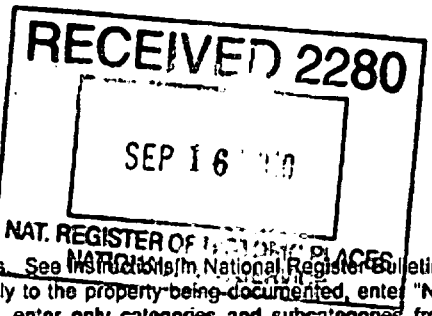


876



United States Department of the Interior
National Park Service

National Register of Historic Places Registration Form

This form is for use in nominating or requesting determinations for individual properties and districts. See instructions in National Register Bulletin, How to Complete the National Register of Historic Places Registration Form. If any item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, architectural classification, materials, and areas of significance, enter only categories and subcategories from the instructions. Place additional certification comments, entries, and narrative items on continuation sheets if needed (NPS Form 10-900a).

1. Name of Property

historic name Engine Company Number Nine Firehouse (former)
other names/site number 9-11 Arbor Street

2. Location

street & number 17 Arbor Street n/a not for publication
city or town Portland n/a vicinity
state Maine code ME county Cumberland code 005 zip code 04103

3. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act, as amended,
I hereby certify that this nomination request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60.
In my opinion, the property meets does not meet the National Register Criteria. I recommend that this property be considered significant at the following level(s) of significance:
 national statewide local
[Signature] 9/13/10
Signature of certifying official/Title Date
SHPD MAINE HISTORIC PRESERVATION COMMISSION
State or Federal agency/bureau or Tribal Government

In my opinion, the property meets does not meet the National Register criteria.
Signature of commenting official _____ Date _____
Title _____ State or Federal agency/bureau or Tribal Government _____

4. National Park Service Certification

I hereby certify that this property is:
 entered in the National Register determined eligible for the National Register
 determined not eligible for the National Register removed from the National Register
 other (explain:)
[Signature] 10-29-10
Signature of the Keeper Date of Action

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
 Name of Property

Cumberland, Maine
 County and State

5. Classification

Ownership of Property
 (Check as many boxes as apply.)

- private
- public - Local
- public - State
- public - Federal

Category of Property
 (Check only one box.)

- building(s)
- district
- site
- structure
- object

Number of Resources within Property
 (Do not include previously listed resources in the count.)

Contributing	Noncontributing	
1		buildings
		district
		site
		structure
		object
1	0	Total

Name of related multiple property listing
 (Enter "N/A" if property is not part of a multiple property listing)

N/A

Number of contributing resources previously listed in the National Register

N/A

6. Function or Use

Historic Functions
 (Enter categories from instructions.)

GOVERNMENT/fire station

Current Functions
 (Enter categories from instructions.)

COMMERCE/TRADE/business

7. Description

Architectural Classification
 (Enter categories from instructions.)

LATE 19TH AND 20TH CENTURY REVIVALS/
 Colonial Revival

Materials
 (Enter categories from instructions.)

foundation: STONE/granite
 walls: BRICK

 roof: STONE/slate
 other: STONE/granite
 BRICK

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

Narrative Description

(Describe the historic and current physical appearance of the property. Explain contributing and noncontributing resources if necessary. Begin with a **summary paragraph** that briefly describes the general characteristics of the property, such as its location, setting, size, and significant features.)

Summary Paragraph

The former Engine Company Number Nine Firehouse is located at 17 Arbor Street (formerly 9-11 Arbor Street) in the Morrill's Corner neighborhood of Portland, Maine. Constructed in 1902-1903, the firehouse is a 2 ½-story brick rectangular structure approximately 47 feet by 67 feet with a 1-story garage forming an ell at the rear of the building. The brick is laid in common bond with Flemish headers and the building has foundation walls of granite. Designed with elements typical of asymmetrical Colonial Revival residential architecture, the firehouse has a recessed entry to one side, front facing dormer, side gable with pediment, hipped roof finished with Monson slate, and boxed cornice with dentils. The building is set back from the sidewalk and has brick pavers sloping up from the street to the finish floor level of the first floor. The firehouse is aligned closely with the west property line. A granite paved driveway runs on the east side of the building up to the garage located at the rear of the building. The brick garage is approximately fifty-five feet long by twenty-two feet wide and was originally used as the stable and shop area. The property north of 17 Arbor Street is primarily open and used as a parking lot. The firehouse is currently and was traditionally neighbored by residences to the west and south.

Narrative Description

The former Engine Company Number Nine Firehouse is located in Deering, currently a neighborhood of Portland, Maine. Formerly the City of Deering, it was incorporated into the City of Portland in 1899.¹ The firehouse is located on Arbor Street, a short street connecting Forest and Stevens Avenue. Forest Avenue is a major road connecting Deering with downtown Portland and is mostly commercial in nature. Stevens Avenue is more mixed in character with schools, churches, small businesses, and residential. The scale of the subject structure is not too large to be compatible with the adjacent residences, but is prominent enough to provide visual connection and stature from Forest Avenue. The brick exterior of the firehouse distinguishes it from its residential neighbors, but is consistent with many of the other commercial and institutional buildings on Forest and Stevens Avenues.

The primary (south) façade is comprised of three large bays on the first floor and a side entry. The bay doors have five-panels with glass in the larger second panel, similar to the original doors as seen in historic photographs, and have been fixed in place. Each opening is spanned with a steel lintel supported by corbelled brick piers. Above the openings is a decorative brick architrave and wooden cornice. The front door and stairs are contained within a short ell that intersects the main rectangular form of the building on the southeast side with a cross gable. The gable end has a pediment with dentils and center circular window that has been filled in. The main entry door is the original 3-panel wood door with large glass light and a two-light transom above. An existing porch was added to the main entrance sometime after 1982. The porch has a gable roof covered with shingles and is supported by two wooden box columns. A concrete stair leads straight up to the porch and front door. A wooden ramp slopes up to the porch from the west side of the building. A large hipped dormer with three double-hung windows is located on the front of the building facing Arbor Street. The cheek walls are finished with slate tile matching the roof. The second floor windows on the south façade are the original 2/2 double-hung wood sash with brick jack arch headers and cast stone lintels. A flagpole is mounted to the façade at the attic level. Attached both below and above the windows, it first appeared in historic photos c. 1922.

