

**JAMES A. ALGEO** **SOUTH 109**

died 1866

**AUSTIN ANDERSON** **SOUTH 147**

died 1929 - veteran

**GEORGE BALDWIN** **NORTH 48**

died 1940

**WAYNE DELBUR BARNETT** **NORTH 26**

died 1949 - veteran

**JOHN J. BARRY** **NORTH 69**

died 1924

**JOHN H. BATEMAN** **NORTH 43**

John H. Bateman was born October 16, 1870 in Ann Arbor, Michigan. He was hired by the Portland Fire Department on June 1, 1904. He spent his career as a hoseman at Engine 24, located at 5340 N. Interstate Avenue (Engine 24 would not be established until 1911 but his personnel record does not show his prior assignment). John would retire on April 21, 1920. He would die of heart failure on October 4, 1938 at the age of 67. He is buried in the Firefighter's Section in grave North 43.

**WILLIAM C. BATES** **SOUTH 151**

William Bates was born August 11, 1889 in Correll, Minnesota. He would be hired as a Portland Firefighter on July 25, 1912 and be assigned to Engine 4. He would transfer to Engine 5 on December 17, 1913. He entered the army and served in World War I from July 25, 1917 until February 3, 1919. He returned to Engine 5 until he became Lieutenant on April 13, 1921. As Lieutenant, he would serve at Engine 17, 3, 8, 22, 10, and 3. He would retire on February 19, 1937. At some point, William would contract Tuberculosis and it would take his life on December 26, 1944. He is buried in South 151.

**HARVEY H. BEAUMONT** **NORTH 123**

died 1936

**HARRY J. BECK** **NORTH 50**

died 1940

**GEORGE N.A. BEECK** **SOUTH 108**

died 1882

**VICTOR D. BEHRENS**

**SOUTH 209**

died 1901

**WALTER BOYAKIN**

**SOUTH 212**

died 1865

**JAMES CORWIN BRADFORD**

**SOUTH 8**

died 1935

**CHARLES L. BROWN**

**SOUTH 12**

died 1882

**MILTON VANAUKEN BROWN**

**NORTH 171**

died 1958

**WILLIAM O. BRUEN**

**NORTH 88**

William "Billy" Bruen would become Chief Engineer of Multnomah Engine Company #2 in 1873 when he narrowly beat out Archie Williams in the Company election (see Williams for story). Bruen was a long time member of the fire department, having been a member of Columbian Engine Company #3 prior to this. He would die in 1880.

**STANLEY THOMAS CARPENTER / PAUL AARON CARPENTER / PHILIP CARPENTER**

**SOUTH 102**

Stanley Carpenter died on August 11, 2020. He was hired May 7, 1964 and retired on July 14, 1990. He spent the latter part of his career as an inspector in the fire marshal's office. He chose the Firefighter's Section as his final resting place. Stanley was 81 years old.

Paul Carpenter died on March 16, 2021. He was 58 years old and the family chose to have him buried with his family.

Philip Carpenter died on June 30, 1984. He was 19 years old and the family chose to have him buried with his family.

**HARRY CHAPMAN**

**NORTH 7**

died 1906

**EARL J. CHASE**

**SOUTH 142**

died 1931

**CARL CHRISTIAN CHRISTENSEN                    NORTH 28**

died 1950

**WILLIAM HENRY CHRISTIE                    NORTH 66**

died 1950

**WALTER A. CHURCHHILL                    NORTH 45**

Walter Churchill was born in Salem Oregon on April 10, 1891. He would be hired by Portland Fire on May 24, 1916. He was assigned to Engine 17. He would enlist in WWI on December 4, 1917. He returned January 11, 1919 and was assigned to Engine 21. He would go on to serve on Engine 16 and Engine 2 before retiring on a disability pension on August 7, 1937. He would die from a heart attack on August 1, 1939.

Walter was a member of the World War I "Spruce Production Division." This unique unit of the Army was assembled to log and process Sitka Spruce lumber, a necessary wood for aircraft of the day. Extremely hard, yet flexible, spruce had been used by the European air forces and became key for the US during the war. Labor strife had made acquisition of the wood difficult so the military formed the Spruce Production Division in May 1917. They would begin by patrolling forests to discourage sabotage by disgruntled unions. It would evolve into a full logging operation to ensure quality spruce lumber for aircraft and douglas fir lumber for ships. Over 7,500 soldiers would be assigned to the unit's operations in the Pacific Northwest. They would produce a total of 53,718,591 board feet of aircraft grade lumber. The unit was disbanded at the end of the war, on November 11, 1918.

Walter is buried in North 45.

**PETER E. CLIFFORD                    NORTH 21**

Peter Edward Clifford was born September 20, 1896 in Walla Walla, Washington. Peter was hired by Portland Fire on July 9, 1917. He was initially assigned to Engine 3 when hired. On August 10, 1918, Peter enlisted in World War I and left service until he returned on January 27, 1919. He remained at Engine 3 until November 30, 1924 when he transferred to Engine 2. On March 11, 1926, he would transfer to Engine 21. He would then be assigned at Engine 12 on June 18, 1934. He would transfer to Engine 28 on July 16, 1935. During his final assignment, he was suspended from work from March 4, 1938 until April 3, 1938 for reporting to duty under the influence of liquor. He would be suspended on November 9, 1939 for insubordination and conduct unbecoming a member of the bureau. On December 4, 1939, Peter was dismissed from the bureau. Peter's troubles did not end there. A few days prior to his death, he was arrested and charged with drunken driving, being drunk in an automobile, having no operator's license, and failure to leave his name and address at the scene of a motor vehicle accident at NE 28th and Sandy Boulevard. On July 20, 1942, Peter would commit suicide in his home by inhaling gas. His wife Florence would discover his body on the kitchen floor when she returned from work.

During his WWI assignment, Peter was a member of the World War I "Spruce Production Division." This unique unit of the Army was assembled to log and process Sitka Spruce lumber, a necessary wood for aircraft of the day. Extremely hard, yet flexible, spruce had been used by the European air forces and became key for the US during the war. Labor strife had made acquisition of the wood difficult so the military formed the Spruce Production Division in May 1917. They would begin by patrolling forests to discourage sabotage by disgruntled unions. It would evolve into a full logging operation to ensure quality spruce lumber for aircraft and douglas fir lumber for ships. Over 7,500 soldiers would be assigned to the unit's operations in the Pacific Northwest. They would produce a total of 53,718,591 board feet of aircraft grade lumber. The unit was disbanded at the end of the war, on November 11, 1918.

He is buried in the Firefighter's Section in North 21.

# GEORGE COLLINS NORTH 10

died 1899

## LOUIS CONE SOUTH 203

died 1931

## ROBERT HILDRUTH CONNELL, JR. NORTHERN DISTRICT OF CALIFORNIA

Robert Hildreth Connell was born May 30, 1880 in Deadwood, South Dakota. Robert was hired by the Fire Department on December 5, 1919. He worked many assignments over his 32 year career, including Engine 6, Truck 3, Engine 5, Engine 29, Engine 27, Engine 34, and Engine 36. His final assignment at Engine 36, located at 5247 N. Lombard, was his longest assignment and from where he would retire on July 1, 1952. Robert would die of coronary thrombosis on November 7, 1956. He is buried in the Firefighter's Section in grave North 51.

veteran

died 1947

JAMES ANDERSON CRANNA NORTH 31

died 1956

died 1964 - veteran

John P. Denison died June 7, 1864 - He was a member of Columbian Engine Company #3 and a gifted musician. He would become the first Burial in the Firefighter's Section. He was at a polling place called "The Cascades" in Skamania County, Washington. The vote was being summed up after the polls had closed. A row occurred in an adjacent room and Sheriff Edmond Sullivan was asked to quell it. He successfully arrested one man and placed him in custody, then attempted to take the others. He was fired upon at the door. He came in contact with a man named Edward Bush and a scuffle ensued. Sullivan was brutally assaulted and murdered. John endeavored to help the Sheriff and was shot, with the ball entering the back and passing through the body into the pit of his stomach. He received medical attention and the ball was extracted, but he would not survive.

