

New Members *of the* Department—1925



H. L. DUNHAM
W. B. HOWE
P. C. COURTER

A. C. YOUNG
L. W. BRADLEY
E. W. REHM
P. F. MANGAN, JR.

L. J. WEIST
GEO. DICKEY
J. F. HEALY
J. Q. ADAMS

G. A. AMBROSE
E. E. VINSON
E. E. GIBSON

same day there occurred another fire which originated in the Ryan Candy Shop and which for a time threatened to destroy the Hotel Worth.

May 7, 1924, witnessed one of the hottest and fiercest blazes which the veterans of the department ever experienced, when the wharves of the Southern Pacific Company along the Sacramento River caught fire with mysterious suddenness and spread with lightning-like rapidity, causing a loss of a million and a half dollars.

The honor of having organized the first fire company in the state belongs to Sacramento. February 5, 1850, the first step was taken toward the organization of Mutual Hook and Ladder Company No. 1. The following officers were elected: Demas Strong, foreman; J. S. Fowler, first assistant; M. D. Eyre, second assistant; T. A. Warbass, treasurer; H. G. Langley, secretary; J. C. Derby, steward. The company turned out to the fire of April 4, 1850, using a fire engine belonging to Lewis & Bailey. They continued in active service until October 30, 1859, when they disbanded by mutual consent, turning over their apparatus to the fire department. They had twenty-six members when they disbanded, and had occupied the same building with Confidence Engine Company No. 1.

Alert Hook and Ladder Company No. 2 was organized September 27, 1852, electing Thomas W. Noyes, foreman; Charles W. Cooj, assistant foreman; Alexander C. Fogler, secretary; W. B. H. Dodson, trustee; John L. Polhemus and Joseph F. Cloutman, delegates. Their building was a two-story brick, located on Eighth Street between J and K. Both this company and the Mutual received an outfit of hooks and ladders in 1853. In 1860 the Alert had twenty-nine members and M. McManus was their foreman.

On March 6, 1851, Confidence Engine Company No. 1 was organized with W. S. Eakins, foreman; William D. Hunt, first assistant; John J. Balantine, second assistant; H. E. Urner, secretary; Leander Culver, treasurer. It was housed in a two-story building on the east side of Third Street between I and J. It maintained its organization until the introduction of the paid fire department, when it numbered sixty-five members.

Protection Engine Company No. 2 was organized March 22, 1851, electing William Ar-

ents, foreman; Francis R. Folger, assistant; H. Burdick, secretary. It had sixty-five members and its house was erected on the west side of Eighth Street between J and K, and was afterwards for many years known as Exempt Firemen's Hall. It was torn down in 1911 to give place to a new building.

Sacramento Engine Company No. 3 was organized March 27, 1851, by electing J. R. Beard, foreman; H. J. Beams, assistant foreman; F. McGilvery, secretary; J. C. Freeman, assistant secretary. It had erected for it two years later a fine house on the west side of Second Street between K and L, and in 1860 the company numbered fifty-nine members. The building was later occupied by No. 1 of the paid fire department.

Eureka Engine Company No. 4 was organized August 15, 1853, electing W. H. Jones, foreman; John H. Burgess, assistant; Jacob Greenbaum, secretary; H. P. Osborn, treasurer. They occupied a two-story brick building, the present Corporation House, on Fifth Street between J and K, and numbered sixty-five members in 1860.

Knickerbocker Engine Company No. 5 organized July 21, 1854, the officers being as follows: H. Polley, foreman; James Calwyn, first assistant; P. Holland, second assistant; John F. Hall, secretary; John C. Keenan, treasurer. The company numbered fifty-eight members and its building was a two-story brick on the east side of Fourth Street between K and L.

Young America No. 6 was organized by the residents of the Third Ward, June 21, 1855. The following officers were elected: Robert Robinson, foreman; E. Kimball, first assistant; Sylvester Marshall, second assistant; Anson Perry, secretary; Charles S. White, treasurer. Its house was a two-story brick located on Tenth Street between I and J, and is at present used by a company of the paid fire department No. 2.

Tehama Hose Company No. 1 was the first hose company in this city. It was organized April 21, 1853, but disbanded November 24, 1855.

Neptune Hose Company was an independent company organized October 6, 1856, with C. T. Ingham, president; P. Holland, foreman; Thomas Bartlett, assistant foreman; A. P. Norton, treasurer; Alexander Badlam, secretary. The company had considerable trouble in gain-



Left to Right—First Row—R. Hawk, M. I. Vierra, O. R. Delameter, J. S. Amaral, Geo. Mayberry, O. W. Brown, C. J. Huber, C. H. Lewis, G. W. Lynch
 Second Row—A. E. Marjoram, H. M. Heiser, A. G. Kendrick, F. R. Johansen, M. J. Dunphy, M. C. Vaughn, E. Connolly, D. A. Allen, J. H. Greer.
 Third Row—R. W. Powers, W. B. Howe, D. D. Frazer, K. C. Catlett, Geo. Polkinghorn, S. J. Aldrich, J. P. Hendrix, J. L. Faure

ing admission into the department. The building was erected for it on the north side of I Street, fronting on Fourth Street. It had a membership of twenty-five.

Broderick Engine Company No. 7 was organized June 1st, 1860, electing Matthias Ault, foreman; R. B. Bishop, first assistant; Bernard Riley, second assistant; D. O. Brown, secretary; W. S. Higgins, treasurer. Its membership was sixty-five. The company was named after United States Senator David Broderick, and was faithful in its attendance at fires, but was not admitted into the department, and was disbanded immediately after the flood of 1861. It occupied a one-and-a-half-story building at the corner of Third and R streets. This building was removed a number of years ago and converted into a residence, and the engine, hose, etc., reverted to the department.