The side entry door is located at the rear of the building on the east elevation. The existing door is a non-historic metal door with single glass light with wood infill in the arched transom above. On the east and west elevations, most first floor window openings have an arched top with brick rowlock header arches. The windows in these openings are aluminum double-hung 6/6 replacement windows smaller than the original. An infill panel is used over the windows to fill the arched opening. The second floor windows are a combination of arched tops with brick rowlock headers with arched wood infill or rectangular with brick jack arches. All the second floor windows are original to the building and are generally wood double-hung 2/2. Exterior storm windows are installed on all windows. All window sills are granite and lintels are brick arches or jack arches.

¹ The Town of Deering was established in 1871 after seceding from the Town of Westbrook, Maine. Deering became incorporated as a city in 1892, shortly before it was annexed by the City of Portland. Morrill's Corner was one of the more populated neighborhoods in Deering.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

A cupola is located on the roof ridge line at the center of the building. A single chimney is located in the center of the west exterior wall. On the east and west sides of the building, light wells to the basement are framed with large granite blocks and have been filled in with concrete or brick.

The garage at the rear of the building (north) is brick and has a flat roof with brick parapet on three sides. The parapet rises approximately sixteen inches above the roof and is capped with metal coping. The condition of the cornice and coping is badly deteriorated. The garage has a brick corbel, pressed metal cornice, and brick blocking course above the cornice. The east and south elevations both have large original door openings with steel lintel above. The eight-panel sliding wood door is still intact in the south opening but the door and frame are in poor condition. The east door opening as well as the west window has been filled in with brick. The north wall is a brick veneer attached to a concrete block wall. The north elevation has three overhead garage door openings that are not original to the structure. The garage floor is concrete and is sloped to drain to pipes in the basement.

The main stair is located in front of the entry to the east side of the building. The entry vestibule and stair are finished with cypress wood wainscot. An original wall with cased opening separates the vestibule from the adjacent reception area. The first floor is used for offices and metal stud partitions with painted gypsum board divide the space into smaller offices, restrooms, storage, and meeting areas. The front portion of the building is still fairly open with the exception of offices along the west wall. The rear wall of the reception area is in the same location as the original wall separating the front apparatus room from the horse stalls. The existing conference room, kitchen, and rear stair are located at the north of the building in the location of the original horse stalls. Along the north wall, a stair dating from the late twentieth century connects the first, second, and basement floors. Acoustical ceiling tile is suspended from the original bead board ceiling which is mostly intact throughout the first floor. The historic window and door casings have been removed. Carpet was installed over most of the first floor, except at the rear of the building where a portion of the original wood floor remains that was once in the horse stalls.

The front stair is enclosed on the second floor but opens into the corridor with rooms currently being used as offices along the south end of the building. Another office is located at the head of the corridor next to the stairs. At each end of the corridor is the pole room where the brass sliding poles to the first floor were located. These have since been removed and are located in the Portland Fire Museum. Situated in the middle of the second floor north of the corridor is a large bathroom with showers and toilet stalls. To the west of the bathroom is another large room now used as office space. The west, north, and south walls of the room are finished with stained bead board wainscot. A small restroom is carved out of the corner of this area and is also finished with bead board wainscot. The north end of the second floor is mostly open with both original and non-historic partitions. At the northwest corner of the second floor is an area that is currently used for storage and office.

The original second floor finishes are relatively intact. The wood trim and bead board are made of cypress wood. In the offices along the south wall, an acoustical ceiling tile grid is suspended from the ceiling, but original window and door casings remain unaltered. The rest of the ceilings on the second floor are finished with plaster. Most of the walls in the corridor and offices are plaster and are in fair to poor condition. The storage area walls are full height bead board and the office area has been finished with gypsum board and VCT flooring. Most of the original five panel doors are in good condition except for a few with a damaged panel. The majority of the original woodwork in the corridor and offices has a stained finish. In few areas, the doors and trim have been painted. The wood floor remains throughout the south and west ends of the second level, but VCT is used in the east and north ends of the building. Many of the early twentieth century schoolhouse pendant light fixtures and wall sconces are still in place.

The structural system of the Arbor Street is specific to its use and function of spaces. In addition to the exterior load-bearing masonry walls, the second floor is supported by wood trusses and steel rods in the attic in order to maintain the open plan of the first floor to accommodate the trucks and other apparatus. The truss and steel detail was also used in the construction of Engine Six on Park Avenue designed by Maine architect John Calvin Stevens in 1902. The existing steel beams and columns in the basement were likely added for additional structural support as heavier motorized apparatus were introduced into the firehouse.

The first half of the twentieth century was a significant period of development in the practice of firefighting and the construction, function, and alterations of the Arbor Street firehouse exemplify the changes that were occurring at this time. The bay doors were altered several times in order to accommodate larger and more modern fire trucks as they developed, especially during the shift from horse-drawn to motorized apparatus. The original configuration consisted of a pair of wooden panel doors with glass light. Prior to 1936, the west bay was widened to accommodate a larger truck. In 1956,

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

the east bay was widened and wooden overhead garage doors with both glass and wood panels were installed in both end bays. The three large bay doors in the south façade were restored in the last twenty years to match the original configuration.

The interior of the firehouse was also altered to accommodate changes in equipment. The first floor was originally comprised of an open space that accommodated three trucks or other machinery. The rear wall of the open room had multiple sets of double doors into the horse stalls along the rear of the building which is visible from an historic image of the interior. The horse stalls were connected to the stable and shop at the rear by a single door. The stalls were also accessed by a side entry door in the east exterior wall. A total of eight stalls were created, two of which were removed in 1907 with the introduction of Ladder truck #4. The length of the truck required that part of the rear wall be pushed back in order to accommodate the apparatus. As the fire department became completely motorized, the horse stalls were no longer needed. The horses were moved out of the firehouse in 1926, and the stable was used primarily as a garage and shop. The fire department used the garage to store older equipment that was no longer in service. The garage sustained only minor alterations to original exterior openings.

