

CENTENNIAL HISTORY OF THE CITY OF RALEIGH FIRE DEPARTMENT

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INTRODUCTION

This text history of the Raleigh Fire Department originally appeared in *Raleigh Fire Department – A Century of Service: 1912 - 2012*, a hardcover commemorative book (also called a "yearbook") published by the Raleigh Fire Department and printed by Strawbridge Studios in March 2013. Author credits and information is included at the end. Additions to the original text are presented with this yellow background. ~~Deletions from the original text are presented with strikethrough.~~ The annotations are written by historian Mike Legeros. The purpose of the annotations are to correct factual errors, and provide additional context and information. They include text that appeared in other sections of the centennial history book. This is version 1.1, created December 31, 2013.

THE HISTORY OF THE RALEIGH FIRE DEPARTMENT

The City of Raleigh, now 220 years old, was planned and built on land bought by the state to be the permanent seat of government for North Carolina. The General Assembly, meeting in various towns across the state, had recognized the need for a fixed location to store the state's valuable records and conduct the business of government. Several attempts had already been made, including the selection of Edenton in 1722 and the construction of a palace for Governor Tryon in New Bern completed in 1771.

With the state's population having moved westward, a State Convention voted in 1788 to place the state capital within ten miles of Isaac Hunter's plantation in Wake County. Four years later, a special commission met at

Hunter's tavern and then at Joel Lane's house. After viewing several proposed parcels of land offered as sites for the new town, the commission decided to purchase 1,000 acres of land owned by Lane. The total price was 1,378 pounds, or about \$2,756. Thus, 1792 is the year of the establishment of Raleigh. The new capital was named for Sir Walter Raleigh, known as the father of English America.

The General Assembly provided no government for the new town until three years later, when it appointed seven men as Commissioners to govern the city. Then in 1803, with a population close to 700 people, Raleigh was granted a charter giving its citizens the right to elect their officials. To this day, the City of Raleigh still operates

under a charter granted by the state. Any time the charter needs to be changed, the amendments must be approved by the General Assembly.

Fire Protection Measures

The original planners of the town had fire protection and prevention in mind as they made the four principal streets 99 feet wide and all the others within the 5/8 square mile town limits 66 feet wide. This measure, by reason of distance, protected buildings by helping prevent fires from spreading block to block. The first local regulation aimed at fire prevention was an ordinance forbidding owners to add porches, platforms, or other wooden structures on building fronts which would encroach on the streets and create hazards "by fire being communicated across the streets thereby." Restrictions on buildings in the city's core are still enforced today as primary and secondary fire districts. They include no wooden structures, greater separation between buildings, and no hazardous materials, such as service stations.

A new city charter in the early 1800s gave City Commissioners "full power" when fires occurred "to do what they may deem necessary to stop the progress of the calamity, even to the causing of adjoining buildings to be taken down or blown up, without being answerable for any damage to the owner or owners of property so destroyed." Demolishing buildings in the path of a fire—by blasting or with hooks and chains—was an early method for controlling fires, and preventing flames from spreading to other structures.

The Commissioners were also empowered to compel every adult male living in Raleigh to take his turn as a member of the "City Watch," which patrolled the streets to apprehend lawbreakers and "to be particular in respect to fire." If a blaze was discovered, those on watch rang the large bell in the yard of Casso's Inn, at the head of Fayetteville Street, "to alarm the citizens." Every person

had a duty to rush to the scene with his water buckets or sand buckets, ladders, or whatever other equipment he might have, to help fight the fire.

Raleigh's Commissioners made a beginning toward a city building code by adopting regulations in 1838 designed as fire prevention measures. One such regulation prohibited construction of any wooden buildings in the first block of Fayetteville Street that had recently been destroyed by fire. A second prohibited the burning of shavings or other materials in the street. A third regulated stovepipe and hearth construction in private and public buildings, with a provision for regular inspections by city constables as to their safety. Half a century later, a special city ordinance prohibited merchants from keeping more than one keg of powder in their stores.

Water Supply

That all-important ingredient for extinguishing fires, water, was in short supply during most of Raleigh's first century. For many years the city depended on wells as a source of water for fighting fires. Several attempts were made early in the 1800s to provide a reliable water supply system, but most failed. One system in 1818 was particularly expensive and insufficient. Completed after three years of construction, it utilized wooden pipes and water-powered forcing pumps to convey water into Raleigh from springs located nearly a mile and a half outside the city. The water was stored in a 110-foot high water tower near the south side of the State House. From there, gravity fed a reservoir in Union Square, which supplied water to other parts of the city. The system was abandoned due to various problems, including the lack of a filtration process which resulted in clogged pipes that would burst from the pressure.

A series of underground cisterns, begun in the 1850s, provided much needed water for emergencies. The first cisterns were approved for construction after a major fire

in December 1851. They augmented the private and public wells that were used as water sources for fighting fires. The city's public pumps, as shown on an 1847 map, were located on Fayetteville Street (three), Hargett and Blount streets, and Hillsboro and McDowell streets. The cisterns were described decades later as "built of brick and cement, with stones over the top, and the [rain]water ran into them from buildings nearby, through special pipes."

Upon delivery of the first steam fire engine in 1870—which pumped a far greater amount of water than the hand-powered fire engines—the cisterns were enlarged, increased in number, and placed at strategic points in the city. Their locations and capacities were listed in the city's annual report of 1884:

- Fayetteville and Davie streets – 40,000 gallons
- Fayetteville between Martin and Hargett streets – 7,000 gallons (two cisterns)
- Fayetteville between Hargett and Morgan streets – 7,000 gallons
- Hargett and Wilmington streets – 10,000 gallons
- Hillsboro and Harrington streets – 30,000 gallons
- Lenoir and Salisbury streets – 30,000 gallons
- Davie and Dawson streets – 40,000 gallons
- Davie and Person streets – 30,000 gallons
- New Bern Avenue and Bloodworth Street – 30,000 gallons
- Blount and North streets – 30,000 gallons
- Capitol Square, east side – 50,000 gallons
- Capitol Square, west side – 50,000 gallons

First Fire Hydrants

In 1886, the Raleigh Water Works Company began laying water lines and installing fire hydrants. The city contracted with a company from Dayton, OH, to construct and maintain the system. It was installed over several

months and placed in service on October 13, 1887. The water system drew its supply from Walnut Creek near Asylum Road. Water was sent through 14- and 15-inch pipes to a pump house at the site of Jonas Mill. Three sand pits, wire strainers, and a charcoal and gravel filter system cleaned the water. On the north side of the pond, a 1.8 million gallon reservoir was built. Two steam-powered pumps provided an aggregate capacity of over two million gallons per day.

An 85-foot water tower on West Morgan Street was also built, with a tank that held over 100,000 gallons. The tank was connected to the water system with a 12-inch pipe. The connection could be closed, allowing for greater pressure to be exerted in the water mains and the fire hydrants. This was called "direct pressure" and was requested for fires that required increased pressure. The water system included 120 double fire hydrants that were "Mathew double-opening" models. The mains were manufactured by R. D. Wood of Philadelphia and ranged between four and 14 inches. They totaled 3.5 million pounds worth of iron and were delivered between December 4, 1886, and May 21, 1887.

The installation of fire hydrants brought a change to the fire apparatus used in the city. Firemen connected their hand hose lines directly to the hydrants. The regular pressure was sufficient for extinguishing most fires. They no longer needed the pumping power of the hand or steam engines. Hose reels and hose wagons replaced the older engines at most fires.

Acceptance tests were conducted in September 1887. Water tower pressure (or "gravity pressure") was tested with three hydrants supplying three hose streams about 60 feet high and with a pressure of 40 pounds. The test was conducted again with eight hydrants and eight streams. Next was pumping station pressure (or "direct pressure") using eight hydrants supplying eight streams through 50

feet of 2 1/2-inch rubber hose, with a one-inch ring nozzle. These pressures were recorded:

- 64 pounds, 100 feet vertical/130 feet horizontal streams, 144 GPM at nozzle.
- 75 pounds, 111 feet vertical/141 feet horizontal streams, 156 GPM at nozzle.
- 80 pounds, 116 feet vertical/148 feet horizontal streams, 161 GPM at nozzle.

The water tower adjoined a two-story brick building that served as a hose house for the newly formed Capital Hose Company, and as the office of the Raleigh Water Works Company. The building and the base of the tower are still standing today. They are listed on the National Register of Historic Places.

