5830 S Kelly Avenue (1334 Kelly Street)

Engine 10 - 1925 to 1984

Located on S. Kelly Avenue at the corner of S. Pendleton Street, Station 10 would relocate here from its former location on S. Macadam Avenue. This was a Bungalow station, designed by Chief Lee Holden. It would serve continuously until the new Station 10 was built on Taylors Ferry Avenue. Engine 10 would serve as an only company during the 59 years of service at this location. The building would be sold into private ownership in 1984 and serve various businesses. It exists today.



1927

1036 SE Stark Street

Engine 7 - 1927 to 1975
Truck 4 - 1927 to 1961



1927 to 1975

Located on SE Stark Street between SE 10th and 11th Avenue, Station 7 would be built in 1927. This station used a unique design not shared by any other Portland Fire Stations. Engine 7 and Truck 4 would both be housed here, with Engine 7 and Truck 4 having previously served on SE 3rd Avenue. This station would remain open until 1975. At that time, Engine 7 would replace Engine 29 at the foot of SE Madison Street, on the bank of the Willamette (Truck 4 would be co-located with Engine 23 in 1961) on SE 13th Place. During its term of service, Station 7 would also house a Battalion Chief and the Auto Shop. The Auto Shop would provide all maintenance services for fire bureau vehicles until they moved to the new facility. The new Apparatus Maintenance Facility would open in 1983 at the corner of SE Milwaukie Avenue and Powell Boulevard, across the block from Station 23. This building was sold to private ownership in sometime after 1983 and served a variety of businesses. It was refurbished back to somewhat original condition in the early 2000's and remains in existence today.





2000 to Today

1928

8615 N Albany Street Municipal Terminal #3 (Houseboat)



Fireboat 3 - 1928 to 1962

Located on N. Albany Street, which forms a loop at the end of N. Pittsburg Avenue along the east bank of the Willamette River, Fireboat 3 resided in a houseboat that served as their fire station. Being a floating fire station, they carried no land-based response capabilities. Fireboat 3 would be named the "Karl Gunster." He died on June 15, 1921 at the May Apartment Fire in downtown Portland. The floating firehouse would be moved in 1962, closer to downtown Portland. This fire station no longer exists.



1928

5247 N Lombard Street



Engine 36 - 1928 to 1959
Engine 26 -1959 to Present

Located on N. Lombard Street between N. Hereford and Gloucester, Station 36 was built in 1928. It was a Bungalow design, created by Chief Lee Holden. It would be occupied by Engine 36 from 1928 until 1959 when the Modernization Program would relocated and redistribute fire stations across the city. It would remain, but Engine 36 would be renamed Engine 26, which also changed the designation of the fire station to Station 26. While it has undergone several remodels over the years, the station remains in existence and in service for Portland Fire today. A seismic and functional renovation took place in the early 2000's.

1928 to Today



1928

4828 NE 33rd Avenue

Engine 34 - 1928 to 1959

Located on NE 33rd Avenue between NE Going and Alberta Court, Engine 34 would begin service in 1928. Station 34 was a Bungalow design, created by Chief Lee Holden. These station designs were built across the city and proved to be one of the most durable designs to ever serve Portland Fire. Station 34 would serve until 1959 when the Modernization Program would relocate and redistribute fire stations across the city. Station 14 would be built on NE 19th and Killingsworth and Engine 34 would go out of service. This building would be sold into private ownership in 1959 and has served a variety of businesses. It remains in existence today.



1928

5905 SE 43rd Avenue

Engine 11 - 1928 to 1956

Located on SE 43rd Avenue between SE Woodstock Boulevard and Knight Street, Station 11 was relocated from SE Powell Boulevard in 1928. Engine 11 would serve at this location until 1956 when it would be mothballed until 1960 and come back to replace Engine 35 in the Lents community on SE 92nd Avenue. This fire station would be sold into private ownership in 1956 and today, serves as a community center for the Woodstock community. The building remains in existence today.

1928 to 1956



1928

5707 SE 92nd Avenue



Engine 37 - 1928 to 1946
Engine 35 - 1946 to 1960
Engine 11 - 1960 to Present

Located on SE 92nd Avenue at the corner of SE Reedway Street, Station 37 would be built in 1928 to serve the Lents Community. Lents had previously been served by a volunteer fire department that began in 1919. The city of Portland, when approached, agreed to fund a building if the Lents Firefighter would provide a building lot. They did. It was located at SE 58th Avenue and Ramona Street. In 1928, Lents would get their own Portland Fire Station and crew. It would begin service as Engine 37, who would serve until 1946. It would be reassigned as Engine 35 from 1946 until 1960. The Modernization Program would relocate and redistribute fire stations across the city and this station would again be re-designated as Engine 11, which remains today. The station is a Bungalow design, created by Chief Lee Holden. It has undergone numerous renovations over the years, including a major seismic and design renovation in 2005. It remains in service with Portland Fire today.



1928

1864 SW Alder Street

Portland Firefighter Memorial Plaza / David Campbell Memorial

1928 to Present



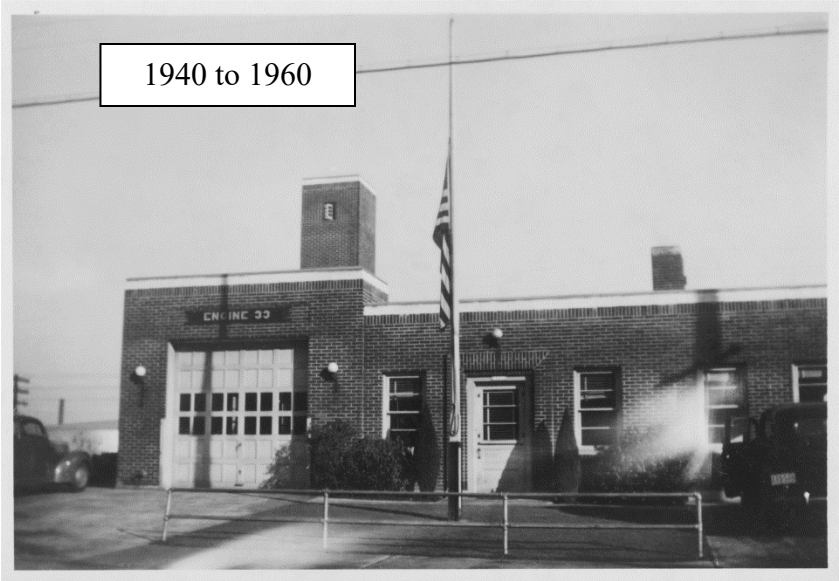
Located on SW Alder between SW 18th and 19th Avenues, the David Campbell Memorial is one of the Hallowed Grounds for Portland Firefighters.

David Campbell was Chief of the Portland Fire Department from 1895 to 1896. He was removed from his position due to political differences with the mayor. The following year, in 1896, a new administration was installed at city hall and Campbell was again promoted to Chief. He served continuously until his line of duty death on June 26, 1911. He was 47 years old. Campbell was very popular with the rank and file and with the citizens of Portland. His death rocked the city and his funeral procession was said to be the largest in the history of the city of Portland. While he was not the first Portland Firefighter to die in the line of duty, his death inspired a memorial to firefighters who would die in the line of duty. It would take 17 years, but on June 28, 1928, the memorial was unveiled to the citizens of Portland. It consists of a stone terrace and a limestone cenotaph on which a bronze bas-relief of Chief Campbell is displayed. The bas-relief shows Campbell in his uniform and holding his Chief's helmet in his hand. The sculpture was done by Avard Tennyson Fairbanks in 1927. He was the professor of sculpture at the University of Oregon. It is mounted on a stone slab above a fountain and pool. These features were designed by Paul Cret, a world renowned architect recommended by an ex-student who was a Portland architect. A legend is mounted above the fountain stating "Erected by many friends in honor of David Campbell, Chief of the Portland Fire Department 1895 to 1911, who lost his life in the performance of his duty June 26, 1911. Greater Love Hath No Man Than This." It cost $35,000 to build, all coming from private donations.

In 1963, the Portland Junior Chamber of Commerce, with the assistance of the Oregon chapter of the American Institute of Architects and local businesses and labor unions, lobbied the city to create a strip of park along the east side of the David Campbell Memorial monument. The work of narrowing 18th Avenue was completed the next year and succeeded in providing a small amount of open space adjacent to the monument as it became choked by ever-increasing traffic. The space was named Portland Firefighters Park but will become the Portland Firefighter Memorial Plaza. The triangle boasts the Messenger Bell, which once hung in the bell tower of Station 1. It was purchased after "Black Saturday," the Portland fire of August 2, 1873 which leveled 22 square blocks of the city. The bell weighs 4,200 pounds, 600 of which are pure silver. When rung, it could be heard all the way to Oregon City, 13 miles away.