The original second floor configuration is mostly intact and follows the typical pattern of firehouses at the time with sleeping rooms for the permanent firemen including the Engine Driver, Engineer, Hoseman, and Lieutenant on the south side of the building with large windows overlooking the street. The room just north of the main stair was the Captain's room. The second floor also had a large bathroom, a day room, a large multi-purpose room (unfinished at the time the firehouse opened in 1903) that was used for training exercises and banquets, and storage areas along the rear of the building. The interior finishes were simple with plaster walls, stained wood trim and wainscot, and brass wall sconces and schoolhouse pendant light fixtures. For the most part, the interior configuration maintains the historic integrity of the building.

When the firehouse closed, it changed use to offices for the City of Portland Sewer Division and Parks Department. In the 1980s, the building underwent a series of renovations and repairs. The first floor was modified with numerous new partitions to divide the open space into smaller offices and conference room, but the distinction between the "front of the house" apparatus room and "back of the house" horse stalls is still distinguished by a fire wall separating the two zones. The rear of the building still maintains a more service-oriented function which includes a work room, kitchenette, stair, and corridor. The second floor configuration has been maintained by using the original sleeping rooms as offices and the larger rooms as open office. Some modifications have been made at the rear of the building for the addition of a staircase and storage areas, but since this area was originally secondary to the rest of the floor, the historic integrity has not been compromised. Exterior work included the restoration of the bay doors and wooden louvers of the cupola, addition of period pole light and hitching post to the sidewalk by the entrance, and reconstruction of the north wall of the garage with three new garage door openings.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

8. Statement of Significance

Applicable National Register Criteria

(Mark "x" in one or more boxes for the criteria qualifying the property for National Register listing.)

- A Property is associated with events that have made a significant contribution to the broad patterns of our history.
- B Property is associated with the lives of persons significant in our past.
- C Property embodies the distinctive characteristics of a type, period, or method of construction or represents the work of a master, or possesses high artistic values, or represents a significant and distinguishable entity whose components lack individual distinction.
- D Property has yielded, or is likely to yield, information important in prehistory or history.

Criteria Considerations

(Mark "x" in all the boxes that apply.)

Property is:

- A Owned by a religious institution or used for religious purposes.
- B removed from its original location.
- C a birthplace or grave.
- D a cemetery.
- E a reconstructed building, object, or structure.
- F a commemorative property.
- G less than 50 years old or achieving significance within the past 50 years.

Areas of Significance

(Enter categories from instructions)

COMMUNITY PLANNING AND DEVELOPMENT

Period of Significance

1902-1956

Significant Dates

1902-3

c. 1929

c. 1936

c. 1956

Significant Person

(Complete only if Criterion B is marked above.)

Cultural Affiliation

Architect/Builder

UNKNOWN

Period of Significance (justification)

The period of significance for the Engine Company Number Nine Firehouse at 9-11 Arbor Street is designated from 1902-1956, the time for which the building was actively in use by the fire department until the last significant alteration to the exterior of the building was made to accommodate new equipment. After initial construction, the building continued to be significant because the alterations to the building reflect the technological advancements that occurred in fire fighting in the twentieth century which impacted the architectural form of the building.

Criteria Considerations (explanation, if necessary)

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

Statement of Significance Summary Paragraph (Provide a summary paragraph that includes level of significance and applicable criteria.)

The Arbor Street firehouse has local significance under Criterion A for Community Planning and Development because it was one of the first new firehouses constructed after the City of Deering was annexed by the City of Portland, Maine on February 2, 1899. During the reorganization of the Portland Fire Department, the shift from volunteer to paid firemen, the increasingly sophisticated equipment being developed to fight fires, and the need to upgrade from make-shift wooden structures to permanent firehouses were all important factors that reshaped the architectural form of the firehouse and promoted public health and safety in Portland and throughout the United States. In use for seventy years, the Engine Nine firehouse was adapted to accommodate the technology of motorized apparatus as it continued to develop in the early to mid-twentieth century.

Narrative Statement of Significance (Provide at least one paragraph for each area of significance.)

Fire Protection began in Portland in 1768 when the area was still a part of Falmouth, Massachusetts. In 1787, Portland's first fire company, "Neptune," was organized using the city's first pumping engine. More companies were established as more hand engines were available. The companies were typically named with a reference to water such as "Niagara" and "Deluge". The numbering system for the companies still in use today was established in 1835.² The Portland Fire of 1866 prompted improvements in the fire department and equipment. The burning of over 1,500 buildings including numerous churches, offices, hotels, banks, City Hall, and the Customs House totaled nearly \$3 million in damages. Destroying a large swath of the downtown, this was the most devastating fire in any American city at the time.³ Up until 1859 when the first steam engine was put into service in Portland, fire protection consisted mostly of volunteer men with leather water buckets and hand tubs. By the mid-1850s, fire departments across the country had become more or less social clubs. Based on a volunteer system, firefighting was competitive between companies and often as much time was spent at banquets, parades, and parties as fighting fires. The introduction of the steam engine established the need for full-time firemen to operate and maintain the machinery establishing more professionalism within the fire department.⁴ Steam engines also required the use of horses to efficiently respond to fire alarms. Unwilling to dispense with the machismo of pulling the hand tubs or engines to the scene of the fire, many firemen were reluctant to the idea of horses pulling the equipment.⁵ In Portland by the 1880s, permanent fire horses were granted to the fire department, where as before, the horses were used for other duties in the city. Response time to fires was slowed because the horses were borrowed and had to be brought to the firehouse to help pull the engines.⁶ Steam engines greatly reduced the number of men that were required to operate the machinery and put out the fire, thus beginning the reduction of volunteer firemen in each company. Steam fire engines could be used to successfully put out a fire with only 15-20 men as compared to the 60 men that were needed when using a hand tub.⁷ By 1928, Engine Company Nine had all permanent firemen when the last three Call Men retired.⁸

The modernization of the city of Portland began with the reconstruction of the city after the Great Fire of 1866. New buildings were constructed of brick and parks were created as fire breaks between old buildings and new construction. Reservoirs were established on Munjoy and Bramhall Hills to provide the water supply in case of future severe fires. City streets were improved with new cobblestone pavement and a new City Hall and Maine Medical Center were built.⁹ Electricity came to Portland in 1883 and the extension of the street railway system and electric trolley in the 1880s and 1890s from Portland into the commuter communities prompted the movement of annexation.¹⁰ Known, as the "City of Homes," Deering was primarily a residential community for people working in Portland. While Portland was more populated, Deering was much larger in size with 11,000 acres of land in comparison to the 1,600 acres of Portland's

² Michael A. Daicy, "PFD History", Portland Fire Department, <http://www.ci.portland.me.us/fire/history.asp> (accessed December 14, 2009).