After the fire hydrants were operational, steps were taken to remove the cisterns and use their materials for other purposes. Reported the *News & Observer* on August 6, 1887: "A cistern at the corner of Fayetteville and Hargett streets was being filled up yesterday. The wall stones were taken out to be used for street paving purposes. The fine new system of waterworks is gradually supplementing the primitive system of water by public pumps and cisterns."

Members of the Rescue Company subsequently convinced city officials to leave the better located cisterns in place, so the steam engine could operate alongside the waterworks. This proved a good decision as shown at large fires, when the steam engine was supplied by the cisterns and the full capacity of the waterworks could be used by the hose companies.

In 1913, work resumed on removing the remaining cisterns. The Fire Chief prevailed upon the city engineer to leave two in service, at the corner of Davie and Fayetteville streets and the corner of Salisbury and Lenoir

streets. The wisdom of the request was proven at a major fire a few weeks later, when the cisterns were used after a water main break. Six decades later, one of the cisterns was discovered during construction of the Fayetteville Street Mall. The 40,000-gallon brick cistern was unearthed in January 1971.

Citizen's Duty

In every age, the danger of fire has been present wherever people have lived. As communities grew, the need for people to participate in protecting themselves from the hazards of fire was essential. Raleigh was no exception to this rule. The loss of buildings by fire occurred frequently. At first the city's only available water supply was from wells; most were private, and only a few were equipped with pumps. Thus Raleigh, a town of small shops and houses built closely together, was vulnerable to fire from the outset.

Every citizen had a duty to combat fires when they occurred. The first fires were fought using bucket brigades: lines of people passing buckets of water from the supply to the fire and back for refilling. It was often necessary to fight fire with whatever means was available.

A fire engine for the city was considered as early as 1802. Notices appeared in newspapers asking citizens to "subscribe" to its purchase price. The hand engine—which cost \$375, employed sixteen hands, and pumped eighty gallons per minute—was apparently never ordered. In 1814, the Commissioners finally authorized purchase of a fire engine for the city. But the apparatus wasn't ordered for another two years.

Dozens of volunteers were unable to deal quickly with one of early Raleigh's most destructive fires which began shortly before midnight on June 11, 1816. Roused from their beds by the cry of "fire!", they struggled valiantly against a blaze that quickly grew out of control. Within two hours, it had destroyed fifty-one buildings in

the first two blocks of Fayetteville Street, the city's main business area. To halt its progress, a building was blasted in the path of the flames. Among the buildings spared destruction was the State House in Union Square, saved by men who climbed to its roof to wet it down.

First Equipment - First Fire Company

Two years later, the city ordered the fire engine that had been authorized in 1814. This much-needed piece of firefighting equipment finally arrived in March 1819. It was described as "a very complete fire engine from Philadelphia, with a supply pump, a sufficient length of hose, fire hooks and chain." It was evident that the local citizens had been anxiously awaiting its arrival, for on the very next day they organized Raleigh's first volunteer fire company. Newspaper editor Joseph Gales was named President; the appointed Captain was Jacob Lash, who had installed the ill-fated 1818 waterworks.

The fire company had difficulty maintaining its full complement of forty men. This lack of interest probably contributed to equipment failure and the difficulty with the water system, which in a few years was reported to have gone "out of repair and remained so." A new law in 1826 authorized the city to draft citizens if fewer than forty volunteered for fire service each year. A captain, four other officers, and the forty men were to exercise with the engine at least every other month. A fine of five dollars was imposed on any other male citizen who failed to lend assistance when the fire alarm sounded. Things improved, as it was reported in the late 1820s, that the company was more successful in putting out fires because the fire engine now was kept in good repair. The engine "was got out with great expedition and most of the [fire] company [members] were at their posts."

Early Fires

"Awful calamity!" was the lead line in the *Raleigh Star* of June 23, 1831. The State Capitol (called the State House) had been consumed by fire two days earlier. Wells, buckets, and one pump were all that the firemen had at their disposal when the 1794 building burned. Adding significantly to the tragedy was the destruction of a marble statue of George Washington by the great Italian sculptor Antonio Canova. The statue was considered one of the world's masterpieces. Some at the time said that nothing in America compared with it.

The State House fire, which was one in a series of fires over a three-year period in the early 1830s, caused so much fire consciousness that state, county, and city governments were determined to construct more fire resistant buildings. The new State Capitol, completed in 1840, was made of granite, and both the 1837 Wake County Courthouse and the 1840 City Market building were built of brick. After the first block of Fayetteville Street burned on June 16, 1833, several businessmen also replaced their lost stores and buildings with brick structures.

An 1841 fire gave Raleigh firefighters an impromptu opportunity to show their ingenuity. The blaze was spreading from one wooden building to another when the pump was brought into play. The hose burst and water began running over the ground. The quick-thinking firemen scooped up the mud and threw it on the walls of the next building. The mixture of water and clay formed a nonconductor of heat. In this manner the fire was checked and extinguished. The grateful citizens dubbed this heroic band "The Mud Company."

Second Engine - Second Company

With the city growing—the 1840 census indicated 2,244 residents—the Commissioners felt the need for another fire engine to help make up for the woeful inade-

quacy of the tiny 1819 engine. The city's second hand engine was purchased by April 1843. The engine was named Perseverance, and a second fire company was organized to man the new piece of equipment. They were named the Perseverance Fire Company. Additional fire hose was purchased, which was sorely needed. Two new pumps on Fayetteville and Hillsboro streets were also installed.

In 1850, the census showed that the city's population had more than doubled in the previous decade. Raleigh was home to 4,518 residents, but fire protection had not kept pace with the growth.

Reorganizing the Fire Department

An especially destructive fire on December 15, 1851, destroyed more than seventeen structures on Fayetteville, Hargett, and Wilmington streets. The following day, the City Commissioners held an emergency meeting to discuss upgrading the city's firefighting capabilities. On December 19, the commissioners adopted as ordinances the recommendations of a committee investigating fire protection improvements. On February 7, 1852, they ordered several changes, including:

- Reconstruction of several public wells, and the installation of metal forcing pumps with fixtures for attaching fire hose.
- Construction of four fire cisterns on Fayetteville Street, and of a capacity not less than 3,000 gallons each.
- Construction of a one-story brick building on the Market Square, to be used as a guard house and engine house.
- Appointment of a Superintendent of the Fire Department, to supervise all aspects of the fire department.

- Immediate reorganization of the fire department.

The Raleigh Fire Department was reorganized into two engine companies of forty men, and a new hook and ladder company of twenty men. The necessary number of volunteers did not present themselves, so some citizens were drafted to complete the rosters. The recruiting of volunteers was repeated annually, as required by a new city ordinance.

The two fire engines were also ordered to be repaired. On January 22, 1852, it was reported that one was repaired and one was preparing to be repaired. Additional hose had been purchased, and additional ladders, fire hooks, and axes had been ordered.

Two new hand engines were purchased in the spring of 1853. They were named the Excelsior and the Rescue. They were operated by the two engine companies, which renamed themselves the Excelsior Company and the Rescue Company. The addition of these fire engines and firemen helped maintain a much-improved fire department until the Civil War, when many of the volunteers entered the Confederate Army.

First Salaried Fire Chief

The first salaried fire chief in the city's history was named on February 14, 1852. Seymour W. Whiting was appointed Superintendent of the Fire Department. He was also a member of the board of City Commissioners. He was paid \$100 a year, while his men, volunteers and draftees, continued to serve without pay. The position was discontinued in less than two years.

The city's first provision for housing its fire equipment was made in 1853, when construction finally started on the additions to the city market building that were authorized in 1849. The original market house was built in 1840 and was located in the 200 block of Fayetteville Street. The new 25 by 40 foot building faced Wilmington

Street, and served as a guard house, engine house, and office for the Intendant of Police.

By 1860, Raleigh's population was now 4,780 people within the newly expanded (1857) city area of 1.8 square miles.

On April 12, 1861, shots fired on Fort Sumter in South Carolina started the Civil War. North Carolina joined the Confederacy one month later. The Capital City was spared destruction during the four-year conflict. General Sherman of the Union Army occupied Raleigh on April 14, 1865. Twelve days later, North Carolina surrendered.

Difficulty with fire equipment again occurred after the Civil War. Fire destroyed numerous buildings, including the Exchange Hotel on March 2, 1867, and the Old North State Iron Works on July 18, 1867. One disastrous series of fires in December 1868 included the destruction of the City Market and two other buildings on December 15. A reporter noted "the engines refused to work, and there was not enough force in the machines to throw water twenty feet from the mouth of the pipe." Another newspaper editorialized: "The firemen deserve all praise, and above all, deserve and should at once have the best and most effective apparatus ... Raleigh ought to have at least one steam fire engine."