Several other companies of less note and various continuance were organized during the period of the volunteer department, and did good work when necessity required, but their names have passed from recollection. The fire-fighters of the old volunteer days were men of daring, men who were in the ranks for the love of the work as well as for the protection of their own property and that of others. Many of them had been members of similar organizations in the East, and brought to their work here the experience gained in former fields.

Chief Engineers of Volunteer Fire Department.

The following were chief engineers of the volunteer fire department during its continuance from January 25, 1851, to August, 1872, their terms of office being one year: Hiram Arents, David McDowell, R. M. Folger, I. M. Hubbard, J. H. Houseman, J. B. Blanchard, Henry Polley, Joseph S. Friend, George H. Brickman, R. J. Graham, Hugh Kelly, George Schmeizer, David C. Wilson, John Donellan, W. Gillam, Frank Johnson, A. H. Hapeman, William D. Farrell. Houseman and Kelly resigned, Blanchard, first assistant, succeeding the former, and Schmeizer succeeding the latter.

Rivalry of the Companies.

As was usual in the days of volunteer fire departments, there was great rivalry between the different companies, and many incidents occurred, humorous and otherwise, that would make interesting reading if their history had been preserved. There were tournaments, races, balls, presentation of banners and prizes, and various other features. At one time much

complaint was made against the companies in the papers on account of these rivalries. It was charged that some of their members laid plans for getting ahead of the members of other companies by ringing false alarms, having warned enough members of their own companies to enable them to have their own apparatus ready and get to the scene of the supposed fire before their rivals could do so, thereby gaining credit through the papers for being the most active in the performance of their duties. The rivalry between the volunteer companies often became so keen that bad blood was engendered and fights were common. Spanners, wrenches, and any available weapon was used and sanguinary encounters occurred on many occasions. One of the fiercest and most notable of these occurred at the burning of the first building erected for the Jefferson Primary School. Two of the companies, between which there existed a strong feeling of antagonism, met at a wooden bridge that spanned a little slough near the school. Each was determined to beat the other, and they arrived simultaneously at the bridge. It was too narrow for both to cross at the same time, and in consequence one engine struck the railing, smashing it, and was precipitated into the slough. In a moment the fray was started, spanners and other weapons being used freely, and the bitterest fight in the history of the department was on, the combatants paying no more attention to the fire, which was burning fiercely. Several were seriously injured, and carried the marks of the combat to their graves. The men who comprised the volunteer department were fearless and aggressive, energetic and ready to court opposition, all of which qualities were valuable in fighting fire, even though they found a vent in other less worthy directions.

Exempt Firemen.

The first Exempt Firemen's Association was organized on August 14, 1865. Twenty-two members were present at the meeting on that day, and the following were chosen as officers: George Rowland, president; J. H. Houseman, vice-president; J. J. Smith, secretary; J. F. Crawford, treasurer. In 1871, when this association was abolished, it had only sixty-five members. It was a charitable association, but its charities were neither compulsory nor systematic. The fund was under the control of the board of delegates, which had been incor-



Reading from the left, standing in back row, Capt. H. M. Heiser and M. J. Dunphy, Chief Engineer. Next row, seated, from the left, R. Powers, Trombone; A. DeMartini, M. Vieira, Cornet; Geo. Lynch, Traps; R. Hawk, Bass Violin, and R. Myers, Piano. Front row, A. Whittenbrock, Director; Vic Mentec, Violin; Geo. Garrett, Saxophone; J. Clarinet and Saxophone.

porated June 10, 1868, and in the treasury was about \$38,000 in 1872, which was turned over to the new association formed at that time.

The latter, which went out of existence some years ago, was organized under an act of the legislature, approved in April, 1872, it having been instituted December 4, 1872. The first officers elected were: W. L. Herndon, president; A. H. Cummings, first vice-president; Joseph Davis, second vice-president; George A. Putman, treasurer; also a board of trustees of the general fund, and a board of trustees of the charitable fund.

Although, in 1871, the old association had only sixty-five members when it was dissolved, the new one began in 1872 with 324 members, and many others joined it later on. Its objects were of a social and beneficiary nature, including fraternal and pecuniary benefits. The pecuniary benefit given was eight dollars a week in case of disability, ten dollars a month to widows of deceased members in case they were in need of it, and a hundred dollars for funeral expenses. Besides this, all the friendly aid the association could bestow in case of sickness or distress was cheerfully given. These benefits were not given to a member, however, if his distress was the result of gross dissipation. By death and the removal the number of members was gradually reduced to 151 in 1890, and finally to sixty-seven in 1901, when the association wound up its affairs.

By the act, which created the paid fire department of the city, it was provided that the Exempt Firemen's Association should have the privilege of selecting one of the old engine houses of the volunteer department for its use. The old engine house on the north side of the alley on Eighth Street between J and K was accordingly chosen and the property was put up at auction to avoid complication of the title. No one would bid against the Exempt Firemen and the sum it brought was \$100.00. The building was remodeled and a hall built for their use, while the lower story was fitted up for stores which brought a good rent. The change made in it by the Exempts cost about \$7,000, and it was occupied by them for the first time on July 12, 1875. When the association wound up its affairs, the property was sold and it has been demolished to make way for a fine modern building. Thus landmark after landmark of the old days is passing away and like the pioneers, the Exempts still living have

dwindled away in numbers and soon only the memory of them will remain to us.

John F. Dreman, who was a member of No. 1 in the old volunteer department and turned out in parade with it in 1851, and who was afterwards a member of No. 3 and of Neptune Hose Co., was the last president of the Exempts, and the proud possessor of a handsome badge presented to him when they disbanded. Mr. Dreman was for many years a member of the city board of education and served also as a supervisor of the county. He died in 1917. James Coffroth, a brilliant lawyer of a generation ago, was the first member of the Exempts to die, and William L. Herndon the first president.