**JOSEPH A. DENZEL** **NORTH 107**

died December 2, 1933 - veteran

**CHARLES DISCASEY** **NORTH 127**

died 1945

**JAMES FAIRCHILD / CARRIE FAIRCHILD** **SOUTH 5**

Jim Fairchild served as the personnel officer for Portland Fire for many years. In retirement, he served the Portland Retired Firefighters and Widows Association and pursued other interests. His wife preceded him in death but is named on his grave marker. Jim has not yet passed. He and Carrie will rest in South 5

**GENEVA FERRELL** **NORTH 124**

Geneva was the wife of firefighter Don Ferrell. She chose burial in the Firefighter's Section while her husband Don would choose burial at Willamette National Cemetery. Geneva died in 2016 and rests in Grave North 124.

**JOHN FERRETTI** **NORTH 150**

John Ferretti was born on April 4, 1977 in Fulton, Oregon. He would become a Portland Firefighter on August 7, 1907. He was assigned to Engine 10 upon hiring and transferred to Engine 1 on February 7, 1911. He would move to his final assignment on Fireboat 1 on March 15, 1924 and remain at that assignment until his retirement on September 4, 1930. John would die of heart disease on January 23, 1951. John is buried in North 150.

**JAMES E. FIELD** **SOUTH 11**

died 1903

**RICHARD M. FIELDS** **NORTH 8**

died 1892

**M. FLANAGAN**

**NORTH 163**

died 1887

**T.C. FOREMAN**

**NORTH 86**

died 1866

**JAMES FRASER**

**SOUTH 9**

died 1909

**HARRY U. GARDNER**

**NORTH 109**

Harry Gardner was born November 18, 1871 in Wisconsin. Gardner worked for the Portland Fire Department twice. He was originally appointed on October 8, 1914. He was assigned to Engine 7 and Engine 32 but resigned on December 4, 1920. He was re-hired on July 25, 1923 and assigned to Engine 6. He would end his career with a line of duty death while working at Engine 28.

The incident which claimed Gardner's life is described here. On January 19, 1935, while responding to a house fire at 2305 NE 51st Avenue, Gardner was overcome by smoke while advancing a hose line. The fire, which was caused by an overheated stove, caused \$850 in damage to the home. Gardner was 63 years old at the time of his death. Gardner left behind a wife Lillian, two sons, and one daughter. He is buried in the Firefighter's Section in grave North 109.

**ROBERT GEE**

**SOUTH 32**

Robert Gee was born in March of 1862 in Iowa. He and his wife, Annie DeBoest (daughter of Tinny DeBoest, who served as Chief of the East Portland Fire Department), would have four children and at the time of his death on March 13, 1923, would live at 13 East Seventh Street in Portland, Oregon.

Robert's personnel record is not clear on his date of hire, showing both September 24, 1896 and August 7, 1903. It may be that he was an "extraman" for the first 7 years of his career before being hired for pay in 1903. The 1905 yearbook shows him assigned to Truck 4 in 1905. His personnel record shows him spending the balance of his career at Engine 12. Engine 12 was located at 203 NE 28th Avenue at that time and would have been served by horses. Engine 12 was not established until 1907, but personnel records typically did not exist prior to about 1903 and were often made out later in a member's career and back-dated to show a member's work assignments. The discrepancy in his record is not unusual for the day.

Robert would retire and begin receiving his pension on September 18, 1917. He would pass away on March 13, 1923 of "chronic diabetes," as identified by his death certificate. Robert is buried in the Firefighter's Section in grave South 32.

**ANNA GLANDON**

**NORTH 11**

Anna Glandon is the wife of Seymour Glandon. She would live 35 years beyond the life of her husband. They now share grave North 11.

died 1951

**SEYMOUR T. GLANDON**

**NORTH 11**

died 1916

**H.G. GOWARD**

**NORTH 60**

died 1880

**ANDREW JACKSON GRAY**

**SOUTH 31**

Andrew Jackson Gray came to Portland from Illinois in 1851. He served as an engineer on river boats and dredgers along the Willamette and Columbia Rivers. He would serve on Protection Engine Company #4 beginning around 1864. He would eventually move to Astoria, where he would pass (at age 78) on February 18, 1851. He would choose the Firefighter's Section for his burial.

**ROBERT S. GREEN**

**SOUTH 148**

died 1935 - veteran

**CLIFFORD GUSTAFSON**

**NORTH 101**

Clifford is the son of Emil Gustafson and Clara Gustafson. He died at age 10, only three years after the death of his father. He is buried alongside his Mother and Father in grave North 101.

died 1919

**CLARA GUSTAFSON**

**NORTH 120**

Clara is the wife of Emil Gustafson. She and her son Clifford are both buried alongside Emil. Clifford died at age 10, only three years after his father's death. Clara would live 10 years beyond her husband. She rests in grave North 20.

died 1926

**EMIL GUSTAVE GUSTAFSON**

**NORTH 100**

Emil Gustafson was 31 at the time of his death, born July 23, 1884. He was a lineman for the fire department, having been hired February 28, 1915. He lived at 11th and Harrison in Portland and had a wife and three children.

The incident in which he would meet his demise is described here. On March 16, 1916, he was atop a telegraph pole at NW 26<sup>th</sup> and Nicolai Streets doing maintenance on the lines when he

came in contact with a 10,000 volt electrical line. His body immediately went limp and he was left suspended from the pole by his safety belt. Other Linemen lowered him to the ground and began resuscitation efforts. They continued their lifesaving efforts on the scene for over 4 hours before transporting him to Good Samaritan Hospital, where he was pronounced dead. He is buried in the Firefighter's Section in Grave North 100.

Clifford Gustafson, his son, would die three years later. He is buried next to Emil in Grave North 101. Seven years after Clifford's death, Clara, his wife, would die and also be buried next to him in grave North 20. It is unknown what became of their other two children.

**BERNHARD GUTEKUNST**

**NORTH 141**

died 1865

**THEODORE NORMAN HAHN**

**SOUTH 88**

Ted is survived by his wife, Ina, son, Dave Kingery, stepdaughter Lisa Collins, her husband Patrick Collins, grand children Michael and Kent Collins, Jason and Andrew Jacoby, and great-grandchildren Justice, Dominic, and Kylie Jacoby. Ted's daughter, Alli (husband Rick Jacoby) predeceased him.

Ted passed away at home on March 10, 2021 at the age of 97. He had been going strong until 9 months before when he fractured his back from a fall. Ted was born and raised in Portland, OR. and never stopped watching Oregon Football. He graduated from Roosevelt High.

Ted joined the Army, serving from 1943 – 1946 during WW2. He was a proud member of the 82nd Airborne. Ted's battles and campaigns included:

- jumping behind enemy lines on D-Day at Normandy,
- Battle of the Bulge, Rhineland, Central Europe.
- He took part in liberating a concentration camp
- carried the 82nd Airborne colors into Berlin.

After the Army, Ted became a Portland Firefighter, serving from 1947 to 1977– retiring after 30 years. Almost all of Ted's service was at Station 1, or what Portland Firefighter's refer to as "The Big House." Ted Loved being a Portland Firefighter. In fact, Ted requested burial in the Firefighter's Section so that he could be with his friends.

Ted passed on his love of firefighting to his grandson Kent. Ted was so proud to wear his Portland Firefighter's uniform to Kent's pinning ceremony as Kent became a firefighter. Ted wanted to be buried in that same uniform. Three generations of Firefighters in one family is truly special.

After retirement, Ted began playing even more golf as he owned a home bordering Broadmoor Country Club in North Portland. He became a snowbird, eventually buying a home on the golf

course in Palm Desert, CA with his wife Ina. Ted made many good friends along the way. Ted took pride in spending time with family and friends.

Ted met and married Ina later in life. But that didn't stop them from behaving like teens. They loved to laugh, pull jokes on each other, entertain, party, golf, travel, play cards and enjoy friends and family.

Ted was a kind and caring man, who always had jokes and stories to share. He always made time to talk to and to help others. Ted was fun-loving, always happy, and never complained. You always felt amazed after spending time with Ted. He was a wonderful husband, father, and grandfather.

**FRANK B. HARRINGTON**

**SOUTH 106**

died 1910

**RICHARD HARRIS**

**SOUTH 7**

After graduating from high school in Newton, Massachusetts, Dick enlisted in the United States Army where he served 18 months in the combat zone in Korea between 1951 and 1953.

In 1955, Dick joined his older brother as a volunteer firefighter in the Needham, Massachusetts Fire Department. He served for just under 30 years, the last 10 years as the Superintendent of Fire Communications.