In 1866, the city was re-chartered and the governing body was increased from three to nine Commissioners. The powers of the governing body were also increased. Two fire companies were organized that year, and with some of the younger men that had served in the Confederate Army. The volunteers operated the city's two hand engines and they developed a great rivalry. The Hook and Ladder Company was organized again by the following year.

Chiefs of the Volunteer Fire Department

On April 24, 1867, the Commissioners adopted a new code of ordinances concerning the fire companies, and under which Joseph D. Backalan was elected General Superintendent, or Fire Chief. Thereafter, a responsible person was in charge of Raleigh's fire protection. Chief Backalan served until 1871.

Subsequent chiefs of the volunteer Raleigh Fire Department included Thomas W. Blake (1882 to 1888), Sherwood B. Brockwell (1912), Henry T. Clawson (1873 to 1875), Edward B. Engelhard (1888 to 1892, 1893 to 1894), John C. Gorman (1871 to 1872), Charles E. Johnson (1892 to 1893), Joseph H. Green (1875 to 1881), Lonnie H. Lumsden (1901 to 1903, 1909 to 1911), Louis A. Mahler (1894 to 1901), John W. Mangum (1905 to 1907, 1908 to 1909), Frank B. Simpson (1907 to 1908), Walter Woollcott (1903 to 1905, 1911 to 1912), and William J. Weir (1881 to 1882).

The 1867 ordinances also reorganized the volunteer firefighters into three new fire companies, with the annual responsibility of recruitment placed in the hands of the Mayor. Later that year, a fourth fire company named the Bucket Company was created. In 1869, the Commissioners allowed Raleigh's colored citizens to form a fire company. Fire Company No. 1 was organized with the city's first black firefighters. They operated one of the hand engines.

By the end of 1870, Chief Backalan supervised four fire companies, each of which was led by a Foreman:

- Rescue Steam Fire Engine Company, which was named the Merchants Fire Company until the arrival of their steam engine in April 1870; J. C. Brewster, Foreman.
- Victor Company; James H. Jones, foreman. Originally called Fire Company No. 1, they were

named the Victors after winning a presentation competition of hand engines at the State Fair in October 1870.

- Hook and Ladder Company; E. H. Ray, Foreman.
- Bucket Company; W. T. Stronach, Foreman. This company was reorganized by a group of black firefighters in 1872.

The Rescue Company was housed in a new engine house built beside the courthouse. The other fire companies were housed at the rear of Metropolitan Hall. The recently completed three-story municipal building replaced the market house that burned two years earlier. Metropolitan Hall was a combination city market, city hall, auditorium, jail, and fire station. Its clock tower housed a newly cast bell that served as the city's fire alarm.

First Steam Fire Engine

In 1870, with a population of 7,790 people, Raleigh received its first steam fire engine. The second-class (or second-size) Gould steamer was purchased with donations solicited by the Rescue Company. The capacity of the steamer was 600 gallons per minute and it could shoot a vertical stream of water 126 feet. It weighed 6,000 pounds, and its hose carriage weighed 2,200 pounds.

The engine was decorated with a metal signal lamp, described in a newspaper article as "side glass blue, with the words 'Rescue 1' engraved thereon, back glass white, front light red, with the figure of a fireman descending a ladder with a child in his arms." Two additional "handsome lamps" had red and white glass, with the word "One" engraved. The engine's parts were made of copper, silver, gun metal, and cast iron. The wheels—which measured 54 inches in front and 60 inches in back—were painted maroon and striped with gold, blue, and white.

The fire company members leased an 18 by 30 foot site from the county on the Salisbury Street side of the courthouse lot. The Rescue Company built a two-story engine house that they occupied until the twentieth century, when the city replaced the volunteers with a salaried fire department in 1912. The building then served as Station 2 until 1914, when it was torn down to make way for a new courthouse.

Many of those involved in establishing the Rescue Company were returning Confederate veterans who had seen what fire had done in the burning of several Southern cities.

As well as providing protection for Raleigh, the Rescue Steam Fire Engine Company was chartered by the State to protect "the State Capitol and other state property." Two years later, the \$3,900 debt remaining on the \$5,000 steam engine was assumed by the city. The steamer was pulled by hand for nine years, until a team of horses was furnished by the city.

Before 1879, private horses were also pressed into service to pull the steamer for parades and some fires. Within a couple of years, the horses stabled at the Rescue Company were placed under control of the Street Department. They were used for other purposes, but required to return to the engine house at the first sound of the fire alarm. Very few of their names have survived. George was one of two who pulled the Capital Hose Company wagon when it was struck by a streetcar on December 21, 1912. The seventeen year-old horse broke his foot. Considered one of the department's best, George had served for twelve years. He was put down after his injury.

On November 11, 1872, a new hand-drawn ladder truck was delivered to the Hook and Ladder Company. It was shipped on the Raleigh and Gaston Railroad, and escorted in a parade to the engine house. Halting in front of Metropolitan Hall, the parade received special remarks

from the Mayor. The fire company celebrated with a supper that evening, and invited the Rescue Company, the press, and other special guests.

The "hook" that was carried on the ladder truck resembled a large grab hook. It was attached to about fifty feet of chain and one hundred or more feet of rope. Most of the houses at this time were constructed of wood, and uncontrolled fires would jump from house to house. To stop a spreading fire, the hook was thrown through a window and "all hands" worked to pull the house down. This was rarely done without consent of the owner, however. To remind homeowners of the fire company's willingness to perform this action, the ladder truck bore the sign: "SAY THE WORD AND DOWN COMES YOUR HOUSE!"

The Victor's Hand Engine

In 1875, a new Rumsey and Company hand engine was purchased for the Victor Company. The hand-drawn and hand-powered pump weighed about 3,400 pounds, and its hose carriage weighed 1,600 pounds. The engine's capacity was estimated two years later at 250 gallons per minute. The next year, a new hand-drawn bucket and ladder truck was delivered to the Bucket Company.

The Victor Company's hand engine was considerably lighter than the Rescue Company steam engine. The Victor engine invariably arrived first at a fire and was the first to flow water. After the Rescue engine arrived and had raised sufficient pressure, the Victor engine dropped back. The Rescue engine's powerful streams were used until a fire was brought under control. The Victors stood by, and would use their smaller stream for "clean up."

There was an understanding between the Rescue Company and the Victor Company that the public cisterns would be used by the steamer. Thus, the Victors soon learned the location of every well and private cistern in

Raleigh. They became masters at entering premises, locating and removing well coverings, and using the water supply for their engine. Often, a fireman rode the suction pipe into the well and stayed there during the fire.

The dogs on these lots strongly objected to these intrusions, but soon learned that the firemen meant business. Many an animal received an education when he encountered a fireman with a large brass nozzle in his hand, making his way for the well in the yard.

In May 1875, the city was divided into four divisions for fire alarms. When a fire was reported, the city bell at Metropolitan Hall tolled in a sequence from one to four. A few years later, a fifth division was added along Fayetteville Street.

Reminiscences about the Volunteers

Historian Fred A. Olds (1853-1935), a boy at the time the Rescue steam engine was obtained, later recalled:

"It used to be a great sight ... to see the men run to a fire, in daytime or at night. The long lines of rope, gay with colored cords and tassels and handholds of knots every few feet, were pulled out from the little reel in front and away the crowd went, sometimes through mud knee deep; any citizen was very proud to lend a hand, and the engine being as big an attraction as the fire itself. Then when it was horse drawn, it was a gay sight to see it racing over the rough streets, which were without even a suggestion of pavement anywhere."

Another of Olds' recollections further described the city's 1860s firefighting equipment and the men themselves:

"There were two hand engines, each of these rather like a long box, gaily painted, with hose known as suction hose, which was let down into a street cistern or into a shallow well, while the firemen took hold of the rods on

either side which worked the pumps, raising these and pulling them down with a swing altogether; sometimes other firemen standing on the machine and in this way giving their weight, so that there were two rows on the ground and two on the machine. Meanwhile the bucket men with their leather buckets were busy, and so were the hook and ladder people. Everybody shouted; but the chief, with a big red hat and a trumpet, was luckily able to make more fuss than all the others put together and that was his long suit. The firemen often went to a fire in their best clothes and they [found] joy, if that is a good name for it, of seeing the aforesaid clothes practically ruined."