Paid Fire Department.

A paid fire department for the city was established by the legislature April, 1872, and the volunteer department was superseded. A board of three commissioners was established, the first members to be appointed by the governor, and their successors to be elected by the people, one being elected each year at the regular city election. The city was authorized by the act to issue bonds for \$50,000, payable twenty years after date, with interest at eight per cent per annum. The first commissioners, appointees of the governor, were Sylvester Tryon, George Rowland and W. C. Welch, the latter being elected president of the board. Two engine companies and a hook and ladder company were organized the ensuing fall.

Engine Company No. 1 was organized September 15, 1872, and Henry Burnham was made foreman and O. Collier, engineer. There were twelve other men but only the engineer, foreman and drivers were permanently employed. The engine-house was for years situated on Second Street between K and L, then for a long time occupied quarters on Sixth Street between H and I. In May, 1924, this company moved into its new home on the southwest corner of Second and L Streets.

Engine Company No. 2 was organized at the same time as No. 1, with J. W. Thompson as foreman and E. H. Williams as engineer. The engine house is on Tenth Street between I and J.

Engine Company No. 3 was organized and placed in service on April 1, 1888. The engine house is on Nineteenth Street between L and M, where Hose Company No. 1, organized June



Engine Company No. 7—26th and Portola Way

11, 1884, had previously been located before disbanding.

Station No. 4 on Twenty-sixth Street between L and M was installed and put in service March 1, 1902, at a cost of \$12,000 and the apparatus cost \$5,500.

Station No. 5 on Ninth Street between T and U was put in service in June, 1911, at a cost of about \$11,000, with apparatus costing \$5,550.

By 1912 the department was thoroughly equipped with chemical engines, including a modern chemical auto engine; also with up-to-date steamers, hook and ladder trucks with extension ladders and water tower, besides an ample supply of first class hose carts and hose. The annexation of the suburbs was then necessitating the building of stations in Oak Park and other localities. Oak Park had already a volunteer fire department. This is no longer in existence, paid stations of the Sacramento Fire Department having since been established, both at Oak Park and Curtis Oaks. At that time the board of underwriters had stated that no city in the state had a better equipped fire department or a more efficient force of firemen than had Sacramento. The city trustees were alive to the fact that the better equipped and more efficient the department was, the better the protection afforded to the property of taxpayers and the more reasonable the rates of insurance. For this reason they were more liberal in their appropriations for the purchase of apparatus to keep up with the growth of the city and its needs. The erection of six and eight-story buildings having then become quite common, the board, in January 1912, purchased an auto hook and ladder truck with an eighty-five foot extension ladder of the latest, most approved pattern, costing \$6,300.

The fire department now consists of eight engine companies, three truck companies and four chemical companies, their locations being as follows:

Engine Company No. 1, Second and L Streets.

Engine Company No. 2, Tenth I and J Streets.

Engine Company No. 3, Nineteenth, L and M Streets.

Engine Company No. 4, Twenty-sixth, L and M Streets.

Engine Company No. 5, Ninth, T and U Streets.

Engine Company No. 6, Fourth Avenue, 34th and 35th Streets.

Engine Company No. 7, Twenty-sixth Street and Portola Way.

Engine Company No. 8, Forty-third and J Streets.

Truck Company No. 1, Sixth, K and L Streets.

Truck Company No. 2, Nineteenth, L and M Streets.

Truck Company No. 3, Fourth Avenue, 34th and 35th Streets.

Chemical Company No. 1, Fifth, J and K Streets.

Chemical Company No. 2, Twenty-second, S and T Streets.

Chemical Company No. 3, Twentieth, D and E Streets.

Chemical Company No. 4, Thirty-eighth Street and Folsom Boulevard.

The present Sacramento Fire Department is efficient, both in its equipment and in the personnel of its several stations. Under the new city council, Michael J. Dunphy was appointed chief engineer of the department. He was formerly assistant to Chief Loyal C. Moore, who about one year before had been appointed to succeed Charles Anderson, who is now a member of the city council.

The department is now completely motorized with the latest type of hose and ladder trucks, nozzle hoist derricks, high-power pumps and other apparatus. It is claimed that Sacramento has more fire Hydrants than the majority of the cities of its size; that it stands third in the entire United States, when compared with cities up to 100,000 population, and that its fire department is excelled in California only by Los Angeles and San Francisco.

In 1919 the two-platoon system was adopted, giving the department greater efficiency, and always providing for the fullest co-operation of all the units in all emergencies arising in unusual conflagrations.

The annual appropriations for the city's fire department since 1911 have been as follows.

1911—\$130,000.00	1918—\$126,446.55
1912— 76,135.73	1919— 128,404.00
1913— 152,691.00	1920— 165,820.80
1914— 120,074.52	1921— 230,917.36
1915— 154,819.00	1922— 250,349.40
1916— 140,569.00	1923— 318,996.80
1917— 150,205.00	1924— 328,923.30



Chemical No. 4—38th St. and Folsom Blvd.

Chief Engineers of Paid Fire Department

The chief engineers of the paid fire department since its organization have been: William B. Hunt, 1872-1874; William H. H. Lee, 1874-1876; Henry Burnham, 1876-1878; William H. H. Lee, four months, 1878; Cornelius Sullivan, 1878-1887; M. O'Meara, 1878-1890; H. A. Guthrie, 1890-1910; Charles Anderson, 1910-1920; Loyal C. Moore, 1920-1921; Michael J. Dunphy, 1921, to the present time.