³ Donald Patrick Whitney, *Portland Fire Department, A Historian's View* (Portland, ME: Guy Gannet Publishing Co., 1987), 19-21.

⁴ *Portland Fire Department: A Commemorative Book Honoring the City of Portland's Fire Department, Which Protects its Citizens and this Great City from Fire and Other Emergencies Everyday - and has Since 1768* (Dallas: Taylor Publishing Company, 1994), 7-9.

⁵ Rebecca Zurier, *The American Firehouse: An Architectural and Social History* (New York: Abbeville Press Inc., 1982), 74.

⁶ *Portland Fire Department*, 12.

⁷ *Ibid.*, 9.

⁸ Michael A. Daicy, "PFD History", Portland Fire Department, <http://www.ci.portland.me.us/fire/history.asp> (accessed December 14, 2009).

⁹ Allan M. Levinsky, *A Short History of Portland* (Beverly, MA: Commonwealth Editions, 2007), 85-87.

¹⁰ The first horsecar line to be electrified in 1891 connected Monument Square with Morrill's Corner in Deering. Joyce K. Bibber and Earle G. Shettleworth, Jr., *Portland, Post Card Series* (Portsmouth: Arcadia Publishing, 2007), 98.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

peninsula.¹¹ The question of annexation was brought to a vote twice and was rejected by the people of Deering both times. The annexation of Deering was passed by the State Legislature on February 2, 1899 without popular vote even though many residents of Deering commuted to work in Portland. Prior to annexation, both the City of Portland and Deering had invested in city and infrastructural improvements. Deering was successful in widening Forest Avenue, the primary connection to Portland, developing a sewer system, establishing a fire department with new fire alarm system and ample water hydrants, and constructing a new high school.¹²

As a result of the annexation of Deering by the City of Portland, the area of the city nearly doubled in size and the fire department increased from eleven to twenty companies. Under the direction of the Chief Engineer, Melville Eldridge, the fire department was reorganized, becoming more modernized and better equipped to serve the city of Portland. After being reorganized into two districts: the peninsula was assigned as District One and Deering as District Two, the Board of Engineers began planning improvements for the Portland Fire Department.¹³ Since the establishment of the PFD in 1830, firehouses and equipment were commonly moved around the city. Some of the stations were large with comfortable accommodations while others were smaller structures, similar to barns, which housed mostly equipment.¹⁴ Some of the smaller structures were built by Burnham Lane & Co. in Deering beginning in 1889 and were approximately ten feet by twelve feet in plan and eight feet high. The roof of these buildings had cedar shingles; the exterior was clad with spruce clapboards. The structure had two windows, a single door, and cornice. When the Town of Deering became incorporated as a city in 1892, it was comprised of seven wards including East Deering, Morrill's Corner¹⁵ and Allen's Corner, Deering Center, North Woodfords, South Woodfords, Oakdale, and Stroudwater. The wood-framed hose houses were constructed at Deering Center, Allen's Corner, East Deering, Libby's Corner, and Stroudwater.¹⁶ At the turn of the century, the need for more permanent firehouses was becoming more prevalent and the city began building new masonry buildings to replace the earlier hazardous wooden structures. The Arbor Street Firehouse at Morrill's Corner in Deering, a three-bay brick structure, and a two-bay brick engine house for Hose Six on Park Avenue in Portland were the first two new firehouses to be built by the city beginning in 1902 as a part of the reorganization of the PFD.

The new Arbor Street firehouse was constructed on land used as a tannery adjacent to the old firehouse. The former firehouse was an existing structure that had been purchased and remodeled in 1896 for Hose Company Three and a meeting room.¹⁷ The location for the Arbor Street Firehouse was important because it was within vicinity of many of the school buildings on Stevens Avenue as well as numerous Seminary buildings, churches, and prominent residences which lacked adequate protection from the former hose company. A modern building with quality equipment was deemed necessary for the protection of the buildings in the area.¹⁸ Originally constructed to house Hose Company Nine, the Arbor Street firehouse was upgraded to Steam Engine Company Nine when a spare 1870 steam fire engine was reassigned to the company in July of 1903. No records indicate the architect or builder of the firehouse. All of the firehouses designed in Portland at this time are very different in style and do not suggest that the City Engineer developed a model to be used for the construction of firehouses throughout the city. In 1902, the firehouse for Engine Six on Park Avenue was designed by John Calvin Stevens, a prominent Maine architect. Similar in plan and materials to the Arbor Street firehouse, Engine Six was rectangular in plan and had an open first floor with two bays for apparatus and horse stalls across the rear of the building. The second floor had three sleeping rooms and bathroom across the front and loft for storing hay and grain at the rear. The exterior was brick with a decorative architrave above the bay doors.

The Arbor Street Firehouse maintains much of the integrity of historic features typical of many firehouses constructed throughout the country at the same time. In *The American Firemen. Essays, Lurid Leaves, Sketches, Sparks. A Standard Work on Fire Matters*, published in Boston in 1875, a short essay describes the "model engine-house" based on a building

¹¹ Albert F. Barnes, *Greater Portland Celebration 350, A Commemorative Edition* (Portland, ME: Guy Gannet Publishing Co., 1984), 124.

¹² Augustus F. Moulton, *Portland by the Sea* (Augusta, ME: Katahdin Publishing Co., 1926), 227-228.

¹³ Michael A. Daicy, "PFD History", Portland Fire Department, <http://www.ci.portland.me.us/fire/history.asp> (accessed December 14, 2009).