The volunteer firefighter in those days was required, as many were a century later, to bear his own expenses. These included the tools of his trade, such as buckets, axes, and ladders. The only remuneration consisted of occasional voluntary contributions from the citizens they served. This was the romantic age of the volunteer Raleigh Fire Department: each fire company was its own entity, but very much a part of the whole department; proud of its accomplishments and true to its responsibilities.

This was the era of the parade and it didn't take much of an excuse to have one. The fire companies participated in such special events as Fourth of July celebrations and political rallies. They also staged their own parades, turning out in their best finery. Nearly all of the fire companies had colorful uniforms and helmets. On such occasions, the men staged contests between the companies, featuring ladder climbs, hose lays, and running races, as well as speed and pulling tests for horses and equipment. Usually every fireman was soaked as well as a number of citizens.

During this time, Raleigh's firemen occasionally visited other fire companies around the state. They took excursions by train, which were reported in the newspapers.

In September 1869, said the *Daily Standard*, some thirty members of the Merchants Independent Fire Company traveled to Morehead City in a "special attached to the mail train." En route, they were received in New Bern by the Steam Fire Engine Company. The firemen were invited into the depot, where "ample refreshments were spread." After a half-hour, the Raleigh firefighters boarded the train and departed to "cheer after cheer."

Chemical Fire Fighting

A fifth volunteer company was formed in early 1878. Called the Phoenix Chemical Fire Company, they acquired a "wonderful new engine which carried its own liquid" for putting out fires chemically. One old-timer recalled that these young volunteers had new ideas about firefighting and could hardly wait to dumbfound the older firemen with their wonderful new apparatus. When questioned about the new fire engine, the members answered that it was a chemical engine which carried its own liquid; they boasted that with it they could extinguish a fire before the others could start their pumps. The Rescue Company challenged them at once. A fire was built, the chemical engine responded, extinguished the fire before the steamer could be fired up, and thereby won the bet. The winners went to Fraps' Bar to celebrate and while there, a real alarm of fire was sounded. Both companies rushed to the scene and the Rescue Company won all honors at the real fire, because the chemical company, excited over their victory, had failed to recharge the engine's tank.

The Phoenix Chemical Company, whose equipment included soda buckets and acid chambers, was housed with the other fire companies at the rear of Metropolitan Hall. Their first apparatus was a hand-drawn single-cylinder Champion chemical engine that they received in 1878. It was pulled by four or five men and weighed about 2,520 pounds when fully loaded. The company's first Foreman was John Ferrell.

In 1881, they relocated from Metropolitan Hall to an engine house in the 300 block of Wilmington Street. That year, they also received a second engine: a hand-drawn, four-wheel, double-cylinder Champion chemical engine. The \$200 apparatus was also furnished with nozzles, 200 feet of hose, buckets and axes, and two 18-foot ladders. They purchased a pair of horses in 1883 to pull the double-tank engine, and relocated in 1886 to an engine house on the City Lot at the corner of Salisbury and Davie streets.

On May 14, 1880, the minutes of Raleigh's governing board recorded a motion to "authorize Chief Engineer to purchase 250 fireman's badges to be worn by active, working members of [the department] at times of fire not convenient to recognize firemen at fires. The firemen do not wish to ruin their uniforms at fires, nor do they ever stop to put them on to answer an alarm, and the city should furnish some mark or design by which the officers of the [department] may know to whom their orders apply."

Outside Calls

On March 6, 1883, all but one building burned at Saint Augustine's Normal School. Located beyond the city limits, the Mayor granted permission for a portion of the fire department to respond. The Rescue steam engine, the smaller Phoenix engine, and the Bucket Company wagon answered the call. Though there was plenty of water for the steamer to use at a nearby lake, the firemen could not control the flames. Only a portion of one building, a dormitory, was saved. The college was rebuilt, and later possessed its own fire equipment. By 1914, and connected to the city water system, the school had three hand hose carts and a hand-drawn ladder truck.

On November 5, 1885, the Rescue steam engine and thirty-four men traveled south on a special train, after the Fayetteville Hotel caught fire. The city was hosting the

Governor and other state officials when the blaze broke out. The three-story brick building caught fire about 1:00 p.m. and it was feared that the entire block would be burned. The Raleigh Fire Department was called at 1:15 p.m. The train left at 2:40 p.m. and arrived at 5:20 p.m. The Raleigh firemen were cheered by the crowds as they helped contain the fire to the hotel building.

City Fire Committee

From 1880 to 1890, Raleigh's population grew from over 9,000 to over 12,000. The city's fire protection needs grew proportionately, and the city fathers—now Aldermen since changing from a governing body of Commissioners in 1876—took steps to meet them. They began by adopting a completely revised Code of Ordinances.

On November 4, 1887, on a recommendation by Chief Engineer Thomas W. Blake, the Aldermen appointed a Fire Commission—later a committee—of five citizens to look into the concerns of fire protection for the city and make recommendations for further improvements.

Another major improvement was the completion of the municipal waterworks in 1887, which included the city's first fire hydrants. The volunteer firemen could now connect their hoses directly to any of the 120 new fire hydrants. Fires could be fought without using the hand or steam engines.

The increased availability of water brought the need for more hose and more men. Three fire companies equipped with hand hose reels (or reel teams) were organized within a year: the Capital Hose Company with Frank H. Lumsden as Foreman, the Independent Hose Company with M. Andrews as Foreman, and the Phoenix Hose Company, which soon merged with the Capital Hose Company.

Electric Fire Alarm System

In 1888, less than three years after electricity became available in Raleigh, an electric-telegraph fire alarm system was installed. Built by Gamewell, the \$2,800 system initially included ten alarm boxes distributed throughout the city. ["Pulling an alarm" started the city bell ringing with the box number. This signaled the volunteer fire companies, who responded to the respective street address.] The first fire alarm was sounded from Box 42 at the corner of Halifax and Edenton streets, to test "the promptness of the department in noticing and answering it." The boxes were initially locked, with keys placed at nearby homes or businesses. The system was upgraded and expanded on many occasions. It remained in service until 1973.

[The system was used sparingly at first. Only two box alarms were reported in fiscal year 1888, fourteen in fiscal year 1889, and eighteen in fiscal year 1890. Gongs were installed in each engine house by March 1, 1891, and smaller tap bells were added in the homes of the Fire Chief, Assistant Chief, and other fire company members. The following year, the fire bell was silenced after 10:30 p.m. It was later silenced at all hours. Each alarm box also contained a telegraph key. Special signals were used to communicate from fires, such as "three blows" for "fire under control."

In 1914, the fire bell was moved to Station 1 on West Morgan Street. There were 52 alarm boxes in the city that year. By 1926, punch registers were installed as recording equipment at each fire station. By 1931, automatic light circuits were added. Each fire station was also connected to the telephone exchange, though most fires were called into Headquarters.]

Seven fire companies comprised the volunteer Raleigh Fire Department in 1888. Each company had a membership between nineteen and sixty-two men, togeth-

er totaling 275 firemen. Chief Engineer Thomas W. Blake noted that "a spirit of rivalry actuates each company to be first at the fire and to do the most where their services are needed." The men took great pride in being on the scene of a fire as quickly as possible. The companies, manpower, equipment, and locations:

- The Rescue Company had thirty-four members, with three horses and two horse-drawn vehicles: a second class Gould steamer and a two-wheeled hose truck, plus two hand hose trucks. Their engine house was located on Fayetteville Street between Martin and Davie streets.
- The Phoenix Chemical Company had sixty-one members, with two horses and two Champion chemical engines: one single-cylinder and one double-cylinder. They were housed in a building on the City Lot at the corner of Salisbury and Davie streets.
- The Capital Hose Company had twenty-five members, with a two-wheel hand reel housed on West Morgan Street, in a building connected to the water tower.
- The Hook and Ladder Company had twenty-nine members, with a four-wheel hand truck housed in Metropolitan Hall.
- The Independent Hose Company had nineteen men and was located in a rented building on Morgan Street, west of Blount Street. They had a two-wheel hand reel.
- The Victor Hand Engine Company, a company of black firefighters, had sixty-two men, with a four-wheel Rumsey hand engine and two-wheel hose truck at Metropolitan Hall.

- The Bucket and Ladder Company, a second company of black firefighters, had thirty-nine men. It also kept its four-wheel hand truck at Metropolitan Hall.