In 1887 O'Meara was elected chief engineer of the board of fire commissioners at a private meeting, and Sullivan and his friends held that the election was illegal. Both parties claimed the office and both gave orders at fires. The situation became embarrassing, the matter having been taken into court, and the commissioners finally called in H. A. Guthrie, who was at the time foreman of No. 1, and asked him to take the position of acting chief engineer. He demurred at first, but consented, and on October 13 he was appointed acting chief engineer. About three months afterwards the courts decided in favor of O'Meara. In 1890 O'Meara left the city suddenly and Guthrie was appointed chief engineer on September 29, to succeed him. January 22, 1894, when the new charter for the city went into effect, he was re-elected chief engineer and continued to hold the position until August 1, 1910, when he requested to be relieved and tendered his resignation, retiring of his own volition and being placed on the pension list. He had been a member of the old volunteer fire department, becoming a member of Alert No. 2, while yet only a boy, and previously had been torch bearer of Protection No. 2. He was presented with his certificate by Alert No. 2, January 29, 1872, and became a member of Hook and Ladder No. 1 in the paid fire department. During his term of service as chief engineer he brought the department up to a high degree of efficiency and by his aggressive energy and insistence with the trustees was able to introduce many improvements, such as chemical engines, extension ladders, etc., into the department. Chief Engineer Anderson, who succeeded him, proved to be an efficient chief, both in the handling of his force and in methods of controlling fires. During his incumbency the annexation of Oak Park and other suburbs was accomplished, and the erection of additional fire-houses for the use of the department and the protection of the outlying districts was planned and carried to completion. Under Chief

Moore, the department maintained its record for efficiency and service. With the advent of Chief Engineer Dunphy, the department has adapted itself more and more to the changing needs of the time. Every effort is made to develop the spirit of cooperation and contentment, now recognized as being so essential by modern business and industry. The tangible evidence of this spirit is expressed by the department's popular band and orchestra, by the new modern houses for the men and equipment, by the increasing fire prevention inspections. The executive office resembles that of a modern, big business or industrial office. A first-assistant chief, Patrick Hayes, was appointed and went into office with Chief Dunphy, while the second-assistant chief, Terence Mulligan, is the first to fill that office, which was created January 1, of this year.

Fire Department

During the year 1924, the Sacramento Fire Department responded to 263 box alarms and 362 telephone calls, of which 261 were for actual fires and 304 were false or unnecessary alarms. The property loss by fire aggregated \$457,441.28, which represents an increase over previous year of \$152,624.51. On May 7, 1924, a fire occurred at the Southern Pacific Company's docks which caused a property loss of \$256,602.00. Had it not been for this one fire the total property loss for the year would have been \$103,977.49 less than the previous year, notwithstanding the increase in the number of alarms responded to.

The creditable showing in the reduction of fire losses is attributable in a large measure to the fire prevention work carried on by members of the Fire Department and the cleaning and burning of weeds on vacant lots throughout the residence district. The efficient work of the Department in handling fires also has been an important factor.

Much improvement in equipment and additional facilities has been secured through the means provided by the recent bond issue, which allotted \$25,000.00 for improvement of police and fire alarm systems, and \$130,000.00 for additional fire equipment and fire houses.

The old fire alarm indicators have been removed and replaced by modern perforator tape systems which have been installed in all engine houses and in the homes of the officers of the



Engine Company No. 8—43rd and J Streets

department. Twenty-one new fire alarm boxes have been added to those in operation.

A new Engine House (No. 1) located on the southwest corner of Second and L Streets was accepted by the City on May 2, 1924, to which Engine Company No. 1 was moved from its old location at 816 Sixth Street. For this property there was expended of the bond funds:

Site	\$20,000.00
Building	29,205.00
Furnishings	1,158.30

A new Engine House (No. 8) located on the northwest corner of 43rd and J Streets was accepted by the city on May 8, 1924, and occupied by a new engine company of fourteen men on July 9, 1924. This property was acquired at the following costs:

Site	\$ 4,458.40
Building	18,655.00
Furnishings	1,015.19

One 6-cylinder double 80-gallon tank chemical car was purchased for \$8,750.00 to replace the old Rambler chemical No. 2 located at 1917

Twenty-second Street. This piece of new equipment was placed in service June 28, 1924.

One 6-cylinder Model 760 triple combination 750 gallon pumper chemical and hose wagon, equipped with single 40-gallon chemical tank was purchased for \$10,500.00 and placed in service at new Engine House No. 8 on July 9, 1924.

One 6-cylinder Model 106 combination 1,000 gallon pumper and hose wagon was purchased for \$10,500.00 and placed in service July 2, 1924, with Engine Company No. 1, replacing an American La France pumper of the same capacity which was moved to Engine Company No. 5.

One 6-cylinder Model 76 combination 150 gallon pumper and hose wagon was purchased for \$10,250.00 and placed in service July 9, 1924, with Engine Company No. 3, replacing old Amos Keag steam pumper, second size, which has been placed in reserve. The total cost of these four pieces of new equipment aggregates \$40,000.00.