Following heart surgery, he retired on a disability. He had a chance to work in Tokyo, Japan teaching English and followed that dream. He stayed in Japan for 9 years, at which time he met his loving wife Etsuko. They were married December 25, 1991.

In 1994, Dick retired again. He and Etsuko embarked on a tour of the United States and chose to settle in the Portland area. They initially settled in Gresham, then moved into Portland.

Dick's fire service roots would get the best of him and he began following the activities of Portland Fire & Rescue. in 2004, he began volunteering with the development of the Fire Museum at the Historic Belmont Firehouse. Dick also enjoyed photography and began taking pictures of Portland Fire & Rescue incidents. In 2006, the Fire Bureau found his contributions and efforts valuable and appointed Dick "Volunteer Photographer" for Portland Fire & Rescue, a role in which he proudly served until his health would no longer allow him to continue. Dick's photographs were not only amazing "snapshots" of firefighters in action, but his images provided greater insight into the origins, spread, and ultimate damage caused by the fires he captured. His images of other types of fire bureau actions also helped Portland Fire & Rescue see themselves through the public eye in a productive and helpful way.

Dick passed away in his home on September 25, 2016. He was particularly fond of Station 7 (his reason for choosing grave South 7). He has the distinction of being the first volunteer to be buried in

the Firefighter's Section since the department became a paid agency in 1883. He rests in grave South 7.

**JOHN G. HEWSTON**

**NORTH 62**

Little is known about John Hewston because personnel records were not created or maintained at the time of his employment. Records indicate he was born in 1852. He served as a volunteer with Columbian Engine Company #3 beginning in 1879. He would die in the line of duty and be represented as a line of duty death on firefighter memorials.

The incident in which he would die is described here. Hewston was at the scene of a fire on October 3, 1892 in the Kamm Block when knocked from his ladder by a falling timber. He died of a fractured skull. He is buried in the Firefighter's Section in grave North 62.

**FRED MARTIN ISBELL**

**SOUTH 83**

Fred Isbell was hired November 3, 1971 and retired on January 26, 2002. He would pass on February 18, 2021 at the age of 72. Fred served most of his career at Station 25, assigned to Truck 25 (Truck 10 until July 1, 1984). Fred was a stable fixture at the station. During the course of his career, he received three significant awards for his service.

At 3:55 AM on January 1, 1974, Fred and the balance of Station 25 would respond to a house fire in SE Portland with people trapped inside. Upon arrival, they found a fully involved house. A woman would manage escape but Fred and his officer entered to search for the other two. They were unable to rescue either, eventually driven out by the intense heat. Two children, ages 6 and 8, would die in the fire. Fred suffered 2nd degree burns to his neck and his officer suffered injury. For their efforts, Fred would receive the Silver Medal of Valor by Portland Fire and also the David Campbell Bronze Medal award.

At 3:25 AM of Christmas Day, 1995, Fred and the crew of Truck 25 would respond with Engine 11 to a house fire in SE Portland. They encountered a house, fully charged with smoke, with about 7 people inside. Some escaped, some were rescued. At the end of the incident, two people were dead. For his efforts, Fred (and others) received a Unit Commendation from Portland Fire.

Fred was married for 22 years to Sharon. He had two children. His burial at Lone Fir was attended by his family, the Portland Fire Honor Guard, and Engine and Truck 25. He chose burial space South 83, where his wife intends to join him when her day comes.

**EDWARD E. JOHNSON**

**NORTH 6**

died 1890

**HENRY CANIKER JOHNSON**

**NORTH 148**

died 1947

## HARVEY (HARRY) JOSEPHSON

NORTH 105

The incident in which Harry Josephson met his demise is described here. On July 23, 1928, Josephson died when he lost his balance and fell 25 feet from a power pole. He landed on the pavement and fractured his skull. Josephson is buried in the Firefighter's Section in grave North 105.

FRANK L. KEARNEY

## NORTH 108

Frank Kearney was born on March 2, 1897 in Pendleton, Oregon. He would serve in the Navy as a Hospital Apprentice prior to his hire by the Fire Department on February 20, 1925.

Frank would begin his career at Engine 31, then move to Engine 20 and Engine 37 before settling in to Engine 21.

On January 7, 1934, Frank Kearney was on duty and assigned to Squad 1 (SW 4th and Taylor). Engine 21 (221 SW 2nd) and Squad 1 were both responding to the alarm from their respective stations. They were reportedly traveling approximately 40 miles per hour when they met and collided at the blind intersection of SW 4th and Pine. Kearney was killed at the scene and nine other firefighters were seriously injured. The collision, which was reported as the "most spectacular emergency vehicle crash in Portland's history," prevented firefighters from responding to the Holly Dairy incident at NW 14th and Flanders. The incident injured 5 people and caused \$6,000 in damage. Kearney was 37 years old at the time of his death. Kearney's line of duty death would see him added to the David Campbell Memorial for Portland Firefighter and the Oregon State Firefighter Memorial as a line of duty death. Kearney is buried in the Firefighter's Section in grave North 108.

## JOHN JOSEPH KEARNEY

**NORTH 65**

died 1908

## CALVIN F. KIELING

## NORTH 40

died 1927

## ELIZABETH KIELING

NORTH 41

Elizabeth is the wife of Calvin Kieling. She died one year after Calvin and chose to be buried in the grave next to his. He rests in Grave North 40, Elizabeth rests in Grave North 41. Elizabeth died 1928.

## WALTER HOLLIS KNOWLTON

## NORTH 23

died 1946 - veteran

FRANK KNOX

NORTH 106

died 1933

**HENRY KRIMBEL****SOUTH 145**

Henry Krimbel was born April 5, 1884 in Portland, Oregon. He is listed on memorials as a line of duty death. He was hired by the Portland Fire Department on July 26, 1920. He would serve most of his career at Truck 2.

The story of how Krimbel met his demise is described here. On August 16, 1930, Truck 2 was dispatched to the Councilor Apartments. Henry Krimbel was working at Truck 2 at SW 4<sup>th</sup> and Montgomery. A cigarette burning on the couch started the fire. Truck 2's crew was sent to the roof to help ventilate the fire. They cut holes to release the heat and smoke. They also found a skylight and decided to open it up. The smoke had become very thick. Krimbel and his crew started working around the edges of the skylight to pry it off. Firefighters were blinded by the smoke. Krimbel became dizzy from the heat and the smoke, dropping to his knees to keep his balance. With Krimbel balancing himself on the skylight, it was unknowingly pulled to the side by other firefighters. He lost his balance and fell into the hole, about 10 feet to the floor below. Krimbel was off work for a couple months before returning to work at Engine 25. He was able to work, but I was never quite the same. For the next couple years, Krimbel's kidneys gave him problems. The doctor said they were damaged in the fall. By October of 1932, the pain had become too much for Krimbel to work. On October 23, 1932, the injuries from the fall would finally take his life. Krimbel was hired by the Portland Fire Department in 1920. Krimbel would not be added to the Campbell Memorial until June of 2008. His family had attempted to have him added since his son, Albert, became an adult (he was age 5 at the time of Krimbel's death). His granddaughter, Stephanie Rogers, was finally successful. Krimbel's Great Granddaughters rang the bell at the 2008 Campbell Memorial Service, the year Henry Krimbel was finally recognized.

After Henry Krimbel died, his widow, Stephanie, worked as a machine operator for Jantzen Knitting Mills until the company pressed her to retire at age 70. She lived to be 100.

Albert Krimbel dutifully took his two daughters to visit his father's gravesite at Lone Fir Cemetery every Memorial Day. "We'd bring clippers and brooms to clean up the site," Stephanie Rogers recalled. "For me, that's where I knew Grandpa Henry."

Rogers, 44, lives with her husband and three children in her grandfather's Southeast Portland home. She remembers riding her tricycle around the basement, wearing her grandfather's fire helmet.

Albert Krimbel, who lives in a nursing home because of failing health after multiple strokes, will be unable to attend today's event. But Stephanie and her family promise to share their photos of the ceremony with him, the last in the Krimbel line.

"I really needed to do this for my father," she said.

**CARL ALBERT KRONLEIN****NORTH 24**

Albert Kronlein was born September 8, 1879 in Hamlin, Michigan. He was hired by the Fire Department on July 31, 1911 and assigned as an Assistant Engineer on Fireboat 1. Over the course of his career, he would also be assigned to Engine 28 and finally Engineer on Fireboat 3 (the David Campbell), where he would spend the largest part of his career until his retirement on October 4, 1943. He would die of a carcinoma of the brain on November 18, 1946. Albert is buried in the Firefighter's Section in grave North 24.