1940

11212 NW St. Helens Road



Engine 33 - 1940 to 1960
Engine 27 - 1960 to 1983

Located on NW St. Helens Road at the corner of NW 112th Avenue, in Linnton, Station 33 would be relocated from the station a couple blocks away on NW Front Avenue. The new building would house Engine 33 until 1960. This is when the Modernization Program would relocate and redistribute fire stations across the city. Engine 33 would become Engine 27 and continue service until 1983. At this time, the fire station would be sold into private ownership. It would serve a variety of private businesses and still exists at that location today, although with a very different facade and appearance.



1942

Swan Island (owned by Maritime Commission)

Engine 38 - 1942 to 1947

Located on Swan Island, Station 38 was created during World War II when ship production was at its peak at the Portland Ship Yards on Swan Island. Operations were around the clock and the need for fire response was high. The Maritime Commission financed the Fire Station, which was staffed as Engine 38. Little else is known about it and no photos exist of the station.

During World War II when the Swan Island shipyards were working round the clock to build and repair naval ships, fire protection became an issue. A fire station was located on Swan Island to better serve the operations. It is believed it was largely funded by the military and perhaps operated more like a fire brigade, with assistance from Portland Fire, but little is in the record about it

1944

4465 NW Yeon Avenue

Engine 16 - 1944 to 1985

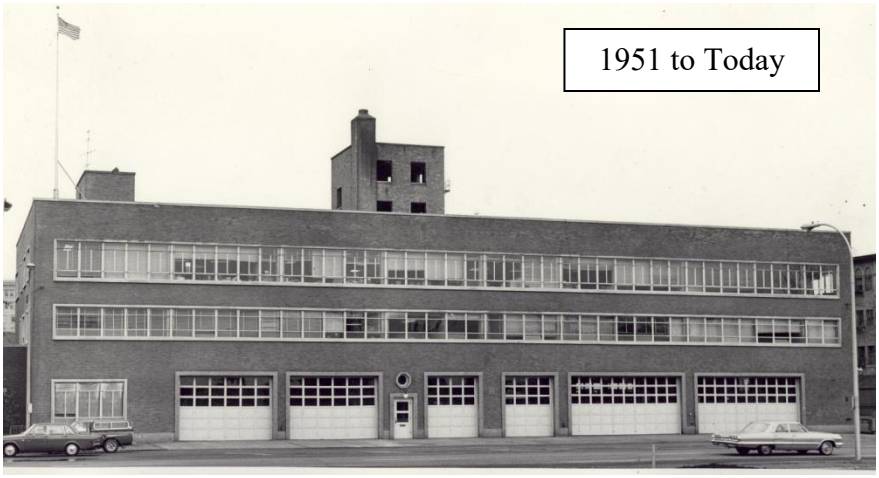
Located on NW Yeon at the intersection of NW Kittridge Avenue and St. Helens Road, Station 16 was built in 1944. This was another unique design that would not be replicated elsewhere. Engine 16 carried responsibility for much of the industrial area and would rest in the middle of a very important intersection in NW Portland. The station would be closed in 1985 and Engine 16 would be mothballed for one year until the new Station 16 would open on NW Willbridge Avenue. The building would continue unused but under city ownership. It would become a hazardous waste storage facility in the late 1980s and eventually fall into disarray and be sold to private ownership. It remains in existence today.



1944 to 1985

1951

55 SW Ash Street



Engine 2 - 1951 to 1962
Engine 21 - 1951 to 1984
Truck 1 - 1951 to Present
Squad 1 - 1962 to Present
Engine 1 - 1984 to Present

Located on SW Ash Street between SW Naito Parkway (Front Avenue) and First Avenue, the Central Fire Station was built in 1950 to house not only several response companies, but also other administrative operations. When it opened on March 5, 1951, it housed Engine 21 and Truck 1. Soon after it opened, Station 2, just down the street at 3rd and NW Glisan, was condemned and closed. Engine 2 moved to Station 1 and for 12 years, the station was staffed with two responding Engine Companies. In 1962, Engine 2 was de-commissioned and became Squad 1, a specialty rescue unit that remains in service today. Other apparatus have responded from the station. They include Rescue 1, the on-duty deputy chief, and fire investigators. Other apparatus on site have included the Command Unit, the trench rescue unit, dive rescue unit, quick response boats, and various other equipment staffed on an as-needed basis. The building has also housed many administrative sections of Portland Fire. This includes the Fire Marshal's Office, Public Education Office, Management Services, Planning and Development, Fire Investigations, and the offices of the Chief and most Division Chiefs. In fact, at one time the Chief's office was equipped as an apartment where some Chief's would chose to live. The building was equipped with numerous poles to allow firefighters to move quickly from floor to floor. From the third floor, poles led to the second floor. A different pole would be needed to travel from the second floor to the main floor. The building also boasts a parking garage in the basement. The building underwent a significant renovation in 2000 to make seismic upgrades, improved sleeping quarters for firefighters, and an overhaul of the offices on the second and third floor. The building still exists today and includes Engine 1, Truck 1, and Squad 1.



1951

7780 SW Capitol Highway

Engine 18 - 1951 to 1961

Located in Multnomah Village on SW Capital Highway between SW 34th and 35th Avenue, Station 18 began its service in 1939 as Multnomah County Fire District #3. On February 17, 1938 the Multnomah County Commissioners met at Multnomah School to organize a fire department for Multnomah. In April 1939 work began on the new fire station building. The building had a dormitory on the second floor, housed equipment on the main, and had a full basement. William (Bill) Surplice was appointed chief May 31, 1939. The Chief enlisted about thirty volunteers, 18 to 28 years of age. They received no compensation, not even on fire calls. The first truck arrived on July 22, 1939. On November 7 1950, the people of Multnomah voted for annexation into Portland, and Portland took over the fire department on August 1, 1951. The volunteers from the old district who wanted to remain were hired by the Portland Fire Bureau. The station would operate out of this station until the Modernization Program created a new station on SW 30th Avenue. Engine 18 would move to its new quarters in 1961. This building still exists today in private ownership.