Comparative Report

Buildings and Contents	1922	1923	1924
Total Value Involved.....	\$4,648,625.00	\$5,910,770.00	\$8,808,831.00
Total Insurance	2,403,785.00	3,526,285.00	5,822,806.60
Loss Insured and Uninsured.....	153,261.96	304,816.77	457,441.28
Total Insurance Loss.....	150,773.96	298,256.83	188,575.11
Exposure Loss Building and Contents.....	10,449.40	8,413.77	18,787.26
Alarms			
Box Alarms	174	179	263
Telephone Calls	145	211	362
False Alarms	25	21	60
Trouble Alarms	18	17	19
S. P. Shops Alarms.....	2	0	1
General Alarms	4	4	12
No Call Fires.....	5	6	5
Fires Responded to Outside Limits.....	10	8	18
Fires in Frame Buildings.....	214	262	323
Fires in Brick Buildings.....	47	0	64
Fires in Iron Buildings.....	5	3	8
Fire in Concrete Buildings.....	0	1	4
Fire Other than in Buildings.....	73	103	170
Gallons Chemicals Used.....	6,712	6,188	9,368
No. Feet Hose Used.....	84,450	92,400	108,700
No. Feet Ladders Raised.....	4,922	5,284	7,761
Hours Worked	472	391	335½
Fires Confined to Place of Origin.....	316	352	474
Fires Extended to Adjoining Buildings.....	11	11	16
Fires Extending to Adjoining Buildings.....	11	6	4
Fire Prevention Inspections.....	3,763	8,864	42,572



Chemical No. 3—20th, D and E Streets

In addition to the foregoing there was added to the department's equipment from the general budget funds for 1924, 500 feet of 1-inch, 900 feet of 1½-inch and 2,900 feet of 2½-inch, 4-ply chemical hose; and 400 feet of 2¾-inch double jacket rubber lined fire hose, at a total cost of \$3,290.76; one Reo speedwagon chassis equipped with Reo T-6 motor was purchased for \$1,576.50 upon which was mounted the chemical tanks and equipment removed from old Rambler chemical No. 3, which was wrecked at Thirtieth and J Streets June 6, 1924. The total cost of placing this piece of equipment in service was \$1,831.44. It was assigned to chemical company No. 3 on August 20, 1924.

The personnel of the Sacramento Fire Department is as follows:

Chief Engineer
 First Assistant Chief Engineer
 Second Assistant Chief Engineer
 Department Secretary
 2 auto mechanics
 31 captains
 16 engineers
 72 Fourth year firemen
 18 Third year firemen
 16 second year firemen
 19 first year firemen

178 Total personnel.

Alarms										Fires									
Month	Box	Phone	False	Troub.	S. P.	2-2	3-3	No Call	Outside	Month	Frame	Iron	Brick	Concrete	Other than Bldgs.	Confined	Adjoining	Beyond Adjoining	
Jan.	17	35	3	3	...	...	...	...	...	Jan.	33	1	7	...	6	39	2	...	
Feb.	17	17	3	2	...	...	...	1	1	Feb.	19	...	4	...	7	23	2	...	
Mar.	25	35	9	1	...	1	...	1	3	Mar.	32	1	8	2	9	42	1	...	
April	17	28	1	1	...	...	...	1	2	April	27	...	6	1	11	42	2	...	
May	22	44	6	2	...	...	1	...	2	May	14	1	7	...	38	53	1	...	
June	28	48	8	...	1	2	1	...	4	June	27	1	6	...	43	64	4	1	
July	26	27	6	1	...	...	1	...	3	July	24	2	3	1	17	28	1	1	
Aug.	27	26	5	3	...	2	1	...	1	Aug.	22	...	4	...	22	24	1	...	
Sept.	20	20	1	1	...	...	1	...	...	Sept.	26	1	4	...	9	37	1	2	
Oct.	11	15	3	1	...	...	...	...	...	Oct.	16	...	3	...	3	22	...	...
Nov.	22	24	6	3	...	...	1	1	1	Nov.	27	1	5	...	4	37	...	...
Dec.	31	43	9	1	...	...	1	1	1	Dec.	56	...	7	...	1	63	1	...	
Total	263	362	60	19	1	5	7	5	18	Total	323	8	64	4	170	474	16	4	



Engine Company No. 2—10th, I and J Streets

Sacramento Fire Prevention Bureau a Big Asset

By W. R. Getchell

THE FIRE Prevention Bureau of the Sacramento Fire Department, organized in November, 1921, with the co-operation of City Manager Mr. H. C. Bottorff, the Engineering Department and the local Chamber of Commerce, has achieved wonderful results under the supervision of Fire Chief M. J. Dunphy.

The Bureau has systematized its Fire Prevention work and it has now become a powerful factor in the prevention of fires. It has inaugurated a campaign of education among the people, the purpose of which is to inculcate in their minds the importance of exercising continuous care in order that no fire may be attributable to lack of precaution. The methods for accomplishing this are not only instructive but interesting enough to have popular appeal. That this subject cannot be overstressed is evident from the high percentage of fires throughout the country attributed to carelessness.

Our people are beginning to realize that fire is essentially a community interest since every outbreak affects them directly or indirectly. A clear understanding of what constitutes a fire hazard is stripped of its frills and presented to them in an interesting and impressive manner. When such terse statements as "The \$5,000,000 Atlanta fire was started by an electric iron;" "The 40,000,000 Baltimore fire was due to a careless smoker;" "The Collingwood school fire, in which 174 children and two teachers lost their lives, started from a steam pipe in contact with a wood floor," are given the people, it will fix in their minds the necessity for exercising care in handling articles and materials that may cause fires.