**WILLIAM A. LAMBERT**

**NORTH 67**

died 1913

**GUNNARD LARSON**

**NORTH 3**

died 1981

**LESTER LEVINS**

**NORTH 29**

died 1952

**GUY H. LINVILLE**

**NORTH 47**

died 1940

**HENRY LUEG**

**NORTH 164**

died 1906

**CARL G. MARKSTROM**

**SOUTH 150**

Carl Markstrom was born May 18, 1898. Markstrom would marry Theresa Kathryn Dillane (daughter of Chief James Dillane Jr.) on October 2, 1925. She would live to be 95 and die on January 14, 2000.

The incident that would take the life of Markstrom is described here. On June 2, 1940, Engine 4 responded to a fire at the Portland Furniture Manufacturing Company at 5331 SW Macadam Avenue. The first arriving company was Engine 10, who laid a hose line into a wood drying kiln that was on fire. When they opened the door, heavy smoke poured out and the men retreated to get their canister smoke masks. Engine 4, located at SW 4<sup>th</sup> and Montgomery, arrived soon after. Captain Markstrom along with firefighters Ernest Bills and Henry Susbauer, already wearing canister-type breathing masks, entered the building with a hose line. After entering the dense smoke, Susbauer experienced problems and had to leave to adjust his mask. When he returned, he discovered Markstrom lying on the floor. He pulled Markstrom toward the door but was unable to continue and exited to get more help, eventually getting Markstrom out. Captain Harry Watts found Bills and carried him from the building. Neither Markstrom nor Bills responded to a lengthy attempt at resuscitation. When Fire Chief Edward Grenfell inspected the scene he surmised that Bills had been overcome and Markstrom had pulled him back about 10 feet from

the nozzle. Markstrom then had trouble with his mask and tried to exit for help. He only made it about ten feet before he too was overcome by the smoke. The Chief also concluded that the smoke was so dense that there was not enough oxygen in the air for the canister masks to work properly. Carl Markstrom was hired March 20, 1930 and was 42 years old at the time of his death. He was survived by his wife and two children. Markstrom and Bills were close friends both on and off the job. Markstrom is buried in the Firefighter's Section in grave South 150.

veteran

**J. MARSHALL**

**SOUTH 205**

died 1878

**GEORGE W. MAXWELL**

**NORTH 87**

died 1881

**FRANCIS HUNTER MCCORMICK**

**SOUTH 107**

Born July 16, 1880, Frank McCormick was hired by the Portland Fire Department on August 3, 1910. He was assigned to Truck 1. He is listed as a line of duty death on line of duty death memorials.

The incident in which he met his demise is described below. On the evening of August 14, 1919, about 7:00 in the evening, the night watchman at the Northwest Box Factory, at the foot of SW Lincoln Street, noticed a fire underneath the building. He turned in the fire at the nearest alarm box. The fire grew quickly. Fire Marshal Grenfell was one of the first chief's to respond. He stopped along the way to turn in a third alarm at an alarm box. Truck 1 arrived and McCormick and his crew were assigned a position on a railroad trestle on the side of the building. The creosote soaked timbers of the trestle caught fire and the trestle was starting to fail so the crews retreated. McCormick got hit from the side by the hose being pulled back and it knocked him and several others off the trestle. George Asher of Truck 2 went first while McCormick and Abraham Blond fell right after him. It was about 30 feet to the ground. Asher and Blond broke some bones but McCormick hit his head. The crews tried to revive him but eventually transported him to Good Samaritan Hospital via the chief's car. McCormick died early in the morning on August 15<sup>th</sup>. McCormick is buried in the Firefighter's Section in grave South 107.

**THOMAS PATRICK MCCREERY**

**SOUTH 163**

Thomas McCreery was born November 12, 1899. He would be hired on May 27, 1933. His older brother, William McCreery would die in the line of duty, falling from a ladder in a training exercise on May 20, 1928. They are buried close to one another in the Firefighter's Section. Thomas is in grave South 163 and William in South 143.

veteran

**WILLIAM JOHN MCCREERY**

**SOUTH 143**

William McCreery was born in Gold Beach, Oregon on January 24, 1890. He served several years with the fire department in Fresno, California. He was hired by the Portland Fire Department on February 2, 1928.

The incident in which McCreery would meet his demise is described here. On May 20, 1928, a group of firefighters were practicing a ladder drill team maneuver at the corner of Chapman and Taylor Streets for the upcoming Rose Festival celebration when tragedy suddenly struck. Two firefighters, William McCreery and Charles Ryan, were at the top of a straight ladder, approximately 45 feet above the street. They were tied together by a leather lifebelt. The belt broke, sending both Ryan and McCreery to the street. Ryan died instantly while McCreery would succumb 12 hours later. William is buried in the Firefighters' Section in grave South 143.

veteran

**J.D. MCDONALD**

**NORTH 161**

died 1878

**WILLIAM MCLEAN**

**SOUTH 202**

died 1919

**JOHN (SANDY) MCLEOD**

**NORTH 44**

died 1939

**WILLIAM JOHN MILLER**

**SOUTH 144**

died 1933

**GEORGE MILES MOLTHROP**

**NORTH 142**

died 1895

**FRANCIS JONES MOLTHROP**

**NORTH 143**

died 1912

**JAMES MONTO**

**SOUTH 104**

James Monto was born in Portland, Oregon on August 13, 1882 to parents Peter Monto and Elizabeth McCormack Monto. He would marry Josephine at an unknown date and remain married until his death on August 19, 1956 when he died of congestive heart failure at age 74.

James was hired by the Portland Fire Department on June 1, 1904 and assigned to Engine 11 (1145 SE Powell Boulevard) for the next 12.5 years. On January 30, 1917 James was transferred to Truck

4 (302 SE 3rd Avenue). He would remain there for 16 months until he was transferred to Engine 20 on June 20, 1918. For reasons unknown, James would resign on July 31, 1918 at 35 years of age. It is possible that his transfer to a station distant from his Engine 11 assignment and close to where he likely lived caused a hardship traveling to and from work that he chose not to address, so he ended his employment. It is unknown.

The balance of his life is not known but 39 years after his resignation from the department he chose burial in the Firefighter's Section of Lone Fir Cemetery and is interred in grave South 104.

**WILLIAM HICKMAN MOORE** **NORTH 89**

died 1954 - veteran

**JOHN MORGAN** **NORTH 85**

died 1878

**JOHN A. MORGAN** **NORTH 84**

died 1910

**LARRY A. MUIR** **SOUTH 220** (physical location closer to South 241)

Larry Alan Muir, a loving husband, father, grandfather, firefighter, tinkerer, builder, and amateur radio operator, passed away peacefully on May 14, 2025. His gregarious spirit, unwavering Christian faith, and commitment to family leave behind a legacy that will continue to inspire all who knew him.

Born to Richard and Evelyn Muir on July 23, 1952, Larry grew up alongside his siblings Marilyn, Steve, Randy, and Mindy in Portland, Oregon. His curious nature and thirst for knowledge led him to Portland State University, where he pursued his passion for history and Middle East studies. He continued his education, studying Biblical theology at the Ecola Bible College.

Larry's life changed forever when he met Jan Torgerson in Cannon Beach, Oregon—a special place that would become a touchstone throughout their lives together. They married on July 28, 1978, beginning a loving marriage that would span nearly five decades and result in eight children - Jeremy, Dan, Katie, Laura, Jessie, Amy, Jenny, and David - and thirteen grandchildren.

Following in his father's and brother's footsteps, Larry embarked on a career as a City of Portland Firefighter. Larry was hired on December 21, 1979. He worked at various stations, spending much of his time with the technical rescue program at Station 1 before transitioning into the Fire Marshal's office where he served as a Fire Inspector. His detail-oriented nature and commitment to service made him a very good inspector that worked well with the public as well as supporting the goals of fire safety. He retired on July 1, 2008.

Beyond his professional accomplishments, Larry was a true renaissance man. He built his family home with his own hands, embodying his do-it-yourself spirit. As an inventor, he was constantly

tinkering and imagining ways to improve the world around him. As a cancer survivor, he faced life's challenges with remarkable courage and determination. Friends and family will remember his gift for storytelling, his humor, and his generous heart.