1953

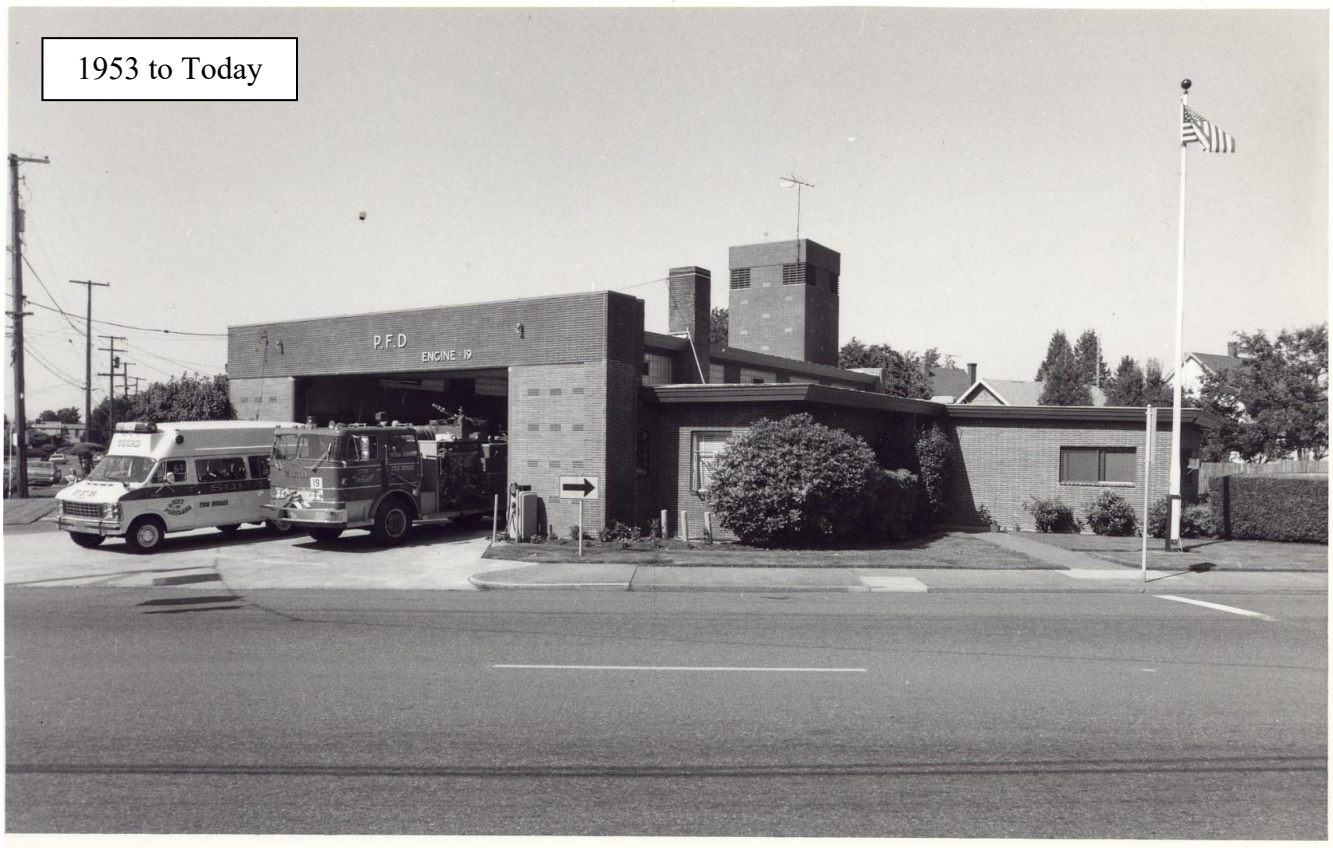
7301 E Burnside Street

Engine 19 - 1953 to Present
Truck 6 - 1963 to 1984
Truck 19 - 1984 to 1984
Squad 19 - 1984 to 1984

Located on East Burnside Street between 73rd and 74th Avenue, Station 19 opened in 1953, replacing the old Station 19 on SE Stark Street. Engine 19 would serve alone for ten years before Truck 6 would move from Station 9 on SE Belmont to join it. Two other stations would share similar architecture, Station 13 and 22, both built within a year of Station 19. In 1984, with the consolidation of Fire District 10 and Portland, Truck 6 would become Truck 19, but go out of service later that year. It was replaced with Squad 19, a staffing unit that was to respond to incidents across East Portland to supplement staffing when needed. This too would live a short life. The concept would be mothballed in late 1984 with Engine 19 continuing alone through today. The station remains in existence and in service.

Station 19 with Engine and Squad 19 in Service in 1984

1953 to Today



1954

7205 N Alta Avenue

Engine 32 - 1954 to 1959
Engine 22 - 1959 to Present
Truck 9 - 1959 to 1984
Truck 22 - 1984 to Present



Station 32 - 1954 to 1959

Located on N. Alta Avenue between N. Ivanhoe and Syracuse Streets, Station 22 would be built in 1954 to provide proper quarters for Engine 32, which was housed in the basement of the building on N. Philadelphia Avenue. Engine 32 would serve the St. Johns community until 1959. The Modernization Program would relocate and redistribute stations across the city, resulting in the renumbering of Engine 32 to Engine 22. At the same time in 1960, Truck 9 would be co-located with Engine 22 on September 8, 1959. Truck 9 would again be renamed in 1984 when Portland entered into a consolidation agreement with Multnomah County Fire District 10 (all truck companies would be matched, numerically, to the engine company with which they served). Station 22 was beloved by the St. Johns community. After the tragic death of a young girl named Shirlee Ann Howell, the community rallied to purchase a rescue vehicle to provide quicker response to St. Johns. It would affectionately named the "Shirlee Ann" and would serve for many years. It was removed by Portland Fire in the late 1990's. This station remains in service today.



Station 22 - 1959 to Today

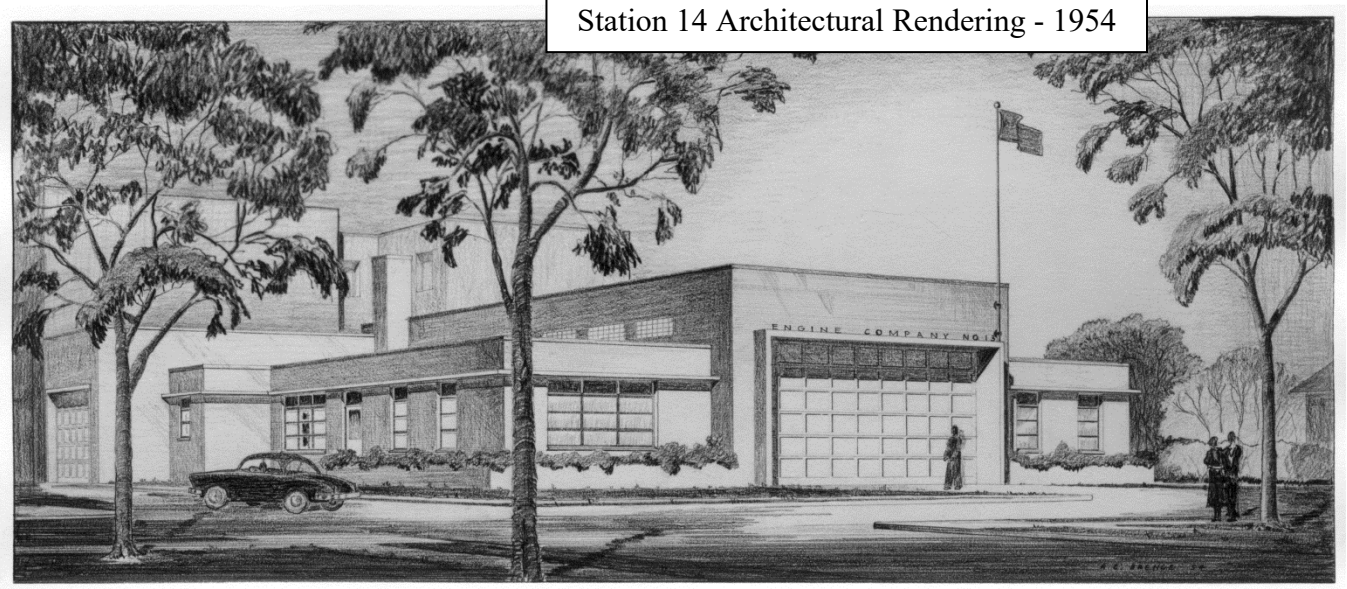
1955

926 NE Weidler Street

Engine 13 - 1955 to Present
Truck 5 - 1955 to 1984
Truck 13 - 1984 to Present

Located on NE Weidler Street between NE 9th and 10th Avenue, Station 13 was built in 1955. Sharing design cues with Stations 19 and 22, it would move from the Grand Avenue site to serve the heart of the Lloyd District. Truck 5 would be co-located with Engine 13. In 1984, with the consolidation of Portland and District 10, Truck 5 would become Truck 13 (all truck companies would be renamed to match the engine company with which they were housed). The station remains in service today.

Station 14 Architectural Rendering - 1954



1955 to Today



The Modernization Program

In July of 1956, then Deputy Chief Simpson was instructed to initiate a careful study of the city's fire protection requirements and make recommendations for operating economies and modernization within the Fire Bureau. Chief Simpson assigned five teams of fire officers to make separate staff studies of Portland's fire station distribution in relation to present and anticipated protection needs. All were instructed to use the principles set forth in Municipal Fire Administration (International City Manager's publication) and the requirements of the National Board of Fire Underwriters as criteria for the study. Each staff study group, working independently, produced strikingly similar solutions. Each of the solutions was examined and evaluated. After consultation with the planning teams, a preliminary station relocation plan was developed. After innumerable conferences and adjustments of the preliminary relocation by NBFU and Oregon Insurance Rating Bureau engineers, the City Planning Commission, the Federal Highway Coordinator and City Council, a final relocation and modernization plan was adopted. The necessary readjustment of fire station locations could not be made piecemeal without leaving many areas uncovered. It was therefore concluded to accomplish the modernization program in one coordinated project.

The modernization plan, in addition to station relocation, included a program for the replacement of obsolete tools, equipment, fire apparatus, a major overhaul of all three fireboats, and refurbishing the alarm system. By this time Chief Simpson had been elevated to Chief of the Fire Bureau (upon retirement of Chief Grenfell in July, 1957) and was in a position to see his modernization plan proceed toward an eventual fulfillment.

It was concluded to be most practical and economical to borrow capital to finance the modernization program. A $3,000,000 Fire Bureau Facilities and Equipment bond measure was prepared to submit to the voters of Portland. The proposed expenditures were to be allocated generally as follows:

- $1,500,000 for the construction and relocation of 13 new fire stations and the remodeling of 3 others. Twenty-two old and poorly located stations were thereafter abandoned, leaving a total of 31 stations, which would be six less than had been in use at one time with a smaller city.
- $900,000 for new fire apparatus and equipment and extensive overhauling of Portland's three 33 year old fireboats.
- $600,000 for modernizing, refurbishing, and extending the fire alarm system.