The Bureau has stimulated interest in fire prevention, among the children in the schools through demonstrations by members of the Bureau illustrating the correct method of turning in a fire alarm, instructions as to what to do in the event that fire should break out in



WALTER R. GETCHELL
Secretary to Chief Engineer

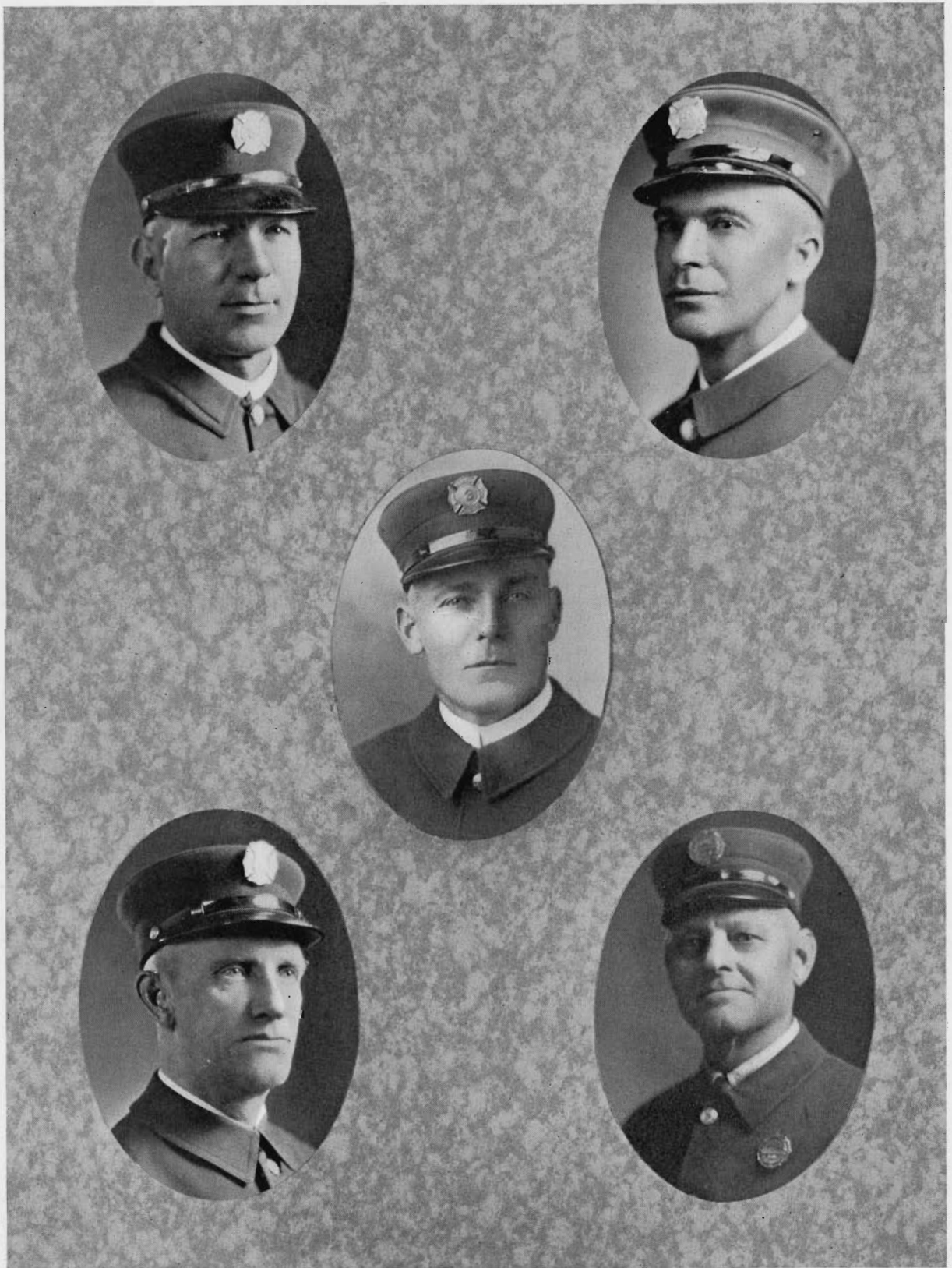
the home and the many means that can be taken to prevent fire. A practical method by which school children may co-operate in reducing fire losses is through the use of Home Inspection blanks. The blanks, which contain a number of questions pertaining to fire hazards of the home, are presented to the children by their teachers. When properly filled out they are returned to the teachers who in turn pass them along to the Fire Chief for whatever action may be deemed necessary. In cases where remedial measures are advisable, the Chief brings the matter to the at-

tention of the parent in a friendly manner and through such co-operative spirit, results are often secured. The children have shown an increasing interest due to the interesting manner in which the lesson has been presented to them. The Bureau has made them feel that they carry some of the responsibility upon their little shoulders.

In addition to this, the Bureau has been instrumental in securing the adoption of a regular program for fire drills in the schools. Such drills not only tend to safeguard the lives of the children while in school, but teach them the necessity for remaining cool and collected during periods of emergency.

Clean-up campaigns carried on by the Bureau are of material assistance in reducing fire hazards. They are usually held in the spring and autumn months and are very extensive. The Bureau endeavors to cover every yard, basement and vacant lot within the limits of the city, and with the co-operation of the residents and property owners gratifying results have been obtained. Periodic inspections of buildings within the fire limits are followed at a later date by reinspections in order to check the compliances to recommendations and to enforce all fire prevention ordinances. Authority is also vested in the Fire Chief to enforce

Members of the Fire Prevention Bureau



E. HEINRICH
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CHAS. WATERS

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regulations relative to the installation and operation of oil burners, ammonia refrigerator plants, the regulation and installation of inflammable liquid storage and the prohibition of rubber tubing on gas stoves.

The Bureau highly appreciates the loyal cooperation accorded by the City Engineering Department. The Building Inspector's Department working in conjunction with the Bureau has been instrumental in bringing about permanent local improvements which were aimed to decrease the possibility of widespread destruction by fire in years to come. These improvements pertain to both building construction and fire protection. During the year 1924, 110 buildings constituting serious fire menaces, were razed.

Several interesting revelations may be set forth here, showing the outstanding causes of preventable fires in the United States and the monetary loss attributable to each cause. The figures are taken from the tabulations of the Actuarial Bureau of the National Board of Fire Underwriters for the year 1923 and represent actual losses.