¹⁴ Whitney, 11.

¹⁵ Morrill's Corner and the intersection of Forest and Stevens Avenues were a commercial center in Deering at the end of nineteenth century in part due to the fact that this was the end of the horsecar line that connected to Portland.

¹⁶ Michael A. Daicy, "History of Deering Fire Department," Portland Fire Department, http://www.portlandfirefighters.com/PDF_%20Files/History/History%20of%20Deering%20F.D..pdf (accessed December 14, 2009). On April 12, 1889, \$1000.00 was raised at a special town meeting for the purchase of hose carts and wagons, and the construction of five new hose houses in select locations of the thickly settled areas of town.

¹⁷ After 1903, the use of the former firehouse is unknown until 1954 when it functioned as an office for the Public Works Department as shown on Sanborn Insurance Maps. Neither the building nor any of the other original structures remain on the property today, but it is still owned by the City of Portland and used primarily for surface parking.

¹⁸ *Eastern Argus*, 22 July 1903.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street

Name of Property

Cumberland, Maine

County and State

in Nashua, New Hampshire, as being "one of the largest, most convenient, and substantial buildings of the kind... and serves the double purpose of being ornamental and useful... the lower story... is sufficiently large for an addition of two or more steam fire-engines and a hook and ladder carriage... the second story is conveniently divided into sleeping-rooms, engineers' headquarters, bath and washrooms." The Arbor Street Firehouse follows these recommendations with some modern improvements.

In relation to the history of firefighting in the early twentieth century, the Arbor Street Firehouse is significant because it was constructed during the horse-drawn era and later adapted for motorized apparatus. In the 1870s and 1880s, as horses were more readily accepted by firemen and some cities required their use, changes to the typical layout of the firehouse occurred. Originally, stables were located to the rear of the firehouse or behind it with an open courtyard used to clean and exercise the horses. In some designs, the horses began to physically move into the firehouse since taking horses from a stable behind the station and leading them up to the front required too much time. The stables were often located to the rear of the engine room. Firemen's quarters moved upstairs and food bins and haylofts were often located at the rear of the building with chutes down to the stables below. Permanent firemen including officers often had their own room or suite on the front with large windows. Sometimes a bunk room was provided for the Call Men at the rear of the building. The interiors of the firehouse were often plain with varnished wood wainscot and simple brass fixtures.¹⁹ The invention of the brass sliding pole in 1878 also made it easier to shift the mens' living quarters to the second floor.²⁰

As the shift occurred from volunteer to paid fire companies, cities also made changes to the physical construction of firehouses. Using public funds, new, more permanent stations were built of red brick that consolidated companies to improve efficiency; ladder, hose, and engine companies could respond to an alarm simultaneously.²¹ Typically, the engine cart was the first to leave the firehouse carrying the engine that pumped water to supply the hose and fight the fire. The hose cart was much lighter in weight and often arrived at the scene of a fire before the engine. The hose was then connected to the water hydrant and the engine. The ladder company assisted the engine and hose companies by providing necessary equipment. Carrying up to four tons of equipment, the truck was laden with ladders of various lengths, pole hooks, life nets, and hose hoists. The hose hoists were used to hold hoses in place at higher elevations to fight fires in the upper levels of buildings.²² The coordination of all three companies was essential to the success of fighting the fire. In 1907, Ladder Company Four was relocated to Arbor Street and the firehouse accommodated three apparatus, a hose wagon, a fire engine, and a ladder truck. The Engine Nine and Ladder Four Companies were stationed at Arbor Street until 1972 when a new modern firehouse was constructed located on 1600 Forest Avenue.

The first motorized vehicle was introduced into the PFD in 1916. The Department began to replace the horse-drawn equipment with motorized vehicles over the course of about fourteen years.²³ The Arbor Street firehouse accommodated horse-drawn and motorized apparatus. A photograph from 1924-25 shows a ladder truck, a horse-drawn steam engine, and a motor car with hose and chemical tank in front of the firehouse. Some of the modifications to exterior openings in the building suggest that these were made to accommodate new technology and larger trucks as they were introduced into the Fire Department's inventory. By 1926, the last horses were removed from Engine Company No. 9 and all hose, ladder, and engines were motorized. It was not until 1929 that all horses had been retired and the entire Portland Fire Department was motorized.²⁴ In 1954, Engine 9 was upgraded again to receive the first American LaFrance Fomite Pumper in the PFD. The new equipment required some modification to the front bays due to the increased size of the trucks. These alterations in 1956 represent the end of the period of significance for the Engine Nine firehouse. New technological developments over the next twenty years were accommodated with the construction of a modern firehouse in 1972 rather than making additional alterations to the historic firehouse.

At the turn of the century, the exterior of the American firehouse finally began to receive as much as attention as the equipment that was housed inside.²⁵ Firehouses were conceived as civic buildings and the public's opinion of firemen was improving with the transition to paid permanent men and thus more emphasis was placed on the design of the firehouses and creating comfortable living quarters for the firemen.²⁶ Neighborhood firehouses took on a slightly different

¹⁹ Zurier, 98-101.

²⁰ Ibid., 102.

²¹ Ibid., 89-90.

²² Elmer L. Smith, ed., *Firefighting at the Turn of the Century* (Lebanon, PA: Applied Arts Publishers, 1974), 6.

²³ *Portland Fire Department*, 18.

²⁴ Ibid., 25.

²⁵ Zurier, 119.

²⁶ Ibid., 117-120.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

style than the main stations located downtown. Often located in the suburbs, the neighborhood stations had to blend in with the residential character of the area but still be distinguishable from other commercial buildings. In order to be compatible with residential settings, firehouses were sometimes designed in the Tudor, Queen Anne, or Shingle Style.²⁷ The Arbor Street firehouse is an example of a neighborhood firehouse designed in the Colonial Revival style sharing characteristics with residential architecture. Constructed of brick, it was set apart from the single family homes across the street but compatible with other commercial and institutional buildings in the area. The scale of the building was also well-suited for the residential and commercial structures surrounding it. Small details such as the flag pole and cupola signified that this is a civic structure. Located just off the corner of Arbor Street and Forest Avenue, the firehouse was visible and easily accessible from the main road. The Arbor Street firehouse did not take on the style of a chateaux or palace with towers like many of the other firehouses at the turn of the century. With the status of a neighborhood firehouse, the style was much more modest and simplistic. However, the simple brick building has subtle accents on the façade including the brick architrave with projecting Flemish headers and corbelled brick piers. The cupola, dormer, flagpole, and slate roof are all details indicative of an important civic building distinguishing the structure from less significant commercial and residential properties in the vicinity.