Portland newspapers, churches, civic organizations and other responsible groups were invited to send committees or individuals to meet with Fire Bureau officials to inquire into the merit and urgency of this measure. Each of the groups engaged in these studies recognized the urgent need for these funds to continue a safe level of public protection. They rallied in support of the improvement program. No organized opposition appeared against this measure. Both Portland newspapers editorialized to support it and the Junior Chamber of Commerce actively campaigned in its behalf. The measure was submitted to the voters in May, 1958, and was approved.

1959

4515 N Maryland Avenue

Engine 24 - 1959 to Present
Truck 7 - 1959 to 1984
Truck 24 - 1984 to 1986

Located on N. Maryland Avenue between NE Prescott and Going Streets, Station 24 would be built in 1959 as part of the Modernization Program that would add and move many fire stations across the city. Engine 24 and Truck 7 would be co-located there, with both the Engine and Truck moving from their N. Interstate location. Truck 7 would be renamed Truck 24 in 1984 when the consolidation with Fire District 10 would occur. At that time, all Truck companies were renamed to match the Engine with which they were co-located. In 1986, a decision was made to move Truck 24 to station 8. Rather than disrupt the Engine/Truck crews at Station 24, both companies would trade places with Engine 8, making Station 8 a double company and Station 24 a single company. . Key to their service area is quick access to both Swan Island and also Interstate 5. This station remains in service today.





1959 to Today

1959

1905 NE Killingsworth Street

Engine 14 - 1959 to Present

Located on NE Killingsworth Street at the corner of NE 19th Avenue, Station 14 occupies the southwest corner of the block that is occupied by Alberta Park. Engine 14 would move to this station in 1959 when it was built to replace the previous Station 14 which was on Martin Luther King Jr. Boulevard (Union Avenue). This move would be made possible by the Modernization Program that added and moved fire stations across the city. Engine 14 has occupied this station as a lone company every since. The building remains in service today.



1959 to Today



1959

2235 SE Bybee Boulevard

Engine 20 - 1959 to Present

Located on SE Bybee Boulevard between SE 22nd and 23rd Avenues, Station 20 would be built as a result of the Modernization Program. Engine 20 would move from its previous location on SE 13th Avenue, where it had existed since 1895, beginning as the Sellwood Volunteer Fire Department. Portland would begin providing service to the Sellwood community in 1907. This station remains in service today.



1959 to Today



1959

5211 SE Mall Street

Engine 25 - 1959 to Present
Truck 10 - 1959 to 1984
Truck 25 - 1984 to Present

Located on SE Mall Street, at the corner of SE 52nd Avenue, Station 25 would be moved to this location in 1959. Engine 25 was previously located on SE Francis Street and Truck 10 would be created as a result of the Modernization Program. The Modernization Program would build or relocate many stations across the city to provide better coverage. In 1984, Truck 10 would become Truck 25 as part of the consolidation with Fire District 10. All Truck companies would be renamed to the same number as the Engine company with which they were paired. This station remains in service today.



1959 to Today



1960

7134 N Maryland Avenue

Engine 8 - 1960 to 2013
Truck/Quint 8 - 1986 to Present

Located on N. Maryland Avenue between N. Buffalo and Bryant Streets, Station 8 would be created in 1960 as part of the Modernization Program that created or moved fire stations across the city. Engine 8 would move from their previous location on N. Brandon Avenue. In 1986, a decision was made to move Truck 24 to station 8. Rather than disrupt the Engine/Truck crews at Station 24, both companies would trade places with Engine 8, making Station 8 a double company and Station 24 a single company. Key to their service area is proximity to Interstate 5. In 2013, the Engine and Truck would be combined to a single operating unit using a Quint. This station remains in service.



1960 to Today

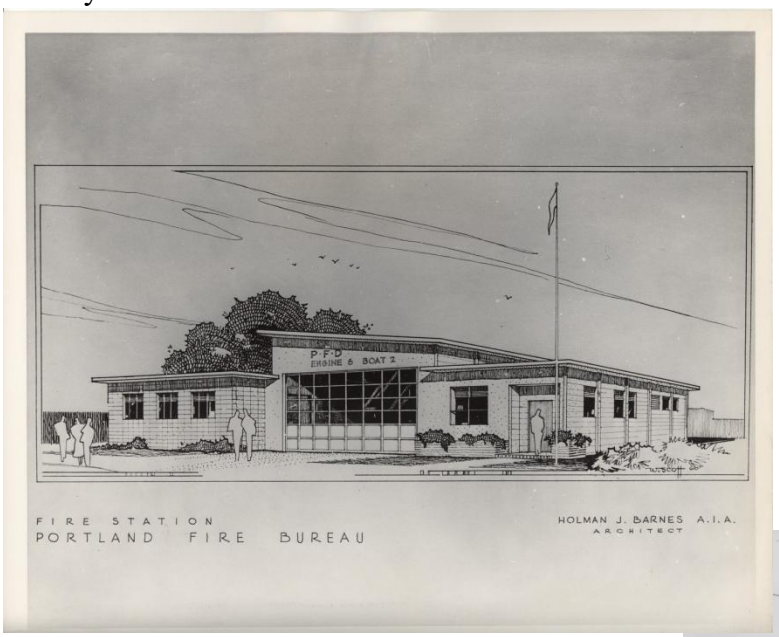


1960

3630 NW Front Avenue

Engine 6 - 1960 to Present
Fireboat 2 - 1960 to 1984
Fireboat 6 - 1984 to Present

Located on NW Front Avenue a Block north of NW 26th Avenue, Station 6 was built in 1960 as part of the Modernization Program that would rebuild or relocate stations across the city. Station 6 would be located adjacent to a lagoon leading to the main channel of the Willamette River to accommodate a fireboat being co-located with a land based crew. Engine 6 and Fireboat 2 would move in together in 1960. Fireboat 2 would be renamed Fireboat 6 in 1984 when the consolidation with Fire District 10 occurred. All apparatus within a station would share the same numeric designation. In the 1980s, the Engine crew would be cut and the remaining crew would be dispatched as either Engine 6 or Fireboat 2. When responding as one, the other would be put out of service. This station remains in service today.



Architectural Rendering of Station 6

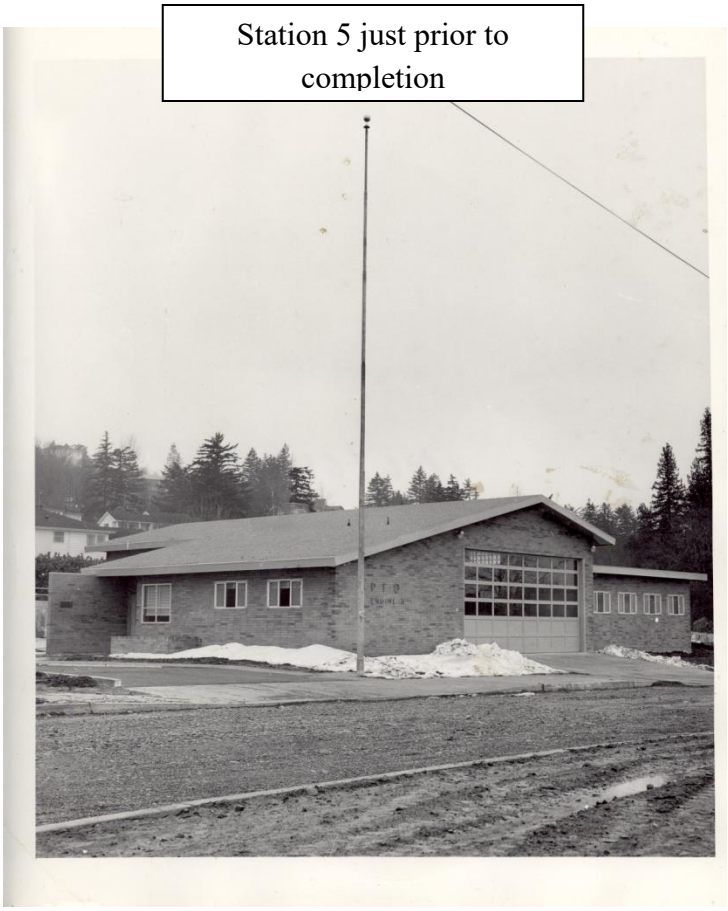


1960 to Today

1960

1505 SW DeWitt Street

Engine 5 - 1960 to Present
Truck 8 - 1960 to 1984



Station 5 just prior to completion

Located on SW DeWitt Street between SW Cheltenham Street and Sunset Boulevard, Station 5 was built in 1960 as a result of the Modernization Program, which relocated and rebuilt fire stations across the city. Built to serve the Hillsdale community, Engine 5 would be mothballed for three years between its location on SW Front Street and the opening of this station. Truck 8 would be co-located with Engine 5, moving from its previous location on SW Montgomery Street. In 1984, Truck 8 would be eliminated from the workforce. In the mid 1980s, Engine 5 would be made into a Quad Apparatus. This is an apparatus with the capabilities of an Engine, but outfitted with additional ladders. The concept would have it respond with a crew of 6 firefighters and either serve as a Truck Company or Engine Company, whichever was their reason for dispatch. This concept would be gone by the 1990s and it would revert back to a normal Engine company with a crew of four. This station remains in service today.