"DEFECTIVE CHIMNEYS and FLUES, regarded as a cause strictly preventable, having risen in 1922 from third to second place, remained in that position in 1923, when it was responsible for an aggregate loss of \$20,828,162.00. This represents an increase over 1922 of more than two millions."

"FIREWORKS, FIRECRACKERS, ETC., declined slightly in 1923 from the showing in 1922, while it continued to occupy the last place but one, with a total loss of \$639,131.00."

"GAS, NATURAL and ARTIFICIAL, as a fire cause, exhibited little change either for better or for worse in 1923, as compared with its position in the preceding year. The loss in the latest year to be reviewed was \$3,819,274.00."

"HOT ASHES and COALS, OPEN FIRES caused a total loss in 1923 of \$5,365,014.00." It is plain to see that with this loss the country still has much to learn—and to unlearn—in the matter of disposal of hot ashes and the shielding of open fires.

"IGNITION of HOT GREASE, OIL, TAR, WAX, ASPHALT, ETC., presented a loss in 1923 of \$1,740,418.00." Grease and fat will ignite readily and should be watched closely. Painful injury and sometimes death is the penalty of negligence.

"MATCHES—SMOKING exceeded by more than eight million of dollars any other fire

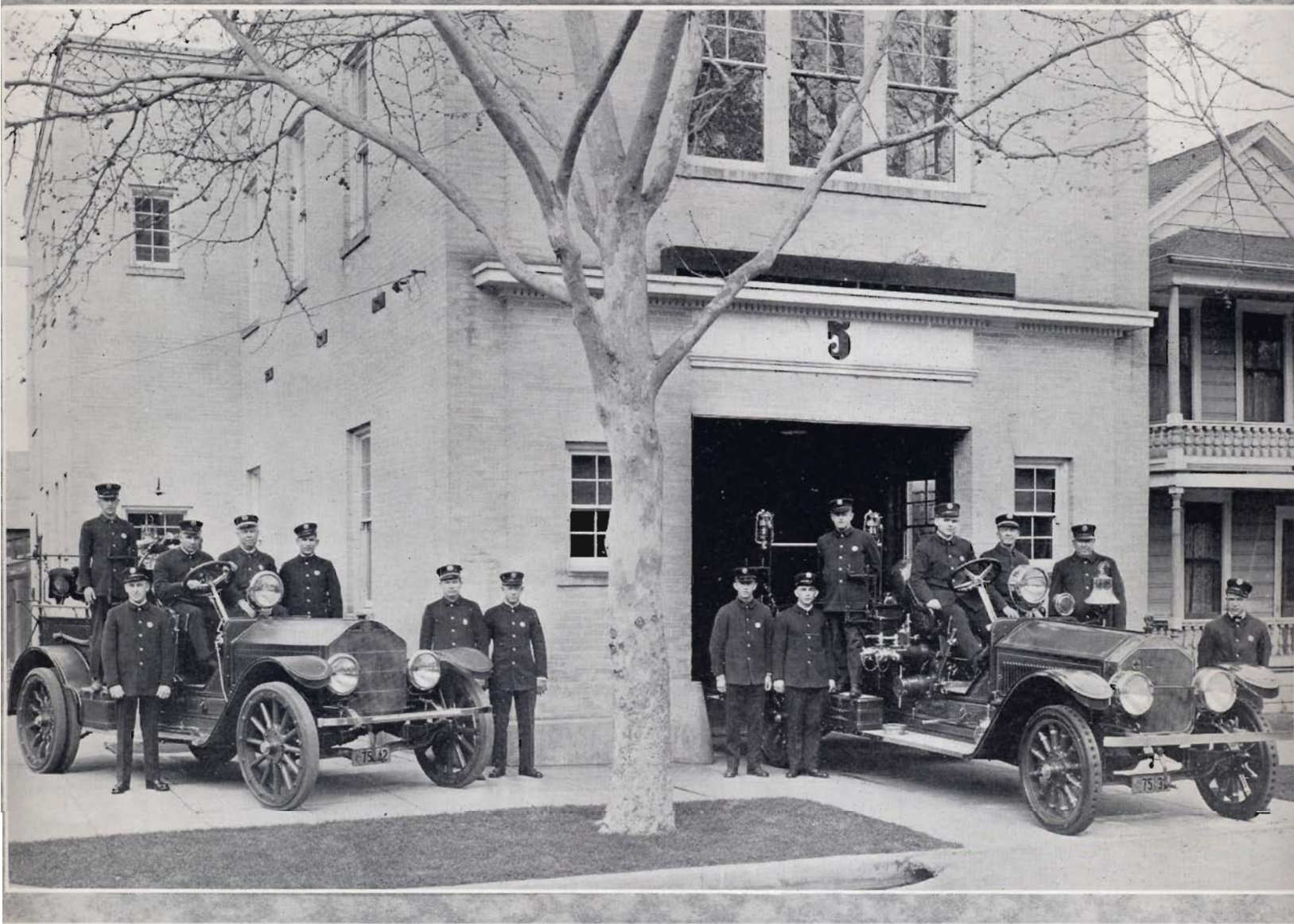
cause in 1923. The latest year's total was \$29,045,007.00." Reliable estimates place the number of matches struck in America every day at 770,000,000—an average of seven for every man, woman and child. What the possibilities are for fire started by their heedless use and disposal is only too plain. This cause was responsible for the largest fire loss in our own State of California in 1923, recording a total of \$1,332,349.00. It is, therefore, obvious that too much precaution cannot be taken in the matter of disposal of burned matches and cigarettes.