Engine House Number Nine was fitted up with the most modern conveniences at the time it was constructed. Both floors had hot and cold water which was useful for cleaning the horse stalls and stable. With a boiler in the basement, the building was heated by steam with radiators located in every room. The electricity was automatically turned on with the sounding of the alarm. By the alarm, were 3 push buttons: one was the local fire pull alarm, one alerted the men from the second floor, and one other to call the horses from the stable into the stalls. Electric lights were used throughout the building. The sleeping rooms were comfortable and described in a newspaper article at the time as having "a luxurious Morris chair, common chair, combination dresser and bureau and a white bedstead. Pretty carpets are on all the floors and the nicest of rugs are also seen."²⁸ With many articles in multiple newspapers at the time, it is evident that the Engine Company Number Nine Firehouse was significant to the history of the city of Portland. "The city in general and Morrill's Corner in particular are proud of their new engine house and their pride is just for certainly it is one of if not the finest in the entire city."²⁹

Developmental history/additional historic context information (if appropriate)

The attic of the Arbor Street firehouse was used by a searchlight battalion as sleeping quarters during the Second World War.

The firehouse remained in use until 1972 at which time it was replaced by a one story modern firehouse on Forest Avenue. The building then changed use and housed offices for the Portland City Sewer Division and later Parks and Recreation Department. In 1982, 17 Arbor Street was awarded recognition from Greater Portland Landmarks. Currently, the building is occupied as offices for Bull Moose/Crickery Wood, a music, movie, and video game store chain in Maine and New Hampshire.

²⁷ Ibid., 135-138.

²⁸ *Evening Express*, 24 January 1903.

²⁹ Ibid.

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

9. Major Bibliographical References

Bibliography (Cite the books, articles, and other sources used in preparing this form.)

- Barnes, Albert F., ed. *Greater Portland Celebration 350, A Commemorative Edition*. Portland, Maine: Guy Gannet Publishing Co., 1984.
- Bibber, Joyce K. and Earle G. Shettleworth, Jr. *Portland, Post Card Series*. Portsmouth: Arcadia Publishing, 2007.
- "Chief's Report. Fire Department Will Soon be in First Class Shape." *Eastern Argus*, 22 July 1903.
- "City of Portland Annual Report of the Chief Engineer of the Fire Department 1902." In *Auditor's Forty-Fourth Annual Report of the Receipts and Expenditures of the City of Portland for the Financial Year of 1902, Jan. 1, 1902 (Both Inclusive) Dec. 31, 1902 with the Mayor's Address and Annual Reports of the Several Departments Made to the City Council, 1902* (Portland: Marks Printing House, 1903), 147-213.
- Daicy, Michael A. History of Deering Fire Department. http://www.portlandfirefighters.com/PDF_%20Files/History/History%20of%20Deering%20F.D..pdf (accessed December 14, 2009).
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- Levinsky, Allan M. *A Short History of Portland*. Beverly, Massachusetts: Commonwealth Editions, 2007.
- Moulton, Augustus F. *Portland by the Sea*. Augusta, Maine: Katahdin Publishing Co., 1926.
- Munch, Ann. "The Rescue of Engine Nine Firehouse," *Landmarks Observer*, March/April 1983, 13.
- "New Brick Structure Will be Opened Next Month – an Up-to-Date Building." *Portland Evening Express* 24 January 1903.
- Portland Fire Department: A Commemorative Book Honoring the City of Portland's Fire Department, Which Protects its Citizens and this Great City from Fire and Other Emergencies Everyday – and has Since 1768*. Dallas: Taylor Publishing Company, 1994.
- Smith, Elmer L., ed. *Firefighting at the Turn of the Century*. Lebanon, PA: Applied Arts Publishers, 1974.
- Whitney, Donald Patrick. *Portland Fire Department, A Historian's View*. Portland, Maine: Guy Gannet Publishing, 1987.
- Zurier, Rebecca. *The American Firehouse: An Architectural and Social History*. New York: Abbeville Press Inc., 1982.

Previous documentation on file (NPS):

- preliminary determination of individual listing (36 CFR 67 has been requested)
 previously listed in the National Register
 previously determined eligible by the National Register
 designated a National Historic Landmark
 recorded by Historic American Buildings Survey # _____
 recorded by Historic American Engineering Record # _____
 recorded by Historic American Landscape Survey # _____

Primary location of additional data:

- State Historic Preservation Office
 Other State agency
 Federal agency
 Local government
 University
 Other
Name of repository: Portland Fire Museum, Portland Fire Dept.

Historic Resources Survey Number (if assigned): _____

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

10. Geographical Data

Acreage of Property .191
(Do not include previously listed resource acreage.)

UTM References
(Place additional UTM references on a continuation sheet.)

1	19	395750	4837548	3			
	Zone	Easting	Northing		Zone	Easting	Northing
2				4			
	Zone	Easting	Northing		Zone	Easting	Northing

Verbal Boundary Description (Describe the boundaries of the property.)

The boundaries of the nominated property are depicted on the City of Portland tax map # 146, block D, lot #6.

Boundary Justification (Explain why the boundaries were selected.)

The Tax Map and Lot Number assigned to the property by the City of Portland were chosen for the boundary description because the address of the property has changed over time. Originally known as 9-11 Arbor Street, today the property is assigned numbers 19-23. The boundaries of the property have not changed since the lot was developed with the original building in 1902.