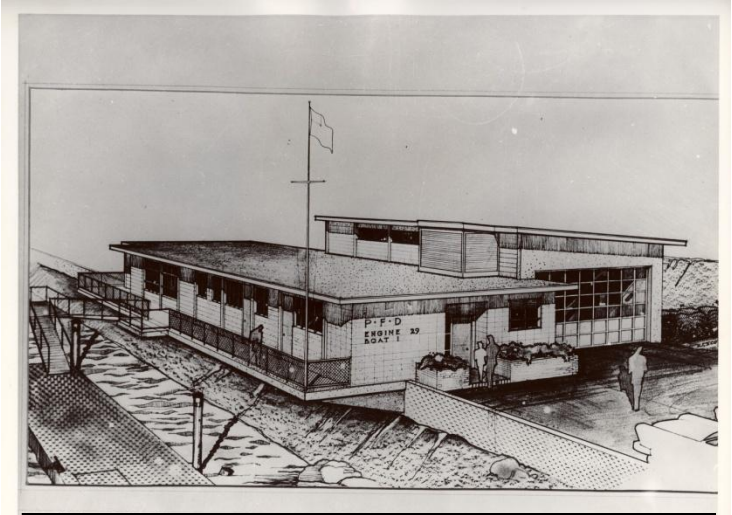


1960 to Today

1960

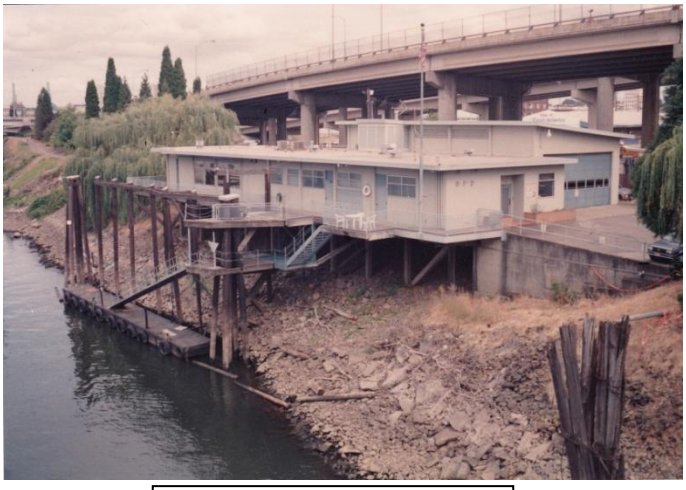
5 SE Madison Street

Fireboat 1 - 1960 to 1982
Engine 29 - 1961 to 1973
Engine 7 - 1975 to 1990
Engine 21 - 2014 to Present
Fireboat 21 - 2014 to Present



Engine 29 Architectural Rendering - 1960

Located at the foot of SE Madison Street, along the bank of the Willamette River, This station has held many different identities over the years. Built in 1960 as part of the Modernization Program, it would begin service as Fireboat 1. Fireboat 1 was previously docked at the foot of SE Washington Street, just downstream about eight city blocks. Engine 29 would co-located in the station in 1961, moving from NE Durham Avenue, having been mothballed since 1957. Fireboat 1 would remain in service there until 1982 when it would be mothballed until 2010, when it would re-emerge as Fireboat 21. In the meantime, Engine 29 would go out of service in 1973 and be mothballed until 2006 when it would reappear on SE Foster Road when station numbering would be re-organized. In 1975, the closure of Station 7 on SE Stark Street would find Engine 7 moving into this station and serving as Engine 7 until 1990. The station was again mothballed, being used for various purposes including the Emergency Medical Services Offices, and other administrative duty. Engine 7 would re-emerge on SE 122nd Avenue in 2006 when station numbering would be re-organized. This station would be rebuilt in 2014 with the new designation of Engine 21. A Fireboat and Rescue Boat would be added, both with the number 21 as a designation. It remains in service today.



Engine 7 - 1975 to 1990



Engine 21 - 2014 to Today

1961

8720 SW 30th Avenue

Engine 18 - 1961 to Present

Located on SW 30th Avenue at the corner of SW Dolph Court, Station 18 would be built in 1961 as part of the Modernization Program. It would replace the fire station on SW Capitol Highway, which was inherited as part of the annexation of Multnomah and the Multnomah Fire Department in 1951. Engine 18 would serve in this station from the time it opened until today. It remains in service.



1961 to Today

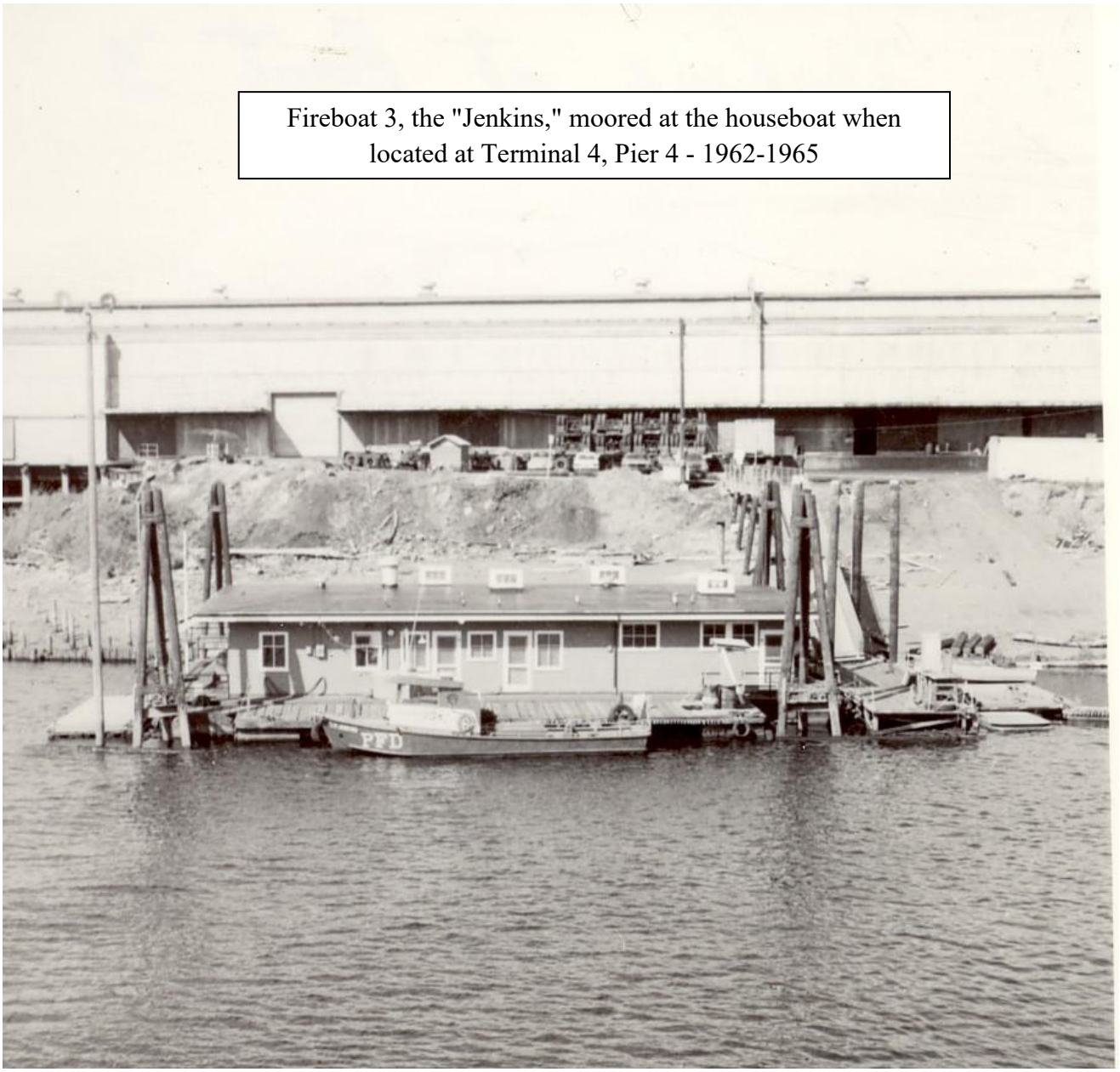


1962

11040 N Lombard Street Municipal Terminal #4 Pier 4 (Houseboat)

Fireboat 3 - 1962 to 1965

Floating in the Willamette River, the quarters for Fireboat 3 would exist at Terminal 4, Pier 4 from 1962 to 1965. Prior to 1962, the houseboat had been placed at Terminal 3, accessed from N. Albany Street in St. Johns. It would be moved again in 1965 to Pier 2 at Terminal 4. In 1985, the houseboat would be decommissioned and be sold from service. It no longer exists today.