Above all, Larry was a devoted family man who loved his wife deeply and took immense pride in his children and grandchildren. His Christian faith and relationship with Christ guided his actions and inspired those around him. Larry's greatest wish was to leave a legacy of children who would thrive both in life and look to Christ for their guidance as well.

**E.F. MULLER** **NORTH 81**

died 1864

**DENNIS F. MURPHY** **NORTH 61**

died 1891

**THOMAS NEALEY** **NORTH 64**

died 1896

**JAMES C. NEWFIELD** **NORTH 164**

died 1966

**WILLIAM O'HARA** **NORTH 83**

died 1871

**FRED M. ORCHARD** **NORTH 129**

died 1938

**JAMES A. O'ROURKE** **SOUTH 169**

died 1960

**ELIJAH E. OTEY** **NORTH 130**

died 1937

**WALTER PARISH** **NORTH 151**

died March 25, 1952

**JOHN PARKHILL** **SOUTH 110**

died 1910 - veteran

**CARL GUSTAF PETERSON** **NORTH 42**

died 1938

**JOHN PETERSON**

**NORTH 103**

died 1910

**THEODORE J. PETERSON**

**NORTH 22**

Theodore Peterson was born April 16, 1861 in Denmark. He was hired by the Fire Department on August 3, 1903. He was assigned to Truck 5 and Engine 8, both of which were co-housed in a station that opened in 1903 at 45 NE Russell Street. Theodore would retire on October 1, 1923. He died on February 12, 1943 of a coronary occlusion. He was 81 years old at the time of his death. Theodore is buried in the Firefighter's Section in grave North 22.

**KENNETH M. PHILLIPS**

**NORTH 30**

died 1953 - veteran

**ROBERT A. POARCHE**

**NORTH 104**

died 1956

**FREDERICK ALBERT POPPE**

**NORTH 169**

Frederick Poppe was born October 3, 1905 in Langdon, North Dakota. He was hired by the Fire Department on May 27, 1933. Frederick was assigned to Engine 11, then transferred to Engine 1 (905 SW 4th) where he would spend the majority of his career. Frederick's final five years until his retirement on June 5, 1957 would be at Engine 21 (55 SW Ash Street). Frederick would die on September 23, 1957 of heart disease at the age of 51. He is buried in the Firefighter's Section in grave North 169.

**JERRY ALLEN RANDALL**

**SOUTH 64**

Jerry Randall was born August 28, 1949. He was hired by Portland Fire on Feburary 16, 1978 and retired on December 18, 2014. Jerry passed away on March 7, 2025 at the age of 75.

**JAMES REED**

**SOUTH 204**

Little is known about James Reed. He died before personnel records were established. He was the first recorded line of duty death in the department history. His death was disregarded for over 100 years because the Portland Volunteer Fire Department was not considered a fire department for many years. He was supposedly young at the time of his death. Reed was a member of Protection Engine Company #4. Records indicate he may have begun in 1878.

According to the reports of his demise, Reed collapsed and died of an apparent heart attack after pulling a fire engine (hand pulled type) to a fire. His death occurred at the hospital on August

21, 1881. Reed's residence was at the firehouse of Protection Engine Company #4 at 1233 SW 1<sup>st</sup> Avenue. He is buried in the Firefighter's Section in grave South 204.

**SAMUEL W. REIMERS**

**NORTH 122**

died 1936 - veteran

**CHARLES F. REYNOLDS**

**NORTH 70**

Charles F. Reynolds was born August 7, 1863 in Walla Walla, Washington. His Father, John B. Reynolds, was a Portland Volunteer Firefighter with Willamette Engine Company #1 in approximately 1870. It appears his brother, Charles F. Reynolds, also served as a Portland Volunteer as part of Columbian Engine Company #3 in 1860 and Willamette Engine Company #1 in 1864. He was shown serving as 2nd Assistant for Willamette in 1869.

John B. Reynolds would have four children. Charles Franklin Reynolds would be born in 1863, Amy May Reynolds in 1866, Thurston Marion Reynolds in 1872, and John Bertram Reynolds in 1873. Charles F. would appear to be named after his uncle, who had served alongside John B. Sr. on the fire department. While Charles F. was born in Oregon, his death certificate states he came to Oregon 54 years before his death, which would be approximately 1888 (he was age 78 at the time of death). Had he become a firefighter around that time, he could have served 15 years on the Portland Paid Fire Department and left prior to personnel records being kept, or kept accurate. This might explain why he has no personnel record in the Fire Department archives. Evidence of affiliation with the Portland Fire Department would be his burial in the Firefighter's Section of Lone Fir Cemetery, which is reserved for Portland Firefighters. His death certificate lists his occupation as "painter." He may have worked in the Logistics section of the Fire Department performing station maintenance.

There may be an exception to this. Charles F. was living in the Multnomah County Poor Farm, in Troutdale, Oregon at the time of his death. He had only one surviving sibling at that time (John B. Jr.) and had apparently never had children. It is possible that he was forgotten by family, not acknowledged, or just had no resources for a proper burial and was simply placed in a grave near his closest family member, his father. On five other occasions, family members of firefighters were buried in the Firefighter's Section. A temporary gravemarker was placed at Charles F.'s grave and it was never replaced with a proper and permanent gravemarker, something usually left for family to do. Charles is buried in grave North 70.

**JOHN B. REYNOLDS**

**NORTH 9**

Father of Charles F. Reynolds - died 1926 - veteran

**ARTHUR JOHN ROBERTS**

**NORTH 25**

died 1947

**CLAIR W. ROBINSON**

**NORTH 131**

died 1957 - veteran

**FRED ROSE**

**SOUTH 29**

Fred Rose was born January 3, 1871 in Bay City, Michigan. He is without a personnel file for the Fire Department so little is known about his career. His death certificate lists his occupation as "shipliner." He would die of hypertrophy and dilatation of the heart on August 1, 1924, at age 53, and be buried in the Firefighter's Section in grave South 29. His burial in the Firefighter's Section is his only known connection to the Portland Fire Department.

**CHARLES A. RYAN**

**SOUTH 146**

Charles Ryan was born in 1899 in Sheboygan, Michigan. He moved to Portland in 1909 and attended Shattuck School and Lincoln High School. He enlisted in the war. After being honorably discharged. He was hired by the fire department on July 21, 1924 and assigned to Truck 3. He would lose his life in a training incident, leaving his wife Clara H. Ryan and their daughter Alice (age 3 1/2 at the time). His parents were Charles and Mary Ryan and sister Oka.

The incident in which he would meet his demise is described here. On May 20, 1928, a group of firefighters were practicing a ladder drill team maneuver at the corner of Chapman and Taylor Streets for the upcoming Rose Festival celebration when tragedy suddenly struck. Two firefighters, William McCreery and Charles Ryan, were at the top of a straight ladder, approximately 45 feet above the street. They were tied together by a leather lifebelt. The belt broke, sending both Ryan and McCreery to the street. Ryan died instantly while McCreery would succumb 12 hours later. Ryan is buried in the Firefighter's Section in grave South 146.

**HOMER D. SANBORN**

**NORTH 166**

died 1914

**HENRY ARTHUR SAVOY**

**NORTH 147**

died 1947 - veteran

**CLARENCE DAVID SHANE**

**SOUTH 201**

died 1918

**FRANCIS MARION SKINNER**

**NORTH 128**

died 1938

**OBREAU LEE SMITH**

**NORTH 27**

died 1950

**VERN C. SNYDER**

**SOUTH 103**

died 1964

# **ADELBERT EDGAR STEVENS**      **SOUTH 166**

died January 7, 1973

# GEORGE LAW STEWART SOUTH 10

died 1908

# ARTHUR CLOYD TAYLOR

# NORTH 170

died October 1, 1957

WILLIAM EDWIN THAYER SOUTH 149

died 1938

died 1895

J. THOMPSON

died 1891

died 1881

## COLIN ROBERT THOMSON NORTHLAND

Colin Thomson has not been found listed in city directories.

John Thompson has not been found listed in city directories as a fireman. His status in directories or census records always list him as a laborer (he may have worked in Fire Department Logistics). The 1910 Census showed him as a "street sweeper" working for the "city." He married an Emma Sperl in 1899, and they divorced before 1910. She had two children who may not have passed down fond memories of their step-father.