11. Form Prepared By

name/title Melanie Smith
organization Sutherland Conservation & Consulting date 2-18-10
street & number 20 Warren Street telephone 207-242-2480
city or town Hallowell state ME zip code 04347
e-mail melaniesmith@sutherlandcc.net

Additional Documentation

Submit the following items with the completed form:

- **Maps:** A **USGS map** (7.5 or 15 minute series) indicating the property's location.
A **Sketch map** for historic districts and properties having large acreage or numerous resources. Key all photographs to this map.
- **Continuation Sheets**
- **Additional items:** (Check with the SHPO or FPO for any additional items.)

Engine Co. No. 9 Firehouse, 9-11 Arbor Street
Name of Property

Cumberland, Maine
County and State

Photographs:

Submit clear and descriptive photographs. The size of each image must be 1600x1200 pixels at 300 ppi (pixels per inch) or larger. Key all photographs to the sketch map.

Name of Property: Engine Company Number Nine Firehouse (former)
City or Vicinity: Portland
County: Cumberland **State:** Maine
Photographer: Melanie Smith, Sutherland Conservation & Consulting
Date Photographed: 12/4/2009(Exterior), 8/2/2010 (Interior)

Description of Photograph(s) and number:

- 1 of 9. South Façade.
- 2 of 9. Looking northwest from corner of Arbor Street and Forest Avenue.
- 3 of 9. East elevation from adjacent parking lot.
- 4 of 9. Three-quarter view from southeast on Arbor Street.
- 5 of 9. North elevation from rear parking lot.
- 6 of 9. Brick Detail at bay in south façade.
- 7 of 9. View of second floor corridor with historic stained trim and doors.
- 8 of 9. Detail of historic five-panel doors and trim.
- 9 of 9. View of west room north of second floor corridor. Note historic cypress wood wainscot.

Property Owner:

(Complete this item at the request of the SHPO or FPO)

name _____
street & number _____ telephone _____
city or town _____ state _____ zip code _____

Paperwork Reduction Act Statement: This information is being collected for applications to the National Register of Historic Places to nominate properties for listing or determine eligibility for listing, to list properties, and to amend existing listings. Response to this request is required to obtain a benefit in accordance with the National Historic Preservation Act, as amended (16 U.S.C. 460 et seq.).
Estimated Burden Statement: Public reporting burden for this form is estimated to average 18 hours per response including time for reviewing instructions, gathering and maintaining data, and completing and reviewing the form. Direct comments regarding this burden estimate or any aspect of this form to the Office of Planning and Performance Management, U.S. Dept. of the Interior, 1849 C. Street, NW, Washington, DC.

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

NATIONAL REGISTER OF HISTORIC PLACES
EVALUATION/RETURN SHEET

REQUESTED ACTION: NOMINATION

PROPERTY Engine Company Number Nine Firehouse
NAME:

MULTIPLE
NAME:

STATE & COUNTY: MAINE, Cumberland

DATE RECEIVED: 9/16/10 DATE OF PENDING LIST: 10/13/10
DATE OF 16TH DAY: 10/28/10 DATE OF 45TH DAY: 10/31/10
DATE OF WEEKLY LIST:

REFERENCE NUMBER: 10000876

REASONS FOR REVIEW:

APPEAL: N DATA PROBLEM: N LANDSCAPE: N LESS THAN 50 YEARS: N
OTHER: N PDIL: N PERIOD: N PROGRAM UNAPPROVED: N
REQUEST: N SAMPLE: N SLR DRAFT: N NATIONAL: N

COMMENT WAIVER: N

ACCEPT RETURN REJECT 10.28.10 DATE

ABSTRACT/SUMMARY COMMENTS:

**Entered in
The National Register
of
Historic Places**

RECOM./CRITERIA _____

REVIEWER _____ DISCIPLINE _____

TELEPHONE _____ DATE _____

DOCUMENTATION see attached comments Y/N see attached SLR Y/N

If a nomination is returned to the nominating authority, the nomination is no longer under consideration by the NPS.