Fireboat 3, the "Jenkins," moored at the houseboat when located at Terminal 4, Pier 4 - 1962-1965

1962

511 SW College Street

Engine 4 - 1962 to Present
Truck 2 - 1962 to 1984
Truck 4 - 1984 to Present

Located on SW College Street, at the corner of SW 5th Avenue, Station 4 was built in 1964 as part of the Modernization Program. Engine 4 had been located on SW 4th Avenue, alongside Truck 2, since 1913. In 1960, Engine 4 would move temporarily to SW 1st Avenue, leaving Truck 2 alone at the station. In 1962, they would be reunited at the new fire station on College Street. In 1984, as part of the consolidation with Fire District 10, Truck 2 would be renamed Truck 4, when all numbering of apparatus in a station were matched. Serving the Portland State District of Portland, Station 4 remains in service today.



1962

630 SW Gaines Street

Engine 2 - 1962 to 1985

Located on SW Gaines Street near SW 6th Avenue on the campus of Oregon Health Sciences University, Station 2 would be built in 1962 as part of the Modernization Program. With intentions of protecting the University, which is located in hilly terrain in SW Portland, Station 2 would be notoriously slow. In 1985, after the consolidation with Fire District 10 and at a time when operational strategies were being reconsidered, it would be decommissioned and Engine 2 would be mothballed until 1985. The station used different response strategies, including a reduced crew size and a mini-pumper for maneuverability. The building was sold to OHSU and remains in existence today.



1962 to 1985



1961

2915 SE 13th Place

Station 23 in 2008



Engine 23 - 1961 to 2010
Engine 23 - 2017 to Present
Station Closed in 2010
Rescue 23 - 2010 to 2017
Truck 4 - 1961 to 1984
Truck 23 - 1984 to 1985

Located on SE 13th Place between SE Powell Boulevard and Gideon Street, Station 23 would be built as part of the Modernization Program. Engine 23 would move from its previous location on SE 7th Avenue to this station in 1961. Truck 4 would join Engine 23 in 1961. In 1984, Truck 4 would become Truck 23 when the consolidation of Fire District 10 would change all apparatus numbers to match within each fire station. From 1961 to 1985, Station 23 would serve as an in-service training company, a place where new hires would be trained as firefighters. The last crew to receive training here would graduate in 1985. Soon after, Truck 23 would be taken out of service. A truck company would be added to Station 2 (the new training station in 1985). All training would begin with an academy followed by in service training at this facility on NE 122nd Avenue. In 2010, Engine 23 would be taken out of service. It was deemed unnecessary due to the re-opening of Station 21 at the foot of SE Madison Street. Pressure from the community and the Portland Firefighters Association would re-activate Engine 23 in 2017. It remains in service today.





1961 to Present

1968

1715 NW Johnson Street

Engine 17 - 1968 to 1970
Engine 3 - 1968 to Present
Truck 3 - 1968 to Present

Located on NW Johnson Street at the corner of NW 17th Avenue, Station 3 would be built in 1968. It would open with three companies responding from the station: Engine 3, Truck 3, and Engine 17. Station 17 seven blocks west closed in 1968 and Engine 17 would respond from Station 3 for two years. It would be mothballed for three years awaiting the opening of a fire station on Hayden Island. Truck 3 would not need to change its numbering in 1984, being the only Truck Company to match the Engine Company it was housed with prior to 1984. It was remodeled in 2002. This station remains in service today.



1968 to Today



1973

12070 N Jantzen Beach Avenue

Engine 17 - 1973 to 1995
Boat 17 - 1994 to 1995

Located on Hayden Island on N. Jantzen Beach Avenue and Hayden Island Drive, Station 17 was provided by a local business that was a land developer for Hayden Island. Engine 17 would move occupy the building in 1973, leaving its temporary quarters at Station 3 on NW Johnson Street. In 1994, Fireboat 17 would be located at a nearby moorage. The following year, the new Station 17 would be completed on N. Tomahawk Island Drive, closer to the moorage. The old building would be turned back to the owners and eventually be torn down for other development. It no longer exists.

1973 to 1995



1980

7210 NE Alderwood Road

Engine 12 - 1980 to 1988

Located on NE Alderwood Road near the corner of NE 82nd Avenue, Station 12 was built in 1980. Located in close proximity to Portland International Airport, Engine 12 would be available to cover the response area in that part of Portland, and also assist the Port of Portland Fire Department with incidents near and at the airport. For part of its service, the station was equipped with a specialized airport crash fire apparatus. The station itself was equipped with heavy insulation and special glass to deaden the noise associated created by air traffic. Engine 12 had been mothballed since 1965, having closed at the Bungalow station on NE 24th Avenue. It would close at this location in 1988 and Engine 12 would be mothballed for another 15 years (2003) before re-surfacing at its present day location on NE Sandy Boulevard. The station was sold and served a variety of private businesses. The building still exists today.



1980 to 1988

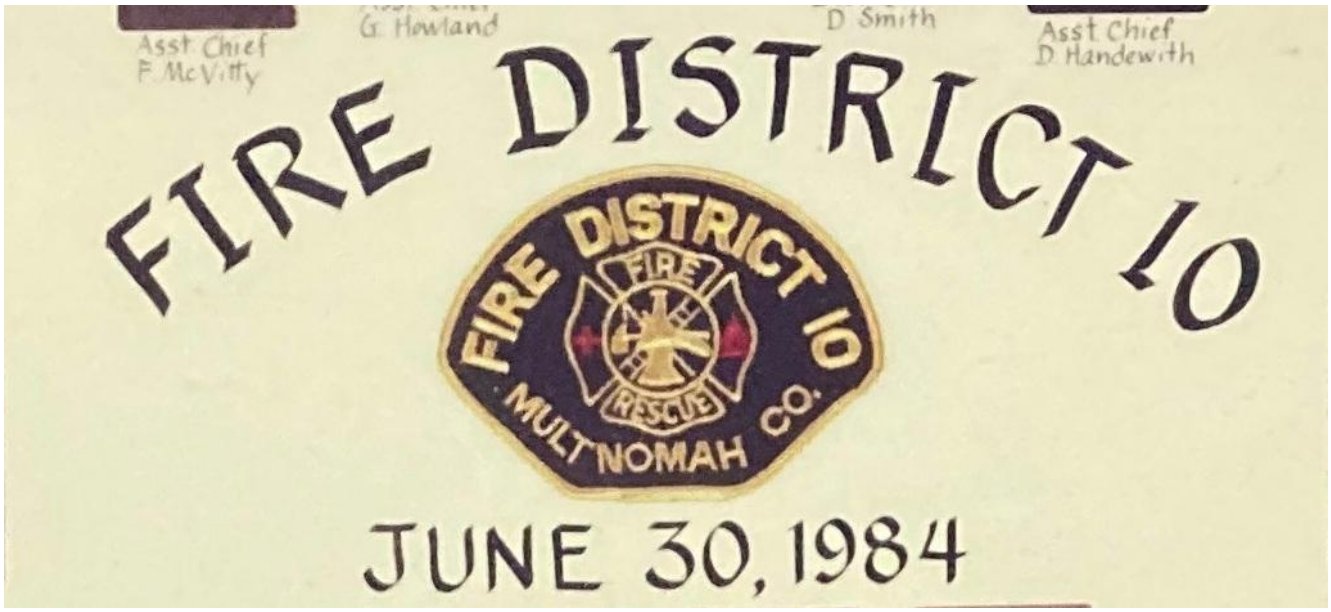
1984

On July 1, 1984, Portland Fire would enter into a contractual agreement with Multnomah County Fire District #10 to provide services for the Fire District, taking all employees and hiring them as city of Portland employees. The agreement would leave all fire stations and apparatus as the property of Fire District #10 until such time as annexations from Portland (from the west) and Gresham (from the east) would take over each station's response area, legally turning them over to the annexing body (whether Portland or Gresham).