Colin registered five times to vote. His last registration was on 29 March 1938. At that time, he was living at 134 NW 2nd Avenue (between Couch and Davis), and he was retired. The Election Department canceled his voter registration on March 15, 1951 for "failure to vote." It typically took a couple of years before the Election Department would do this.

Thomson's death certificate reported he was born in Minneapolis, Minnesota, and his parents were Colin and Delia Thomson. He had a sister, Anna Thomson, who lived in Minnesota. Colin is buried in the Firefighter's Section in grave North 1.

**ELTON E. TOOLEY**      **NORTH 102**

died 1921

**GEORGE F. TRIBOU**

**NORTH 162**

died 1886

**HAROLD JAMES TUFTS**

**SOUTH 165**

Harold Tufts was born August 27, 1898 in Denver, Colorado. He served in the military prior to his employment by the fire department. He was hired by the Fire Department on March 15, 1924. He served many assignments including Engine 32, Fireboat 2, Engine 33, Engine 25, Engine 20, and Engine 11. His longest term of service was with Truck 6 (900 SE 35th Avenue). Harold would retire on March 27, 1953 and die on September 15, 1971 at 73 years of age. He is buried in the Firefighter's Section in grave South 165.

**FRED J. VANDENBERG**

**NORTH 20**

died January 24, 1941

**FRED WAGNER**

**SOUTH 105**

Little is known about Fred Wagner since he died before personnel records were kept or retained. He was born around 1851. His death was deemed a line of duty death and he is represented on memorials as such.

The incident in which he died is described here. Firefighter Wagner died on February 28, 1890, at the corner of SW 7th and Salmon Street in Portland, Oregon. He was fatally injured while testing a new steam powered fire engine. He was struck in the head by a nozzle and never regained consciousness. He was 37 years of age and assigned to Truck 2 at that time of his death. He was badge number 71. He is buried in the Firefighter's Section in grave South 105.

**JOHN WALL**

**SOUTH 13**

died 1876

**ERWIN WARREN**

**NORTH 110**

On September 3, 2025, Erwin Lewis Warren was called home at the age of 72, surrounded by the love of his family.

Born in Portland, Oregon on August 6, 1953, to Emmitt Earl Warren, Jr. and Elouis Warren, Erwin was the firstborn child and quickly grew into the role of protector, leader, and encourager. Shaped by strong family roots and the embrace of his community, he lived a life defined by service, loyalty, and love. As the oldest, Erwin set the standard for academic and professional success for his siblings. They attribute much of their success to the example he set for them, and the words of encouragement he provided.

He attended Portsmouth Elementary, Peninsula Elementary, and Adams High School. Erwin loved sports, especially football and softball. He carried that same team spirit into every part of his life. While at Adams High, he met the love of his life, Deborah Moore.

On November 3, 1973, Erwin married Deborah. Together, they raised two sons, Erwin Donta Warren, Jr. and Komar Jerado Warren.

Erwin began his career in 1976 at Station 23 for training and then onto Station 3 in NW Portland where he served for 16 years as a firefighter. He was then transferred to one of a myriad of stations all involving the training of our newest members as Erwin was skilled at recognizing how people learned and had an innate sense of how to motivate. He simply wanted everyone to be successful, and he poured his heart into the efforts of walking alongside each and every firefighter on their path of learning. Following his time as a trainer, he landed in a spot where he truly made his mark as the Recruiter for Portland Fire. He shepherded countless individuals into the career of firefighter for PF&R and to a person you will hear "I would not be here if it was not for that guy!"

As the recruiter, he established the first apprenticeship program run out of our training station. This apprenticeship program was instrumental in fostering cultural diversity within PF&R as it was his desire to have a group of responding firefighters that mirrored the community they served and much of the diversity we see today in the firehouses across the city can be tied to Erwin and his tireless efforts. He acted as the recruiter for the last 8 years of his first go with Portland Fire (retiring in 2006) and was then brought back multiple times by the Fire Chief to assist in the recruiting process as his impact was well known and ability to foster an applicant to the training academy was nearly unmatchable.

Erwin's career experience at PF&R gave him numerous opportunities to share his voice at schools, colleges, career fairs, and community gatherings. His commitment to duty and standing watch made him a respected figure in the fire bureau and throughout all of Portland.

Erwin received numerous awards and honors, including recognition from the Black Firefighters Association, Word is Bond, Morning Star Baptist Church, and former Fire Chief Sara Boone. His passion for mentorship lives on in the Erwin Warren FRIEND Firefighter STEM Summer Camp, inspiring BIPOC youth to pursue careers in firefighting, EMT, and paramedic services.

Of all his roles, Erwin most cherished being a father and grandfather. Becoming "Papa" brought out his most joyful, playful, and generous spirit. He loved nothing more than spoiling his grandchildren and watching them grow.

Erwin was preceded in death by his parents, Emmitt and Elouis Warren, who now welcome him home.

He leaves to carry forward his legacy: his devoted wife, Deborah Warren; his sons, Erwin Donta Warren (E Tishell Callwood-Warren) and Komar Warren; his brothers, Dale Warren (Armelita

Warren), Marlon Warren, Gregory Allen (Christina Allen), and Quinten Warren (Jemima Drummond); his sisters, Judy Brown (Garland Brown), Doreen Scott (Curtis Scott), Janet Warren, and Janell Ephraim (William Ephraim); his beloved grandchildren, Tahjamare Fogle (Diante Fogle), Khali Warren, Khavae Warren, and Khamiya Warren; along with a host of aunts, uncles, nieces, nephews, cousins, and dear friends who will forever hold his memory in their hearts.

**GERALD WILLIAM WARNER**

**NORTH 121**

died 1935 - veteran

**HENRY WATTS**

**NORTH 149**

died 1949

**FREDERICK WEISER**

**NORTH 82**

died 1869

**AUGUST WENDT**

**NORTH 165**

died 1908

**WILLIAM H. WETZEL**

**SOUTH 208**

died 1902

**A.H. WHITE**

**NORTH 2**

died 1867

**ARCHIE A. WILLIAMS**

**NORTH 140**

The mention of William's most unhappy end in 1873 brings vividly to mind an incident which occurred only a few months before. Williams had served efficiently as Chief Engineer for one year and his name was presented for re-election. He was young and ambitious and had fully set his heart on being successful in his second candidacy. Among the members of Multnomah #2 he was a decided favorite and, as a matter of course, that company ardently supported him in the contest. Besides, he had many warm friends in the department. Against Williams was pitted William O. Bruen, an old member of Columbian Engine Company #3 and the idol of that company. The contest was very warm and close and during the day of the election, there was manifested more or less personal feeling, especially between the two opposing candidates, and generally among firemen.

After the polls closed, several hundred eager and excited firemen collected in front of the voting place on Morrison Street, between First and Second, to await the result of the canvass. So close was the contest that the fire boys had literally "counted noses," had canvassed matters down so fine that they knew just how many votes would be polled in the department and consequently, how many each

candidate would require to secure the much-coveted position. Each ballot was called out in a loud, distinct voice so that all could hear. As the canvass proceeded the interest gradually deepened and as the end approached, became almost breathless. Every fireman had a pencil and slip of paper on which he was recording the tally, and everybody was keeping the tallied number in mind. Finally Bruen lacked only five, then four, then three. For every man almost held his breath and eagerly watched and waited, Bruen presently got another vote, and now needed only one more to elect him. Several ballots were called for Williams in succession and when the judge uttered the word "Bruen" again, he paused significantly a moment and held up the ballot. Shouts and cheers broke out from scores of throats and a moment later, a hundred or more firemen were to be seen dancing excitedly around, throwing their hats in the air and shaking hands with each other.

Bruen and Williams had stood all during the canvass side by side watching and counting every ballot in silence. Just as Bruen received the vote which made him Chief Engineer, he turned to his unsuccessful rival and, holding out his hand, said with a pleasant smile, "Archie, congratulate me, old fellow, I have fairly beaten you and am Chief Engineer. I'm sorry we couldn't both be elected." The gracious and manly spirit which prompted Bruen, and the half regretful tone in which the words were uttered, appealed with irresistible force to every chivalrous instinct in Williams' nature. Everything was forgotten in an instant, every feeling of personal bitterness, and hot rivalry had vanished from his heart. Grasping Buren's hand and shaking it warmly, he said, while his eyes moistened and his lips trembled, "I congratulate you Billy, with all my heart, you have beaten me fairly and, as I can't be Chief Engineer, this time I am glad you have got it."