(FORMER) ENGINE CO. #9 FIREHOUSE ; LUMBERLAND CO., ME



(FORMER) ENGINE CO. #9 FIREHOUSE; LUMBERLAND CO., ME



(FORMER) ENGINE CO. # 9 FIREHOUSE; CUMBERLAND CO., ME



(FORMER) ENGINE CO. #9 FIREHOUSE; CUMBERLAND CO., ME



(FORMER) ENGINE CO. #9 FIREHOUSE; CUMBERLAND CO., ME



(FORMER) ENGINE CO.#9 FIREHOUSE; CUMBERLAND CO., ME



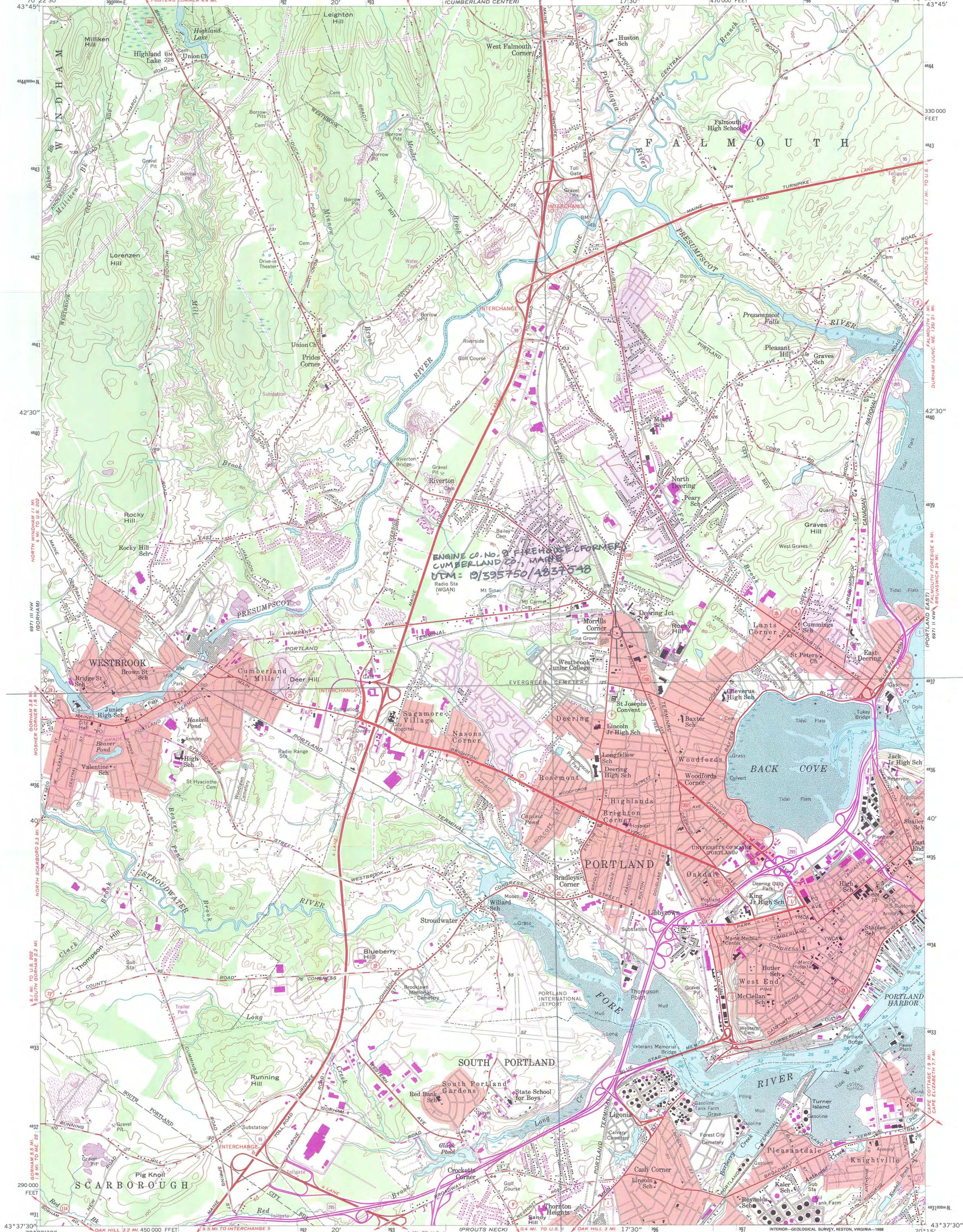
(FORMER) ENGINE CO.#9 FIREHOUSE; CUMBERLAND CO., ME 70F9



(FORMER) ENGINE CO. #9 FIREHOUSE; CUMBERLAND CO., ME 8 of 9

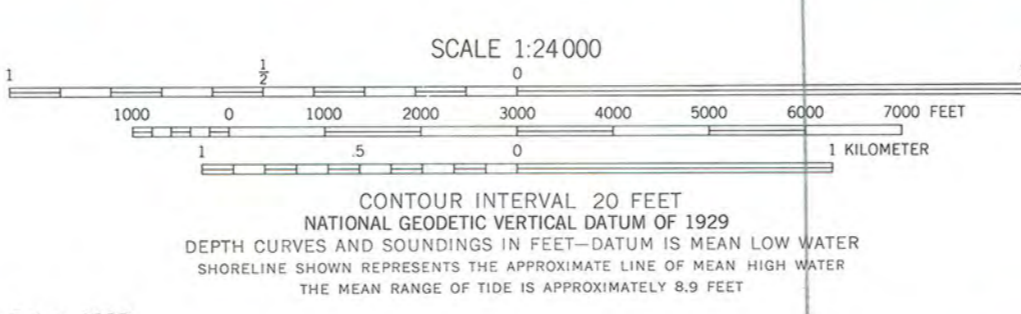
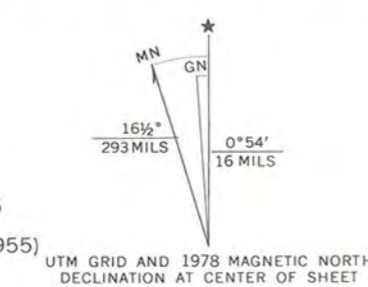


(FORMER) ENGINE CO. #9 FIREHOUSE; CUMBERLAND CO., ME.



ENGINE CO. NO. 9 FIREHOUSE (FORMER)
CUMBERLAND CO., MAINE
UTM: 19J395750/4837548

Mapped by the Army Map Service
Edited and published by the Geological Survey
Control by USGS, USC&GS, and USCE
Culture and drainage in part compiled from aerial
photographs taken 1943
Topography by planetable surveys 1944
Culture revised by the Geological Survey by photogrammetric
methods from aerial photographs taken 1956. Field check 1956
Selected hydrographic data compiled from USC&GS chart 325 (1955)
This information is not intended for navigational purposes
Polyconic projection. 1927 North American datum
10,000-foot grid based on Maine coordinate system, west zone
1000-meter Universal Transverse Mercator grid ticks,
zone 19, shown in blue
Red tint indicates areas in which only landmark buildings are shown



ROAD CLASSIFICATION

Heavy-duty	Light-duty
Medium-duty	Unimproved dirt
U.S. Route	State Route
Interstate	Route

PORTLAND WEST, ME.
NE 1/4 PORTLAND 15' QUADRANGLE
43070-F3-TF-024

1956
PHOTOREVISED 1978
DMA 6971 III NE - SERIES V811

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY
DENVER, COLORADO 80225, OR RESTON, VIRGINIA 22092
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

Revisions shown in purple compiled by the Geological Survey
from aerial photographs taken 1975. This information
not field checked. Map edited 1978





JOHN ELIAS BALDACCI
GOVERNOR

MAINE HISTORIC PRESERVATION COMMISSION
55 CAPITOL STREET
65 STATE HOUSE STATION
AUGUSTA, MAINE
04333



13 September 2010

Keeper of the National Register
National Park Service 2280
National Register of Historic Places
1201 "I" (Eye) Street, NW,
Washington D.C. 20005

To Whom It May Concern:

Enclosed please find one (1) new National Register nominations for a property located in the State of Maine:

(Former) Engine Company Number 9 Firehouse; Cumberland County, Maine.

Please note, the accompanying photographs were developed from film, thus there is no CD for this property.

If you have any questions relating to these nomination, please do not hesitate to contact me at (207) 787-2132 x 2.

Sincerely,

Christi A. Mitchell
Architectural Historian

Enc.