Had Fire District #10 not taken this step, annexations would have taken each station, and the assigned equipment without a provision for the employees to move with the assets. All of Fire District #10's members would have lost their jobs had this occurred. The contractual agreement ensured that whatever happened with the annexations, Fire District #10 firefighters and employees would not lose their jobs.

The contract was open for renewal every five years. In 1994, the Fire District #10 Board of Directors chose not to renew the contract with Portland, choosing instead to contract with Gresham Fire Department. No provision existed to move employees so Portland Fire would be left with more firefighters than they had positions for them. By balancing retirements and putting a hold on hiring, no Portland Firefighters would lose their jobs, but personnel were impacted relative to promotions, station assignments, and other matters related to personnel.

The integration of Oregon's second largest fire department (at that time) had significant impacts on Portland Fire. Firefighters were mixed amongst stations and staff assignments. The consolidation would prompt Portland's pension for Firefighters to change dramatically a few years later. While some disparities existed as a result of the merger, it was beneficial for the health of the entire organization.



1984

5916 NE Going Street

TOY & JOY WAREHOUSE

District #10 Prior to 1984
Engine 40 - 1984 to 2005
Truck 8 - 1984 to 1984
Truck 40 - 1984 to 1993
Toy & Joy Warehouse – 2006 to Present

Located on NE Going Street near the corner of NE 60th Avenue, Station 40 would be inherited from Fire District 10. Station 40 was relatively close to Station 28 on NE Sandy Boulevard. It was decided that Engine 28 should be closed, and the older Two Story Station 28 be given to the City. District #10 and Portland would co-staff the station for a period of time with the former Engine 28 crew becoming Truck 40 and District 10 staffing Engine 40. Truck 8 on SW DeWitt Street, where it was co-located with Engine 5) left service at the same time. Truck 40 would be taken out of service in 1993. In 2005, Engine 40 would be moved to the re-purchased Station 28 on NE Sandy Boulevard and be renamed Engine 28. Station 40 would be turned over to the Toy & Joy Program to become their storage and distribution headquarters. Toy & Joy began providing toys for Portland Children in 1914 and remains in operation today. The building remains in existence. This Station originally served Multnomah County Fire District 13 – Rose City, beginning in 1948. This would culminate in their merger with Fire District 10 on November 15, 1971.



1984

1500 SE 122nd Avenue

District 10 prior to 1984
Engine 41 - 1984 to 2006
Truck 41 - 1984 to 2006
Engine 7 - 2006 to Present
Truck 7 - 2006 to Present

Located on SE 122nd Avenue at the corner of SE Madison Street, Station 41 (built in 1975) would be inherited from Fire District 10. It housed Engine 41 and Truck 41 in 1984 when Portland and District 10 combined. In the 1990s, this station would become the home for the Hazardous Materials Team, which had previously operated between Station 7 (SE Madison) and Station 16 (NW Willbridge). Both Engine 41 and Truck 41 would remain in continuous service, but both would be renumbered in 2006 to Engine 7 and Truck 7. This was prompted by an effort to fill in blank station numbers that had occurred over time within Portland's numbering system. The station remains in service today. No information on the origins of the building (prior to 1984) is available.

1984 to Today





1984

13310 SE Foster Road

District 10 prior to 1984
Engine 42 - 1984 to 2006
Engine 29 - 2006 to Present

Located on SE Foster Road at the corner of SE 134th Avenue, Station 42 was inherited from Fire District 10. It would maintain its identity as Engine 42 until 2006, when it would be renamed Engine 29. This was done in an effort to fill in numbering blanks among the Portland fire stations that had occurred over time. The station remains in service today. No information on the origins of the building (prior to 1984) is available.



1984 to Today

1984

13313 NE San Rafael Street

District 10 prior to 1984
Engine 43 - 1984 to 2007
Engine 30 - 2007 to Present

Located on NE San Rafael Street between NE 133rd and 134th Avenues, Station 43 was inherited from Fire District 10 when the consolidation with Portland Fire occurred. It would house Engine 43 in 1984 but it would be changed to Engine 30 in 2006 when renumbering took place to fill in the blanks in Portland's numbering system. The station remains in service today. No information on the origins of the building (prior to 1984) is available.



1984 to Today

1984

1520 NE 192nd Avenue

District 10 prior to 1984
Engine 44 - 1984 to 1987
Truck 44 - 1984 to 1987

Located on NE 192nd Avenue at the corner of NE Halsey Street, Station 44 was inherited from Fire District 10. The station housed Engine 44 and Truck 44. The station also contained the Fire District 10 drill tower and drill grounds. The first fire training academy that Portland ever conducted would be held at this location in 1984. By 1987, the station would be closed and eventually become a part of Gresham Fire Department in 1994 when District 10 would withdraw from the contractual agreement with Portland and sign a new agreement with Gresham Fire Department. The station remains in existence today. No information on the origins of the building (prior to 1984) is available.



1984 to 1987

1984

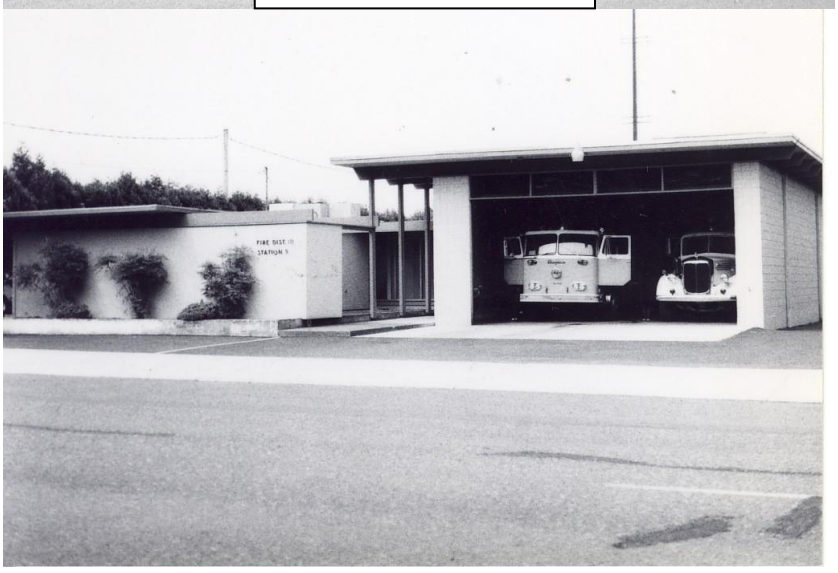
1927 SE 174th Avenue

District 10 prior to 1984
Engine 45 - 1984 to 2007
Engine 31 -2007 to Present - Co-Staffing with Gresham Fire Dept.

Located on SE 174th Avenue between SE Stephens and Grant Streets, Station 45 was inherited from Fire District 10. It would be designated Engine 45 in 1984 and remain as such until 2007 when it was renamed Engine 31 as part of the renumbering to fill in the gaps in Portland's numbering system. The city boundary with Gresham is 174th Avenue in that part of Portland. It was determined that 1/3 of Engine 31's calls for service were into the city of Gresham. A collaborative agreement was formed between Portland and Gresham Fire to staff one shift with Gresham Firefighters and two shifts with Portland Firefighters. This was intended to represent cost sharing while eliminating the need for one or both fire departments to relocate fire stations to serve their own areas. Engine 31 maintains its identity no matter the department for which it responds. The station was razed in 2011 and a new building built on the same site. It remains in service today. No information on the origins of the building (prior to 1984) is available.



1984 to Today



1984

645 SE 223rd Avenue, Gresham

District 10 prior to 1984
Engine 46 - 1984 to 1986

Located on SE 223rd Avenue near the corner of SE Stark Street, Station 46 served an area called twelve-mile corner. Station 46 was inherited from Fire District 10. It would serve as Engine 46 from 1984 to 1986, when it would go out of service. The building no longer exists. No information on the origins of the building (prior to 1984) is available.

1984 to 1986



1984

7144 SE 302nd Avenue, Gresham

District 10 prior to 1984
Engine 47 - 1984 to 1994

Located on SE 302nd Avenue near the corner of SE Dodge Park Boulevard, Station 47 was inherited from Fire District 10. It would house Engine 47 until 1994 when it would become a part of Gresham Fire Department due to annexations in the area. The building remains in existence today, although not as a fire station. No information on the origins of the building (prior to 1984) is available.