Williams had chosen a safe, speedy and painless method to end his earthly trouble, the instrument selected being a pistol. He had placed the muzzle in his mouth and then fired the fatal shot, the ball ranging up through his brain. Death was instantaneous, of course. From the position of the body when found, Williams must have been kneeling at the side of his bed at the moment he pulled the trigger. But for all that, the pangs of disappointment, ambition, and the humiliation of defeat rankled deeply in his breast, and hastened , if it did not lead directly, to his tragic fate, which occurred only a short time after.

He never lived to be a candidate again. The hands which were joined on that occasion have crumbled back to dust and the tongues which uttered these words of friendly greeting are stilled forever in death. Some years later (1880) Billy Bruen (grave N-88) died , and now lies in the Fireman's Plot within a few yards of where poor Archie sleeps (grave N-140) in his narrow and lowly bed. Yet a passing glance at the ancient, dingy, faded and dilapidated landmark, as it now stands on Front Avenue and as it was steeped in the golden rays of the hot afternoon in April just yesterday, brings back these old memories of the dusty and forgotten past.

**Note:**

*During the volunteer era, each of the volunteer companies would maintain a roster of officers. The city of Portland would maintain a Chief Engineer position to oversee and coordinate all volunteer companies, who would serve at the acceptance of the city Fire Commission. The Chief Engineer would be elected annually but the volunteers in good standing with each of the volunteer companies.*

**ANDREW BURTON WILSON**

**NORTH 71**

died 1957

**WILBUR PARK WINKLEBLECK**

**NORTH 49**

Wilbur Park Winklebleck was born September 13, 1873 in Cottage Grove, Oregon. He would be appointed to the Fire Department on February 3, 1908. He would be assigned to Fire Alarm Telegraph (FAT), which was located in the basement of Portland City Hall at the time. He would work at FAT until his retirement on July 31, 1938. He would die of apoplexy (stoke) on November 10, 1940 at age 64. He is buried in the Firefighter's Section in grave North 49.

**NELSON T. WOODS**

**NORTH 168**

Nels Woods was born July 4, 1885 in Devils Lake, North Dakota. Nels was appointed to the city of Portland Municipal shop on December 10, 1920. He would be transferred to the Fire Department on April 11, 1928 and become the Superintendent of Apparatus at the Auto Shop at 1036 SE Stark Street. He would serve in this role until his retirement on July 1, 1952. Nels would die of congestive heart failure on September 2, 1957 at the age of 72. He is buried in the Firefighter's Section in grave North 168.

**FRANK A. ZELLNER**

**NORTH 46**

died September 21, 1939

**UNKNOWN**

**NORTH 68**

**UNKNOWN**

**SOUTH 30**

XX

#### **OTHER PORTLAND FIREFIGHTERS BURIED ELSEWHERE IN LONE FIR**

**JOHN B. CARNEGIE**

**BLOCK 12 / LOT 50 / GRAVE 3 NORTH**

Died September 26, 1883

Member of Grant Engine Company #2 with East Portland Fire Department and likely had some involvement with Portland Fire Department.

**FRANK DEKUM**

**BLOCK 18 / LOT 2H / GRAVE 2 NORTH**

Died October 19, 1894

Frank Dekum was a prominent 19th century Portland merchant, banker and investor. Built the historic Dekum Building in downtown Portland (1891.)

He was born in Bavaria Germany on November 5, 1829. He was married to Fanny Beinig on March 27, 1859. He came to Oregon from California in the Spring of 1853. He found his way to California by way of Panama in 1852.

In 1888 Mr. Dekum secured the organization of a society for the introduction of German songbirds into Oregon. A fund of \$1,700 was raised for that purpose.

Dekum would serve with Vigilance Hook and Ladder beginning in 1853.

**CHARLES RALPH DISCASEY**

**BLOCK 7M / LOT 231 / GRAVE 2 SOUTH**

Died February 22, 1983

No personnel file exists but newspaper article connects him to Portland Fire from 1939 to 1944, likely as a Temp. He had a relative (Discasey) on Portland Fire.

**THOMAS JEFFERSON DRYER**

**BLOCK 3 / LOT 19 / GRAVE 1 SOUTH**

Died March 30, 1879

Thomas Dryer went to Oregon in 1850 and started the Oregonian Newspaper. He was a one time member of the Oregon Legislature, participated in the convention to frame the state constitution, and a presidential elector. He later moved to Hawaii and served as the US Minister Resident in 1861. While in Portland, he also initiated the fire service. He began pushing for a fire department in 1850. He would serve as the first Chief Engineer beginning in May 1853. The first fire companies would begin service in August 1853 under his leadership.

**RUSSELL DUHRKOOP**

**BLOCK 3 / LOT 236 / GRAVE 2 SOUTH**

Died October 27, 1986

**CARL EVANS**

**BLOCK 9 / LOT 70 / GRAVE 1 NORTH**

Died March 4, 1955

**ABSALOM BARRETT HALLOCK**

**BLOCK 6 / LOT 86 / GRAVE 2 SOUTH**

Died October 28, 1889

When Oregon City was a place of much more prominence than Portland, A. B. Hallock came to the northwest. He cast in his lot with the little village that stood on the west bank of the Willamette and soon proved his worth as a factor in the business interests of the town. He became actively connected with the growth of the city as a surveyor and builder and retained his

residence here for a quarter of a century, while within one of Portland's beautiful cemeteries his earthly remains now rest.

Mr. Hallock was born in Utica, New York, in 1826, a son of Dr. A. B. Hallock, who was a representative of an old Quaker family. After attending the schools of Utica for several years the son entered business circles as an apprentice to the cabinet-maker's trade and became a fine mechanic and also an expert draftsman, civil engineer and surveyor.

The great unsettled west seemed to promise him opportunities along the line of his business, and in the year 1849 he made his way to the Pacific coast, over the water route and across the isthmus of Panama. He journeyed alone and when he reached Oregon proceeded at once to Oregon City, where he secured employment at his trade. Later he turned his attention to building and contracting and to him is due the distinction of having erected the first brick building on First street, Portland, its location being near Pine. Later he erected the Ladd & Tilton Bank building and a number of other early prominent business blocks of the city.

Moreover in matters of public interest he took an active and helpful part and his labors were of distinct value to the city in many ways. He was a member of the early volunteer fire department and his foster daughter, Mrs. Cotter, has a fine silver trumpet made of fifty hammered silver dollars which was presented to him by the Multnomah Engine Company, April 2, 1862, after he had efficiently acted as foreman of that company for five years. In addition to his other work in Portland he was one of the early surveyors of the city and laid out the Couch addition.

In 1874 Mr. Hallock removed to Tillamook, where he lived retired. He purchased forty acres of land there, owning the present site of Ocean Park, now one of the attractive summer resorts on the sea coast. He resided there up to the time of his death, which occurred October 28, 1889, his remains being then brought back to Portland, for interment in Lone Fir cemetery. He had been reared in the faith of the Society of Friends, or Quakers, but never joined any church. His life, however, was actuated by high moral principles and he was in sympathy with all movements for the betterment of mankind. He possessed a fine voice and sang in a number of churches. His political support was given to the democracy, but he would never hold office except when he was a member of the city council for a few years. However, he always took an active part in politics and in fact was ever interested in all that pertained to the welfare and upbuilding of the community, cooperating in various projects for the material, intellectual, political, social and moral advancement of this city.

In 1856 Mr. Hallock was married to Miss Mary T. Bliss, who was born in Providence, Rhode Island, in 1830, and when young went to Massachusetts to live. In 1855 she came to Portland where her sister, Mrs. Leland, was then residing. She died in 1863 and the two children of that marriage are both deceased. The son Edward reached the age of fifty years, passing away in 1907, while the daughter Bessie died in infancy.

They also had an adopted daughter, Annette B., who was born in Ashland County, Ohio, and in 1852 came to the west, settling in Portland. The trip over the plains had consumed all of the time between the 1st of June and November. Here she (Annette B) became the wife of John Cotter, who was born at Whitehall, New York, on the 17th of March, 1838. He came to the west when twenty-one years of age, making his way to the mines. He was a barber by trade, following that pursuit in Portland. It was in this city that they were married, March 31, 1868, and for twenty years they (Mr & Mrs Cotter) traveled life's journey happily together, but the death of Mr. Cotter occurred on the 7th of December 1888, his remains being interred in Lone Fir cemetery. He, too, was a member of the volunteer fire department, No. 1, and he belonged to the Independent Order of Odd Fellows.