State Firemen's Association

The North Carolina State Firemen's Association (NCSFA) had its beginning in 1888. The seeds were sown at a fireman's tournament in Greensboro in September of that year. Raleigh Fire Chief Edward B. Engelhard was one of three volunteer firemen fire chiefs who led their formation. Another of the originators later recalled that the tournament's success gave firemen "the courage to form the association to provide for annual meetings of the kind." The NCSFA held its first annual convention in Raleigh on September 26, 1889. The meetings were held in Metropolitan Hall and the tournament was conducted on New Bern Avenue. Among permanent officers elected were Chief Engelhard and Frank H. Lumsden of Raleigh. The following year Engelhard became President. Others from Raleigh joining the association at that time were Frank Brannan, Thomas W. Blake, C. T. Wier, and I. N. Howard.

The Raleigh Fire Department has continued to maintain active participation in the state association. The annual convention was held in Raleigh in August 1889, July 1902, July 1916, August 1936, August 1956, August 1968, and August 1973. It returned to the Capital City in August 2009. Now named the South Atlantic Fire Rescue Expo, the event has been held in Raleigh since that time.

On December 22, 1888, Edward B. Engelhard succeeded Thomas W. Blake as Chief of the Fire Department and Superintendent of the Fire Alarm Telegraph. Upon his appointment, he reported to the Board of Aldermen that "the fire department, as a whole, is composed of men attentive to duty, faithful in its discharge of duties, prompt in its execution, and willing at all times to make any sacri-

fice for the good of the city and for the preservation of life and property. These volunteer firemen deserve at your hands a just recognition for their labors. They deserve to be properly equipped with apparatus; they deserve to be remembered after the fire is extinguished and not forgotten until their services are needed again."

In 1889, the Capital Hose Company upgraded their apparatus from a hand-drawn hose reel to a horse-drawn hose wagon. It was described as resembling "in general shape, an ordinary wagon, although it is more symmetrical, and its get up and finish and painting is very elaborate, having nickel-plated side and hand rails, elevated driver's seat, side fenders, gong, axe, and other fire-fighting appliances." This and the addition of two horses to pull the wagon necessitated a larger engine house. They moved into a new building across the street from their old quarters under the water tower on Morgan Street.

Firefighting in the Nineties

Chief Engelhard's other recommendations revealed several details about firefighting in the 1890s. He suggested that the Rescue's engine house "be enlarged so as to permit the engine to be located in a position opposite the door, and not have it stored away in one corner" and "that sufficient room outside of the firemen's meeting hall be provided for the men who sleep there." Another suggestion for greater efficiency was to have certain companies answer fire alarms to stated boxes, with others called into service as needed. This would stop long runs by hand hose companies when their services were not needed, and keep men and equipment in reserve for any other fires.

Also in 1890, six additional fire alarm boxes were installed, bringing the total to eighteen. The Raleigh and Gaston Railroad financed the addition of a nineteenth box near their building on North Street. Chief Engelhard reported that year that six volunteer firemen, at their own expense, had installed tap bells in their homes. As a re-

sult, they usually were first to answer an alarm of fire at night. He also noted, however, that other men seldom reported to fires and they should be out of the department to make places for active firemen.

Another recommendation of the Fire Committee to the Board of Aldermen was that they purchase shut-off nozzles and relief valves for the hose reel companies to cut down on water loss. Another was for the Fire Chief and his assistant to have the authority to disperse people who interfered with the department's actions at fires.

Tournament Records

Raleigh's fire companies participated in annual tournaments hosted by the North Carolina State Firemen's Association, which tested their skill and strength. The timed events in those early years included steam engine contests, hand hose reel races, and foot races. Horse-drawn hose wagon and ladder truck contests were added in later years. Raleigh firemen established numerous state and so-called world records.

The state convention and tournament traveled across the state: Asheville, Charlotte, Durham, Fayetteville, Goldsboro, Greensboro, Morehead City, New Bern, Raleigh, Salisbury, Wilmington, Winston, Winston-Salem, and Wrightsville Beach were host cities between 1888 and 1920. When Chief Engelhard noted in 1890 that "not a single house" had been destroyed during the year, he gave much of the credit for this record "to the work done by companies practicing for tournaments, in which they have always been successful."

The Victor Company also participated in statewide conventions and tournaments conducted by the North Carolina Colored Firemen's Association. Among the early host cities between 1891 and 1911 were Charlotte, Concord, Durham, Henderson, Monroe, New Bern, Raleigh, Rocky Mount, Salisbury, Warrenton, Washington, Wil-

mington, Wilson, and Winston. The Victors also hosted one of the state's earliest recorded firefighter conventions. On October 15, 1873, a meeting for all colored firemen was called by members of fire companies in Fayetteville, New Bern, Raleigh, and Wilmington. It was held in the Victor Company hall. The goal of the meeting was conveyed in a newspaper announcement: "The object of the convention is to establish a unified understanding with all the colored firemen in the state, with regard to our future welfare and prosperity."

The Fire Chief concluded his 1890 report by pointing out the value of the volunteer firemen to the citizens of Raleigh and urged the provision of suitable apparatus and appliances. By that time, the old 1870 steamer and the old 1875 hand engine were relegated to the "reserve force" and in serious need of repair.

The Hook and Ladder Company acquired a new steel frame ladder truck in 1890. It was renamed the W.R. Womble Hook and Ladder, in honor of the Chairman of the Fire Committee. The apparatus carried 215 feet of ladders, which included a 65-foot bangor extension ladder, two "pompiers" or scaling ladders, two fire extinguishers, and an assortment of other firefighting tools. They also received a team of horses to pull the new truck, and relocated from Metropolitan Hall to a new building on the north side of Morgan Street, located beside the Capital Hose Company engine house. Also that year, the Victor Company replaced their hand engine with a horse-drawn hose reel and relocated to the old Phoenix Chemical Company quarters at the corner of Davie and Salisbury streets.

The following year, the fire department's 123 men were organized into five companies instead of seven. The Independent Hose Company had disbanded because its hand reel was outmoded, and the Phoenix Chemical Company had disappeared from the roster of fire compa-

nies. Chief Engelhard's 1891 report indicated that the city was equipped with 125 double fire hydrants and the municipal waterworks was capable of supplying four million gallons. For firefighting, the pressure could be increased from 85 to 115 pounds.

Also in 1891, keys were now included with the fire alarm boxes. Previously, they were held by a nearby person, who had to be located at the time of reporting a fire. Also that year, the State Firemen's Relief Fund Act was passed by the General Assembly, largely through the efforts of the NCSFA.

In the spring of 1892, new pumps were placed in service at the water plant. Though the gravity-fed pressure from the fire hydrants measured 50 pounds per square inch, which was sufficient for ordinary firefighting, the new pumps could create "direct pressure" as high as 100 pounds per square inch.

Also in 1892, the Victor Hose Company hosted the convention and tournament of the North Carolina Volunteer Firemen's Association. Visiting fire companies included firefighters from Charlotte, Greensboro, and Wilmington. The city's second company of black firefighters, now called the Bucket and Ladder Company, disbanded that year. That reduced the number of volunteer fire companies from five to four.

Headquarters Fire Station

In 1896, a new fire department building with a tower opened at 112 W. Morgan Street, on the site formerly occupied by the engine houses of the Capital Hose Company and Hook and Ladder Company. This building, adapted as the department's headquarters in 1912, served as Station 1 for both volunteer and career firefighters for more than fifty years.

The new building also housed the fire alarm equipment. About that time, Raleigh was the first city in Amer-

ica to install a storage battery system, along with a switchboard for regulating the Gamewell fire alarm system.

On April 7, 1897, a night fire destroyed the Victor Company's engine house, its horses and all equipment. An exploding lamp on the hose reel started the fire. The two horses were killed and one-hundred feet of hose was also destroyed. As the city was already planning new quarters for the Victor Company, a two-story station was soon constructed at the corner of Blount and Hargett streets for the company's new horses and equipment. It opened in 1898 and was addressed 135 W. Hargett Street. From 1913 to 1951, it served the fire department as Station 3.

On October 14, 1897, a special train traveled to Durham carrying the Rescue Company hose wagon, the Rescue Company steam engine, and some twenty-five members of the four fire companies. Just after noon, the Raleigh City Clerk's office received a call for help. Numerous tobacco factories and dwellings were ablaze in the neighboring city. The fire was controlled by the time the Raleigh boys arrived. With no fire to fight, the visitors toured the city and were entertained by the Durham Fire Chief and members of his department. This was one of several times that the volunteer fire department responded as mutual aid to a neighboring community, with their equipment and personnel carried by train to such places as Cary, Durham, and Fayetteville.

Twentieth Century Needs

As a new century opened, Raleigh's population had grown to 13,643 persons by 1900. More people were added in 1907, when the city limits were extended to an area of just over four square miles.