1984 to 1994



1984

4835 NE 106th Avenue

District 10 prior to 1984
Engine 48 - 1984 to 1992
Truck 48 - 1984 to 1985

Located on NE 106th Avenue near the corner of NE Sandy Boulevard, Station 48 was inherited from Fire District 10. The station would house Engine 48 and Truck 48. With the opening of Fire Station 2 on NE 122nd Avenue, Truck 48 would be moved from this station and become Truck 2 in 1985. Engine 48 would go out of service in 1992. The building would be used for various training and auxiliary activities before being sold.

The building was built in 1935 to serve Parkrose Fire District #2, the first fire district to be recognized in Oregon. It would eventually merge with Fire District #10. The building still exists in private ownership.

1984 to 1992



1984

600 SE Cherry Park Road, Troutdale

District 10 prior to 1984
Engine 49 - 1984 to 1992

Located on SE Cherry Park Road near the corner of Hensley Road in Troutdale, Station 49 was inherited from Fire District 10. It would be Engine 49 in 1984 until it was taken out of service in 1992, eventually being staffed by Gresham Fire Department after the Fire District #10 contract ended in 1994. The building remains in existence as a Gresham Fire Station today. No information on the origins of the building (prior to 1984) is available.

1984 to 1992



1984

4334 NE 148th Avenue

Engine 28 - 1984 to 1987

Located on NE 148th Avenue near NE Mason Street, Station 28 was constructed as a temporary fire station in 1984 to help fill service voids created by the consolidation with Fire District #10. It was a manufactured home next to a pole building. Engine 28 moved from the recently closed station on NE Sandy Boulevard. The station would be closed and the property sold in 1987. The building no longer exists. Engine 28 would be mothballed until 2005 when the station on NE Sandy, in the Hollywood District, would be repurchased and put back in service as Engine 28 due to the closing Station 40.

1984 to 1987



1984

451 SW Taylors Ferry Road

Truck 10 - 2014 to Present
Engine 10 - 1984 to 2014

Station 10 was opened in 1984, replacing the old bungalow Station 10 on SW Kelly Street. It was the second new station to be built since the Modernization program of the early 1960s. It was controversial, to some extent because it was the first station to incorporate mandatory artwork into its budget and design. The city of Portland began a program requiring 1% of the building budget to be dedicated to public art. In the case of Station 10, a stainless steel dragon was created the would wrap around the exterior of the building. It was met with mixed reviews. Subsequent stations met the art requirement in different ways. Most would have interior artwork in public areas. This station remains in service today.

1984 to Today



1985

4800 NE 122nd Avenue

Training Center - 1985 to Present
Engine 2 - 1985 to Present
Truck 2 - 1993 to Present

Station 2 was originally built as the Water Department facility for the Parkrose area. City of Portland annexations would bring it into the city of Portland's property inventory. In 1985, it was refitted to serve as a fire station. Many upgrades took place over the following years as the station was built. Offices, classrooms, a drill tower, and a variety of training props would populate the grounds . It eventually became the home of the Training Division for Portland Fire & Rescue. This includes the training academy. The station itself was occupied by Engine 2 in 1985 and Truck 2 in 1993. This is the home for in-service training for firefighters who have completed the Training Academy. The drill grounds serve all of Portland Fire with a variety of training aids, including a burn building, trench rescue prop, driver training area, and extrication drill areas. The buildings remain in service today.



1985 to Today



1986

5645 NW Willbridge Avenue

Engine 16 - 1986 to 1990

Located on NW Willbridge Avenue, a block west of St. Helens Road and between NW 56th and 57th Avenues, Station 16 replaced the long-ago closed Station 16 at 4465 NW Yeon. Considered a building of economical design, it was built into the hillside to reduce energy costs and better blend into the Forest Park community. Within 4 years, Portland Fire decided to abandon it. The area would be protected by Station 6 on Front Avenue and Station 22 in St. Johns. The Hazardous Materials Team, who the station was specifically built for, would move to an East County fire station. The building stayed in city ownership for a few years before being sold. The building still exists today.

1986 to 1990



1986

On July 1, 1986, Portland Fire would enter into a contractual agreement with Clackamas County Fire District #1 to provide services for the Fire District, taking all employees and hiring them as city of Portland employees. The agreement would leave all fire stations and apparatus as the property of Fire District #1, leaving the contract to be renewed every 5 years.

In 1991, the Fire District #1 Board of Directors chose not to renew the contract with Portland, choosing instead to re-establish a fire department in the district. No provision existed to move employees so Portland Fire would be left with more firefighters than they had positions for them. By balancing retirements and putting a hold on hiring, no Portland Firefighters would lose their jobs, but personnel were impacted relative to promotions, station assignments, and other matters related to personnel.



1986

11300 SE Fuller Road, Milwaukie

Clackamas County Fire District #1
Engine 21 - 1986 to 1991

Located on SE Fuller Road at the Corner of SE Causey Avenue, this would be inherited from Clackamas County Fire District #1. Engine 21 would serve the 5 years it was a part of Portland Fire. The contractual agreement with CCFD #1 would be discontinued in 1991 and the station would be turned back over to CCFD #1. The building remains in service as a CCFD #1 fire station.

1986 to 1991



1986

6600 SE Lake Road, Milwaukie

Clackamas County Fire District #1
Engine 27 - 1986 to 1991

Located on SE Lake Road near the intersection with the Milwaukie Expressway (Hwy 224), Station 27 was inherited from Clackamas County Fire District #1. Engine 27 would serve the 5 years it was a part of Portland Fire. The contractual agreement with CCFD #1 would be discontinued in 1991 and the station would be turned back over to CCFD #1. The building remains in service as a CCFD #1 fire station.

1986 to 1991



1995

848 N Tomahawk Island Drive

Engine 17 - 1995 to Present
Boat 17 - 1995 to Present

Located on N Tomahawk Island Drive at the intersection with N Jantzen Beach Avenue, Station 17 was built in 1995 and houses both Engine 17 and Fireboat 17. It would replace the station located on N Jantzen Beach Avenue. While only a few blocks away, it was an improved location due to the proximity to the fireboat dock. The station remains in service today.

1995 to Today



2000

1300 SE Gideon Street

Fire Marshal's Office - 2000 to Present

Located on SE Gideon Street, midway between SE 13th Place and Milwaukie Avenue, this building was purchased around the year 2000 to serve as the Fire Marshal's Office. The space on the third floor of the Central Fire Station was not large enough to accommodate the FMO staff. An appealing aspect of this building was that the back side of it was accessed from the property that made up the Portland Fire Logistics Center. It is also close to Station 23 on SE 13th Place. The building remains in service today.

2000 to Today



2003

8645 NE Sandy Boulevard

Engine 12 - 2002 to Present

Located on NE Sandy Boulevard at the corner of NE 87th Avenue, Station 12 was built as part of the General Obligation Bond project that would seismically upgrade or replace stations across the city of Portland. It would open its doors on September 11, 2002. The number 12 had been mothballed since 1988 when the 8 year old station 12 on NE Alderwood was closed. The station remains in service today.

2002 to Today



2003

1715 SW Skyline Boulevard

Engine 16 - 2003 to Present

Located on SW Skyline Boulevard at the corner of SW Montgomery, Station 16 was built in 2003 to serve the west border of the city of Portland. Border areas typically present challenges to fire station placement. Highway 26, a major traffic corridor in and out of the city on the west side, added challenges. Station 16's response area includes a tunnel that, when blocked, can limit response to the west side of the city. It also serves significant attractions like the Oregon Zoo, the World Forestry Center, and Washington Park. The station remains in service today.



2003 to Today

2003

1706 SE Cesar Chavez Boulevard (1706 SE 39th Avenue)

Engine 9 - 2003 to Present

Located on SE Cesar Chavez Boulevard near the intersection of SE Market Street, Station 9 was opened in July 2003 as a replacement for the fire station on SE Belmont Street. Station 9 continues the tradition of service in the Belmont/Hawthorne community that started in 1894 at SE 34th and Yamhill. The station remains in service today.

2003 to Today



2006

3130 NW Skyline Boulevard

Engine 27 - 2006 to Present

Located on NW Skyline Boulevard north of NW Thompson Road, Station 27 would go into service in 2006. The hills and roadways of Forest Park pose significant response issues, especially when winter weather strikes. As development has grown to the North, along Skyline Road, a fire station became necessary. It is also key to the protection of Forest Park, the largest Park in the United States located within a city boundary. Forest Park covers 5,200 acres. By comparison, Central Park in New York covers 840 acres. The station remains in service today.

2006 to Today



#END#