Unto Mr. and Mrs. Cotter were born six children: Lillian, who is the wife of Mortimer Lawler, of Boston, Massachusetts, and has one son, Howard; Harry A., of Spokane. Washington; John F., of Seattle; Esther, the wife of Arthur B. Loder, of Chicago; Louise, at home; and one died in infancy. With the exception of a period of six months spent in Indianapolis, Mrs. Cotter has resided continuously in Portland since she came across the plains more than half a century ago, and has been an interested witness of its growth as it has been transformed from a small and enterprising town to the beautiful Rose City of the present day."

Hallock would serve on Multnomah Engine Company #2 beginning in 1858 and would serve a term as Chief Engineer for the Portland Volunteer Fire Department in 1875.

**ELMER GEORGE HEATH**

**BLOCK 28 / LOT 47 / GRAVE 3 SOUTH**

Died April 14, 1936

**LEE GRAY HOLDEN**

**BLOCK 34 / LOT 25 / GRAVE 3 NORTH**

Died June 7, 1943

Lee Holden was born December 30, 1865 in Cairo, Illinois. In 1885, he moved to Portland, Oregon. He would marry Minna Margaret Lang on June 29, 1887. Less than two months later, on August 8, 1887, Lee would join the East Portland Fire Department. He would be assigned to Grant Engine Company #2, located on East 7th Avenue between Harrison and Stephens Streets (1917 SE 7th Avenue). He would make Captain on October 14, 1891.

It was about the time Lee made Captain that East Portland Fire Department merged with the Portland Paid Fire Department. He would serve as Captain of Hose 3 (1917 SE 7th Avenue) until he was "discharged" on July 31, 1896. There is no explanation in his personnel file as to what "discharged" meant. Lee would be reappointed as Battalion Chief on July 5, 1898, under Fire Chief David Campbell. Lee would "resign" on February 1, 1908, again without explanation. He would be reinstated three years later, on December 15, 1911, just a few months after the line of duty death of Chief Campbell. Lee would become Assistant Chief under Fire Chief John

Young on April 23, 1923 and then become Fire Chief on June 30, 1923 when Young would leave office.

It was the period of time after Lee's 1911 reinstatement that earmarks his most notable contributions. Lee was called upon to design a new era of fire stations that would move Portland Fire from the horse drawn era into the motorized era, and beyond. While architectural firms would create the drawings, Lee's design work ensured that a generation of fire stations would meet the needs for Portland Fire's crews and equipment.

Lee Holden would complete his fire service career on December 31, 1927. His wife, Minna, had died in 1922 so Lee spent his new found time with the Masonic Lodge and the Shriners. He would move to Seaside, Oregon in 1939.

At age 77, Lee traveled from Seaside to Portland in June of 1943. His daughter had been involved in a vehicle collision between a city bus and a fire engine. He had stopped to visit old friends at Fire Station 7 at 1036 SE Stark Street when he suffered a stroke. He was transported to Good Samaritan Hospital where he would succumb to event.

**RALPH B. SCHLATTER**

**BLOCK 9M / LOT 201 / GRAVE 2 NORTH**

Died June 3, 1970

**WILLIAM WALTER SPIVEY**

**BLOCK 37 / LOT 11 / GRAVE 3 SOUTH**

Born May 20, 1894 Died March 10, 1958

Assignment unknown – possibly extraman

**WILLIAM H. SPRINGER**

**BLOCK 12 / LOT 79 / GRAVE 3 NORTH**

Died November 19, 1909

**MARION RALPH STARK**

**BLOCK 17 / LOT 216 / GRAVE 2 NORTH**

Died March 31, 1947

Marion Ralph Stark was born August 30, 1883 in Prescott, Kansas. It isn't known what brought him to Portland, Oregon but at age 23, he was hired by the Portland Fire Department. His hiring date was November 13, 1906. Marion would be assigned to Hose 2/Chemical 2 for his first 1 1/2 years of service. Hose 2/Chemical 2 were located at 1233 SW 1st Avenue.

On February 1, 1909, Marion would be promoted to Lieutenant. He would serve for 8 months at Engine 15 (1920 SW Spring Street) before being transferred to Engine 10 (5400 S. Macadam Avenue). On May 9, 1913, Marion was transferred to Engine 22 (1233 SW 1st Avenue) and on March 31, 1915, Engine 1 (720 SW 4th Avenue).

On July 9, 1915, Marion was promoted to Captain. He would be assigned to Engine 32 (7214 N. Philadelphia Avenue - this building still exists) where he would remain for almost 20 years. On March 31, 1935, Marion would be promoted to Battalion Chief, in charge of District 3.

District 3 headquarters was at Station 8, located at 45 N. Russell Avenue. It would be the night of March 30, 1947, with Marion on duty at the station, where he responded with crews to several emergencies before turning in for the night in his private room in the station. The morning of March 31st, Marion failed to report to the morning roll call. Crew members went to check on him and found that he had died in the night of a heart attack. Marion was 63 years old.

Marion's personnel file notes that he worked 40 years, 4 months, and 18 days. This is a remarkable tenure that saw him rise quickly through the ranks and serve as a Captain or Battalion Chief for 32 of his working years. Because of his death on duty, Marion was given the distinction of being placed on Portland's Roll Call of Firefighters who gave their lives in service to the citizens of Portland.

**ADAM AGUSTUS WATERFORD**      **BLOCK 16 / LOT 48 / GRAVE 2 NORTH**

Died March 26, 1909

Adam Augustus "Gus" Waterford was born in British Columbia in 1860, the son of Alexander Waterford, a self-freed slave from Tennessee, and Martha Griffin Waterford, a Kentucky woman.

In 1865 the family moved to Portland, where Gus grew up with several brothers and sisters. Alexander Waterford found work as a laborer and participated actively in Republican Party politics. Records have not come to light to substantiate the rumor that Alexander Waterford worked as a Deputy for the Multnomah County Sheriff or served as a Justice of the Peace in East Portland in the 1870s. He did some kind of work for the city of Portland in 1874, for which he was paid \$26. He was a founding member of the Hayes and Wheeler Republican Club in 1876, along with Joseph Simon, W. Lair Hill and Henry Corbett, becoming one of the first black Republican Party activists and paving the way for his son's career in Joseph Simon's political machine.

Fire Department record from the 1800s are sparse. However, clear documentation of Gus Waterford's service as a Portland Firefighter was found in a September 18, 1890 Oregonian article describing the newly built Fire Station #6 and its roster of members.

- George Stewart - Engineer
- George Baldwin - Engine Driver
- H. White - Hose Wagon Driver
- William A. Hart - Fireman
- John Gotthart - Assistant Fireman
- H. Habekost - Extraman
- Gus Waterford - Extraman
- Fred Myer - Extraman
- M. Cavaran - Extraman
- B.F. King - Extraman

Gus would serve as an "Extraman." This was a position that was created in January 1883 when Portland Fire moved from an all volunteer fire department to a paid fire department. Paid is a bit of a misnomer since the majority of Portland Firefighters from 1883 to 1904 were volunteers, or what was termed "Extramen." As the roster shows, the steam engine and hose wagon were staffed by 5 paid firefighters and 5 extramen. A work schedule at that time required paid firefighters to work 7 days a week, with only 12 hours per week off. During that time, Extramen provided valuable service to keep staffing at adequate levels.

Gus' service as a Portland Firefighter may have been because of political warfare between two factions of the Republican Party led Joe Simon. They put pressure on the city of Portland to hire African Americans. In 1892 Moody Scott became the first black hired employee of the City and George Hardin became a Portland policeman in 1894.

Waterford didn't last long in the Fire Department, but he was a strong enough ally of U.S. Senator Joseph Simon that he became the first African American employee of the Portland Post Office, where he worked as a Porter and Supply Clerk. Gus' obituary stated that he served the Post Office for 14 years, until his death in 1909. That would mean he may have served the Portland Fire Department from 1890 to 1895.

Waterford was fired by Postmaster John Minto in 1908 in a scandalous case that was either an attempt to blackmail Minto or a graft operation in which Minto skimmed money from Waterford's wages. The truth of the matter depends on what you believe, but few powerful Portlanders at that time were willing to take the word of a black man against a white man. Waterford was probably in declining health when he left the Post Office, because he died of stomach cancer in less than a year.