In July 1902, the fire department again hosted the North Carolina State Firemen's Association convention and tournament. Over thirty-two fire companies partici-

pated in the competition. Among the winners was the Capital Hose Company reel team. They established a "new world's record" of 25 3/5 seconds in the hand reel race of 150 yards. The tournament included the last public appearance of the old Rescue steamer, which also competed in the contests.

In August of that year, the Victor Company hosted the North Carolina Colored Firemen's Association convention and tournament. The event opened with a parade down Fayetteville Street. The participating fire companies hailed from Concord, Henderson, Salisbury, Statesville, Raleigh, Rocky Mount, Tarboro, Warrenton, Washington, and Winston.

The City of Raleigh's second steam fire engine was delivered in July 1905. Built by American LaFrance, it replaced the thirty-five year-old Rescue Company steamer. The new engine was a third-size Metropolitan with a Fox boiler and a two-piston 600 GPM pump. Acceptance tests for the \$6,500 engine were conducted at the corner of Fayetteville and Davie streets. By May of the following year, the Rescue Steamer Company No. 2 had organized. They later changed their name to the L.A. Mahler Steamer Company, named after Fire Chief Louis Mahler.

Also that year, the dormitory at the Catholic orphanage west of the city caught fire on October 29, 1905. Five young men, students preparing for the priesthood, escaped by jumping from the four-story burning building. Three were injured, and one later died. Members of the Rescue Company and Hook and Ladder Company responded, though they could do little except prevent the fire from spreading to other buildings. A group of cadets from A&M College—now North Carolina State University—also assisted with fighting the fire. The fatality likely inspired the legend of "Cry Baby Lane," a nearby road at that location where, decades later, visitors purportedly smelled smoke and heard the screaming of children.

[The Rescue Hose Company set a "world record" for horse hose-wagon racing at the 19th Annual State Firemen's Association Tournament in 1906. The contest consisted of a 300-yard run with each team laying 288 feet of hose, attaching a nozzle, and spraying water fifty feet. A banner displaying the achievement hung above the doors to the engine house until its demolition in 1914. The Hook and Ladder Company also won awards at the 1906 tournament in Asheville.]

Changes Recommended

By 1910, the census showed 19,218 residents being protected by the volunteer fire department. Some improvements had been made, such as the city providing rubber coats and boots for the firemen, as well as water heaters in their firehouses. However, more changes were needed. In 1911, Fire Chief Lonnie H. Lumsden, after noting to the Board of Aldermen that Raleigh was now two and a half times larger than in 1907, recommended that the city begin acquiring newly available motorized fire apparatus to replace horse-drawn vehicles.

In May 1911, the National Board of Fire Underwriters presented a report on Raleigh's fire protection capabilities. The twenty-one page document was addressed to Mayor James I. Johnson. It said about the fire department "the city has now attained a size such that adequate protection cannot be expected from a volunteer fire department; the increased congestion of construction and of values demands a promptness of response and concentration of effort during the first few minutes of a fire which can best be obtained through a full[y] paid department. The appointment of chief officers for short terms, instead of indefinitely, introduces opportunities for political interference and incompetent management."

The report also stated "fire[fighting] methods are very unsatisfactory; direct hydrant streams are used exclusively, and with the present very poor [water] distri-

bution system, adequate quantities of water are not available at even fair pressure to fight a moderate fire. The department is practically without discipline, there being little or no control over the individual members, which, together with the lack of drills, has resulted in very low general efficiency."

It added that "The water supply is inadequate and unreliable, the fire department is extremely weak and inefficient and would be hampered by overhead wire obstructions, and there is very little private fire protection, so that the probability of serious fires is high." The board's recommendations for changes included water system improvements, additional hydrants, and that "the present fire organization be disbanded and that a full[y] paid department be organized."

Initiation of the Professional Department

The volunteer fire department that had served the City of Raleigh for over six decades was soon replaced by a career fire department. The following recollections were compiled twenty years later by the participants and published in a 1944 fire department souvenir booklet:

"In 1911, Mr. Alexander Webb, a prominent citizen of Raleigh, an official of the North Carolina Home Insurance Company, and interested in the fire protection of the City of Raleigh as a member of the Board of Aldermen, saw the need of a reorganized, motorized fire department. That year, he started a program toward that end. In this, he received the full support and assistance from J. Sherwood Upchurch, veteran Alderman; William A. Cooper; and Clarence A. Johnson, Chairman of the Fire Committee.

"After the necessary preliminary surveys and the election of a young, energetic fireman with mechanical training to the Office of Chief of Fire Department, Mr. Webb engineered the purchase of two automo-

bile fire trucks and arranged for this new chief to attend the Fire College and Drill School of the Fire Department of the City of New York.

"The young Chief Brockwell was well received by the New York department. After assisting in fighting several large fires, he participated in a spectacular rescue of several women trapped on the fourth floor of the Bennett Restaurant. He completed the school and became the first North Carolina fireman to complete the course. After graduation, [he] visited the factory manufacturing the automobile fire trucks for Raleigh. Being a mechanic, he assisted in assembling several trucks and fire pumps."

Sherwood B. Brockwell was appointed chief of the volunteer fire department on June 7, 1912. Born in Raleigh, he started helping at fires at age ten. He lived next door to the Fire Chief in uptown Raleigh, and followed the fire wagons when the alarms sounded. Brockwell joined the Rescue Company in 1902, while attending North Carolina A&M College. He became Foreman of the fire company, and was appointed Assistant Chief of the fire department in 1909.

[Brockwell was born in Raleigh in 1885. He graduated from A&M College in 1903 with a degree in mechanical engineering. He was Foreman of the Rescue Company when he was appointed chief of the volunteer fire department (and subsequent chief of the career department) in 1912.

His pioneering work in fire prevention and school safety led to his appointment as the first state Fire Marshal on August 1, 1914. He resigned as Fire Chief on that date, and held the position of Fire Marshal until his death in 1953. Two days into office, he initiated a statewide training program for firefighters, a first in the country. He initiated fire colleges and drill schools in several other states.

He designed programs for school safety, and helped draft legislation including a state building code in 1941. He authored many articles and manuals for the fire service, held many offices in state and national associations, and was an honorary member of many state firefighter organizations. He died at age sixty-seven on June 2, 1953.]

Chief Brockwell spent September and October at the fire college in New York City. After returning to Raleigh, he was appointed as the city's first full-time Fire Chief on November 1. He was twenty-seven years old and his salary was \$1,500. He began hiring personnel and conducting extensive training. On December 23, 1912, the new department took over all apparatus, equipment, and facilities. The fire alarm system, however, was left in the care of another city department.

Reporting for duty the last week in December were Chief Brockwell; Assistant Chief Charles D. Farmer; Captains Peter G. Welch and Archie A. Doolittle; Lieutenants Henry N. Parrish, Hubert H. Horton and B. C. Joyner; and Firemen Edward W. Blake, Eugene A. Lasater, W. Lee Justice, Oka T. Hester, Andrew J. Martin, Matthew J. Barker, William M. Niblock, and Roscoe M. Simmons.

Each applicant was required to be between the ages of twenty and thirty-five years, noted the advertisements printed in newspapers. The minimum height was five feet, seven and one-half inches. The minimum weight was 146 pounds. Their application required signatures from three well-known citizens of Raleigh. The applicants were also required to provide a physician's statement that they were in "sound, healthy condition."

The starting salary was \$55.00 per month. The probationary period was sixty days, during which the firemen received three-quarters pay. They would be "put through drills, fire department work, and be quartered in fire

houses, and attend fires and do routine work of a fireman." They worked every day and received one day off every eighth day. They also received one hour for meals each day.

During the first few months, more members were hired: D. Clarence Lloyd, W. Ernest Holland (later Fire Chief), Lewis F. Hicks (later Fire Chief), John D. Jones, Charles F. Gaston, Grady W. Higgins, Eugene E. Jones, Robert B. Maynard, Herbert L. Peebles, and Moses E. Perry. All received training similar to the instruction that Chief Brockwell had received in New York. The chief's experience later contributed to the establishment of the first state-operated fire department training program in the United States.

Pending the arrival of the automobile fire trucks, the headquarters fire station on Morgan Street was remodeled. Built in 1896 to accommodate horse-drawn apparatus, it was enlarged to accommodate the motor trucks. The tower was also modernized and extended higher, and the fire alarm equipment was moved into a fireproof room separate from the main building.