"OPEN LIGHTS, a classification which embraces lighted candles, plumbers torches and other uninclosed flame, caused losses totalling \$3,332,191.00 in 1923." For safety, open flames of all kinds necessitate the provision of ample space between them and adjacent woodwork or other combustible materials. Gas jets with unprotected flames placed within range of blowing curtains or other inflammable draperies remain fire starters to be reckoned with, even in this age of electricity. The carelessness of plumbers with hand torches is, of course, almost traditional.

"PETROLEUM and its products occupied for the third consecutive year eighth place among originating causes, the aggregate loss being \$11,183,421.00." With gasoline and other by-products of the petroleum industry so commonly used it is natural to expect many fires to develop. Still, everybody by now should have come to realize the highly volatile and inflammable nature of many of them and to take the few simple measures needful against the firing of their vapors.

"RUBBISH and LITTER, although not included among the graver hazards in point of pecuniary loss, brought about fire waste amounting to \$1,576,433.00." Accumulations of rubbish and inflammable scraps always are dangerous since they supply fuel for the chance spark or flame, all too frequently proceeding from a cigarette. It is obvious that the clean and tidy structure seldom burns. Regular cleanings should be thorough for by so doing fire can be starved.

"SPARKS on ROOFS piled up a national total of \$15,931,342.00 in 1923 as compared with \$11,875,719.00 in the previous years." This loss grows out of the still extensive employment of wooden shingles which are easy targets for stray embers from chimneys, from burnings roofs nearby and from many other



Engine Company No. 5—2014 9th Street

sources. Approved fire retardent roofings are to be had at little, if any, additional cost, and at no sacrifice of line, color or durability.

"STEAM and HOT WATER PIPES in 1923 caused a loss of only \$419,586.00, which placed this cause at the foot of the list, but which doubles the 1922 figure, nevertheless."

"STOVES, FURNACES, BOILERS and their PIPES also kept up near the top in 1923. This cause rests in third place, with destruction amounting to \$18,658,248.00, an increase of almost two millions as compared with 1922."

"ELECTRICITY, than which there exists no safer form of light, heat and power when it is properly installed and used, exacted a toll amounting to \$14,091,789.00, an actual jump of more than two millions for 1922."

"EXPLOSIONS rose again in 1923 as it has done for the past two or three years, this time stopping at \$3,064,198.00 loss."

"EXPOSURE (including Conflagrations) which, properly, is an effect and not a cause of fire, far overtopped, as always is the case, every other known fire hazard. The loss in 1923 was \$69,080,839.00, an advance of some seven millions."

"INCENDIARISM is being vigorously attacked in all parts of the country. In this column the total losses during 1923 reached \$1,662,987.00." Slowly but with encouraging sureness the general public is learning to view fraudulent fires as a form of criminality prac-

ticed not alone against insurers but against society and this altered attitude, reflected in the composition of trial juries, is bringing about more and more convictions.

"SPONTANEOUS COMBUSTION remains one of the most significant showings in the entire tabulation, and stands witness to the actuality of the hazard. Sixteen million dollars' wastage ought to be a sum huge enough to convince the public that self-ignition is a very present reality and not a scientific fantasy.

In conclusion it is interesting to note that the Fire Prevention Bureau of the Sacramento Fire Department, made 42,572 inspections during the year 1924, resulting in a decrease of \$109,681.72 in our fire losses as compared with the losses for 1923. The following tabulated report for the year 1924 shows the energy expended by the Bureau in Fire Prevention Work.

This work together with the co-operation of the City Manager, the City Council and the citizens of our city, was instrumental in bringing about a reduction in insurance rates amounting to approximately 10 per cent.

It is the desire of the members of the Fire Prevention Bureau to express to the people of the City of Sacramento their sincere appreciation for the assistance and co-operation they have so freely given and it is hoped that they will persevere in the good work, thus making our beautiful city one of the safest and cleanest in the country.

Fire Prevention Bureau Inspections, 1924

	Jan.	Feb.	Mar.	Apr.	May	June	July	Aug.	Sept.	Oct.	Nov.	Dec.	Total
Buildings	490	646	892	12,386	1,257	823	1,416	2,041	824	431	316	1,000	22,522
Garages	82	40	46				156	104	84	21	140	200	873
Theaters	40	32	33	24			48		82	48	60	70	437
Furnaces and Boiler Rooms	153		91	82							160	100	586
Chimneys	22								4,321	2,186	2,279	100	8,908
Restaurants		41		134	170	179	170	264	101	81	160	100	1,400
Hotels and Roomings Houses		82				87	240			34			443
Planing Mills and Lumber Yards....						42	38				31	40	151
Rubbish Fires Extinguished					25	92			41	32	31	50	271
Vacant Lots Burned off						375	224	144					743
Oil Stations							42	100					142
Fair Grounds								1,244					1,244
Faulty Wiring Reported, Repaired								82			14	12	108
Gas Leaks Reported and Repaired..								41	21	40			102
Basements											42		42
Hallways Blocked and Cleared											8	11	19
Wood and Coal Stoves											11		11
Gas Heaters											12	12	24
Back Yards Cleaned												82	82
Refrigerating Plants												82	82
Reinspections					2,088	671	80	671	671	201			4,382
Total Inspection	787	841	1,062	12,626	3,540	2,269	2,414	4,691	6,145	3,074	3,264	1,859	42,572
No. of Inspectors	3	3	3	6	4	3	4	4	4	4	4	4	
Days Worked	46	46	46	165½	108	90	104	95	108	97	95	95	
Buildings Razed during year 1924				110									81

Fire Prevention Week, October 5th to 11th, 1924.

Alarm box demonstrations at schools and on street corners.....	745
Home inspection blanks distributed to school children.....	15,000
Self inspection blanks distributed to merchants	7,000