The Rescue station on Fayetteville Street, now named Station 2, was remodeled to accommodate motor apparatus. The interior of the Victor station was also renewed. Opened as Station 3 in early 1913, it operated a horse-drawn hose wagon until the fire department was fully motorized two years later.

First Motorized Equipment

The long-awaited motor apparatus arrived in February 1913. Ordered in July, the two hose cars were painted white, trimmed with blue stripes, and adorned with nickel-plated exposed metal parts. While not the first North Carolina city to purchase motor apparatus, Raleigh was the first city in the state to purchase two such trucks at the same time.

The 1912 American LaFrance Type 5 combination hose and chemical cars each had four-cylinder, 48 HP motors. They were equipped with 1,000 feet of hose, twenty-four feet of ladders, a 40 gallon chemical tank, a roof ladder, and other equipment. They were driven by Chief Brockwell and Asst. Chief Farmer until the regular drivers were trained. Each cost \$9,800.

While the acceptance tests at delivery were satisfactory, many citizens were dubious, especially of their ability to perform in bad weather. Raleigh had few paved streets at the time. This doubt was short-lived as the first run made by these two motor trucks in response to an actual alarm of fire was to the Murphey Graded School on February 14, 1913, where the lives of over three hundred Raleigh children and teachers were endangered in a burning two-story wooden building.

Made through about two inches of snow over unpaved streets and in record time, the run established the motor fire apparatus in Raleigh. The performance of the Raleigh Fire Department at this fire was later recorded in New York City Fire Chief John Kenlon's book, *Fires and Firefighters*. Chief Kenlon cited the fire as a contrast to the Collinswood School disaster of 1908. No children or teachers were injured in the Murphey School fire. As they had learned in their drills, they all evacuated to safety and many over outside fire escapes. This fire also hastened the enactment of the current state law requiring fire drills in public school buildings.

Volunteers Out of Commission

On March 7, 1913, the city's volunteer fire companies were declared out of commission by the Board of Aldermen. They were not allowed to respond to any alarm of fire as a member of the fire department, nor were they permitted use of the city streets for answering alarms of fire, nor were they permitted to connect hose or other fire apparatus to the city's fire hydrants.

During the same year, Station 2, originally built in 1870 for the volunteer Rescue Company, was torn down to make room for a new Wake County courthouse. A new fire station was erected on Salisbury Street the next year to accommodate Hose Company 2.

Also in 1913, a new city charter replaced the Board of Aldermen with a commissioner form of government. The fire department—along with the police and health departments and the market house—was overseen by the Commissioner of Public Safety.

On April 24, 1913, Chief Brockwell reported a serious lack of water pressure while fighting a fire on West Martin Street at the *News & Observer* building. The main pipe from the water plant had collapsed. The quick-thinking fire chief called the 1905 steam engine to the scene. It was directed to the intersection of Fayetteville and Davie streets, where one of two old cisterns was kept in service. Draining the first cistern, the steamer was moved to a second one at the corner of Lenoir and Salisbury streets. The underground tanks provided sufficient water to keep the fire controlled while temporary repairs were made to the water system. [The News & Observer building was again destroyed along with other buildings on West Martin Street on November 6, 1915.]

During this period, the City's renewed efforts to secure ownership of the private waterworks company were successful. The city also began improvements on the water system. There were twenty-nine miles of pipe, 231 double hydrants, and a pressure capability of 60 to 100 pounds.

[Students, faculty, and residents in west Raleigh were awakened on the morning of March 25, 1914, by the steam whistle at the Agricultural and Mechanical College of North Carolina. Tompkins Hall was ablaze. Despite both student-manned hose streams and the later arrival of

the fire department, the 1901 building was lost. Only one wing escaped damage.]

On August 1, 1914, Chief Brockwell resigned to become the state's first Fire Marshal. Charles D. Farmer, Assistant Fire Chief, was appointed Chief of Department. He had been one of the first paid members and had previously served as a volunteer fireman.

[Charles D. Farmer was a third-generation firefighter. His father was a member of the Rescue Steam Fire Engine Company, and his grandfather on his mother's side was a member of the Hook and Ladder Company. Farmer was born in Raleigh in 1883.

After finishing grammar and high school, he took two correspondence courses: steam engineering, and heating and ventilation. He worked for five years as a gas fitter for the Raleigh Gas Company, and then organized a local plumbing company. He was also the city's first plumbing inspector.

At the same time, he became a volunteer fireman. Farmer joined the Hook and Ladder Company in 1904, and the Capital Hose Company the following year. He was a member until 1912, when he was elected Assistant Chief of the volunteer fire department. He was appointed Assistant Chief of the paid department the same year.

Farmer was the Statistician of the North Carolina State Fireman's Association from 1917 to 1919. He was also one of two Vice Presidents from 1920 to 1922.

Chief Farmer resigned on July 31, 1919, to work as an engineer with the State Highway Department. He also worked as a salesman for the J. P. Benjamin Company.

In 1927, he organized the North Carolina Highway Patrol. He was the patrol's first commanding officer. He held the rank of Major until his death in 1949, when he was serving as the Patrol's communications officer.]

Professional Department's Second Phase

Of the second phase of the professional department's history, the 1944 writers recalled:

"The first motor pumper was purchased in July 1914, and was delivered in November 1915. With this addition, the Raleigh Fire Department was completely motorized. The old W. R. Womble hook and ladder truck and the L.A. Mahler steam engine had been converted to be towed by the motor apparatus."

The 1914 American LaFrance Type 12 triple combination was equipped with a 100 HP, six-cylinder engine, and an 800 GPM pump. It was placed in service as Hose Company 1. The two hose cars were assigned to Hose 2 and Hose 3, and the horse team at Station 3 was placed in reserve.

About the retirement of the horses, the 1944 authors wrote:

"It was with a feeling of profound regret that the people of Raleigh, many of whom had served with them, saw the last horse leave the fire station at Hargett and Blount streets. Little has been written about these fine animals, but these horses were an integral part of the activities of the Raleigh Fire Department in fires and in contests from 1879 until 1915. Removing the horse from the fire service took 'something'—maybe of more or less sentimental value—but still 'something' away from the service which has yet to be replaced."

In February 1916, the first motor aerial truck was delivered. It was placed in service at Station 1 as Truck Company 1. The American LaFrance Type 17 tiller truck cost \$11,500 and was equipped with a two-section, spring-raised wooden ladder.

Continued the authors of the 1944 history:

"Again, as in the eighties when the old ladder truck was delivered, a new interest in life safety was emphasized. Again at the suggestion of Mr. Webb, the Raleigh Fire Department purchased a watchman's clock and established stations in several hotels. Hourly inspections of the hotel floors were made by members of the fire department. This service, considered original and of extreme importance and value, was discontinued during World War I.

"The Raleigh Fire Department in 1916, now completely motorized including the seventy-five foot aerial truck, and with their reputation as highly trained men and featuring fire prevention in all of its activities, was considered an outstanding department. As such, they invited the North Carolina State Firemen's Association to hold their convention and tournament in Raleigh in July that year.

"This was destined to be one of the largest such conventions, but the North Carolina flood of 1916 prevented the arrival of the western companies. The convention was held and the tournament was conducted adjacent to Moore Square where a temporary drill tower had been erected. Members of the Raleigh Fire Department demonstrated their ability using ladders, pompier, and life belts to the visiting firemen.

"Another demonstration by the firemen was their climbing of the Citizens National Bank building via extension and pompier ladders and spraying water from the top. The comparatively new 1914 pumper delivered a stream of water from the ground to the top of this building.

"On April 6, 1917, the United States entered World War I. A number of experienced men left the fire department that year to join the armed forces. They took employment at shipyards and other war material-producing plants. The Raleigh Fire Department, however, did not suffer serious manpower consequences, due to the custom of allowing members of the armed forces stationed near Raleigh to occupy dormitories of the fire department. From Camp Polk came several experienced officers of big-city fire departments, including a captain and several former firefighters from Buffalo, NY. "

In 1918, a second American LaFrance pumper was delivered. The Type 45 triple combination had a 73 HP gasoline engine and a 1000 GPM pump. It was assigned to Hose Company 1.

Post-War Events

In 1919, Hubert H. Horton was appointed Fire Chief.

[Hubert H. Horton was born in Raleigh in 1895. He was a member of the Capital Hose Company for the years including 1904 and 1906. He was a member of the Hook and Ladder Company for the years including 1910 and 1911.

He entered the paid department as one of the original members hired in 1912. The salary was \$55.00 per month for first-year firemen. The probationary period was sixty days, during which they drew three-fourths pay.

Upon the resignation of Chief Farmer in 1919, he was appointed Acting Fire Chief on August 1. He was appointed Fire Chief on October 1, 1921. He served in the position for two years, supervising a department with three stations, about thirty men, and a budget of \$37,982.

Chief Horton resigned on June 1, 1923. He joined the Raleigh Police Department in 1931, and was a Lieutenant

in the Detective Bureau for a number of years. He was later associated with the Thompson Cadillac Company.]

During his tenure, the original 1913 hose cars were replaced by new pumping engines and a city service truck was added. In 1920, Raleigh's postwar population was 24,418. Annexations had expanded the city's area to 6.9 square miles. An additional source of water was sorely needed and the Lake Johnson reservoir on Walnut Creek was completed in 1923.

Under Fire Chief Lewis F. Hicks, who succeeded Chief Horton in 1923, the two-platoon system was started on August 4, 1924. Men were now on duty ten hours each day for four days, and fourteen hours each night for four nights. The department was comprised of forty members: a Fire Chief, two Assistant Chiefs, and thirty-seven firemen.

[Born in Granville County in 1888, Lewis F. Hicks entered the fire department on January 16, 1913. After sixty days on probation he was appointed Hoseman. On October 15, 1915, he was appointed as Lieutenant of Engine 1.

Hicks was the one of the first men in Raleigh to volunteer for military service after the United States entered World War I. He left the fire department on June 15, 1917, to serve in the United States Army. In 1919, he was honorably discharged and appointed Fire Chief of the Camp Sevier Fire Department in Greenville, SC.

In 1920, he was transferred to United States Public Health Service Hospital 26 to organize a fire department. He remained there until 1922. He returned to Raleigh and worked with the State Highway Commission until he was appointed Fire Chief on June 1, 1923.

Shortly after his appointment, he began suffering from heart problems. By 1925, he was considering moving to Florida, where the climate would be better for his

health. On November 1, 1925, he took a leave of absence to consider a position as Drill Instructor at the Miami Fire Department. He returned on November 9 and resumed his duties as Fire Chief.

Chief Hicks died at Rex Hospital on August 21, 1926. He suffered a heart attack two days earlier in Morehead City, where he was attending the state fireman's convention. He was thirty-eight years old. Funeral services were held at his residence on North East Street on August 22.

He was buried at Oakwood Cemetery with Masonic honors. Chief Hicks was a member of Hiram Lodge No. 40. He was also a thirty-second degree Mason in the Scottish Rite Bodies. His pallbearers included former Fire Chiefs W. Ernest Holland and Charles D. Farmer.

City officials adopted a resolution of regret at Chief Hicks' passing.]

By the middle of the decade, some 10,000 new citizens had come into the city, necessitating employment of sixteen additional firemen, the purchase of two more pumpers, and the construction of two new fire stations. Station 4 at 505 Jefferson Street opened on June 25, 1926. Station 5 at 1914 Park Drive opened on November 18, 1926. They were both single-company stations.

Apparatus delivered during the decade were four American LaFrance Type 75 pumpers of model years between 1922 and 1926, and a 1922 American LaFrance Type 14 service ladder truck. The five trucks—now painted red—all were equipped with chemical tanks and hose reels. By that time, the fire department's earlier white apparatus was painted red and the hose companies were renamed engine companies.

On November 20, 1924, the Raleigh Fire Department responded to the town of Angier in Harnett County. They worked with the Fuquay Springs and Dunn fire depart-

ments to battle a blaze that destroyed four businesses. The Raleigh engine company traveled twenty-seven miles of "rough road" in fifty-five minutes. This call for assistance was one of several answered by the fire department that decade. Their trips also included Clayton in 1926, Cary and Wake Forest in 1927, Louisburg and Zebulon in 1928, as well as Apex and Wendell in 1929.

[On April 10, 1926, the men's wing at the State Hospital for the Insane caught fire. Four engines and two ladder trucks raced to the scene. One hour later, an engine from Durham arrived to help.

Between 900 and 1,000 male and female inmates joined several hundred State College spectators on the asylum grounds. The students helped the hospital staff remove furniture and other property. Despite water supply problems, the central section and women's wing were saved.

The 12:55 p.m. fire was announced under control at 4:00 p.m. The displaced men were marched down the road to Central Prison. Reported the Raleigh Times on April 12, "the long hike was completed without a single escape."]

Chief Hicks died of illness on August 21, 1926, and Asst. Chief W. Ernest Holland was named as his replacement. Chief Holland had been a member of the department since 1913. He held the top position until 1939, when he resigned to become Assistant Fire Chief and later Fire Chief at Fort Bragg.

[W. Ernest Holland was born in Raleigh in 1890, and entered the fire department as a Hoseman on Engine 3 on February 14, 1913.

He was appointed as a Lieutenant on Engine 3 on May 1, 1918, and appointed as a Captain on Engine 1 on January 10, 1919. He was appointed as Assistant Chief on September 15, 1919.

Upon the death of Chief Hicks on August 21, 1926, Holland was appointed temporary Fire Chief on that date. He was appointed Fire Chief on September 1, 1926.

In 1935, Holland was elected Vice President of the North Carolina State Fireman's Association. In 1936, he was elected President for that year. Chief Holland resigned on May 10, 1939.]

Needing still more water, the city constructed a third pumping station in 1927 at Rand's Mill Pond on Swift Creek near Garner. Population growth continued and the 1930 census recorded a total of 17,379 residents in the city's area of 7.254 square miles.

The Yarborough Fire

On July 3, 1928, thousands of spectators watched as the renowned Yarborough Hotel on Fayetteville Street burned. The four-story brick building, built in 1850, caught fire in the basement at the base of an elevator shaft. Flames quickly spread through the block-long building. Every member of the fire department responded, and with all five pieces of apparatus. Fire trucks also responded from Durham and Smithfield. Fifteen hose streams were played, 7,200 feet of hose was used, and 750,000 gallons of water was pumped. There were no injuries, and only one piece of equipment was damaged, when an automobile ran over a ladder.

[Raleigh's renowned Yarborough Hotel burned on July 3, 1929. Opened in 1850, it covered three-quarters of the 300 block of Fayetteville Street. It was called the social center of the capital, and served as the governor's residence from 1865 to 1891.

About 1:30 p.m. on a Tuesday afternoon, a fire was discovered at the base of the elevator shaft. Flames soon spread to a basement stock room and up the elevator shaft to the attic.

Thousands watched as the entire fire department battled the blaze, along with engines from Durham and Smithfield. Prisoners in the county jail across the street peered through their iron bars, a captive audience. Nearly a half-mile of hose was laid and approximately 750,000 gallons of water was used. Fifteen streams poured into the building for hours.

The hotel was damaged beyond repair. Stores on the first floor also suffered damage. The loss was estimated at \$200,000. The building was demolished and replaced by new businesses, including an expansion of the Hudson Belk department store.]

The City Auditorium caught fire on October 24, 1930. Located beside City Hall at Fayetteville and Davie streets, the 1911 building burned to the ground in ninety minutes. Many municipal papers, including early fire department records, were believed lost in the fire. The facility was replaced by Memorial Auditorium, completed at the end of Fayetteville Street in 1932. Among its features was a fire station in the rear of the building. Engine 2 relocated to the new quarters from its Salisbury Street location.

[The fire department's first maintenance facility was also located at Station 2 at the auditorium.. The shop was in the rear of the apparatus bays. In FY54, funds were approved for a "storage compartment" to house parts and equipment and provide a workshop. At that time, most of the tools were "in the open," with no place to store them.

Early mechanics (who were also firefighters) included Elmer L. Knight (1926 to 1941), May T. Parker (1939 to 1972), and James C. Ellis (1950 to 1976). As early as FY49, two mechanic positions were part of the budget. The first maintenance vehicle was a pick-up truck approved in FY54. Previously, materials, equipment, and even furniture was transported using a chief's car or fire apparatus.

At 4:30 a.m. on April 28, 1933, a Southern Railway freight train derailed in the middle of Morrisville. Flames erupted in a tank car carrying gasoline and spread to nine box cars piled three-high along the highway. Raleigh and Durham firefighters responded. They extinguished the flames before the post office and other buildings across the highway caught fire. No crew members were injured, but a search was made for a hobo who was reported missing.]

Civil Service Commission

In 1935, the General Assembly passed a law creating a civil service commission for the city's firefighters and police officers. This ended the practice of patronage hiring, such as when candidates for City Commissioner rewarded campaign supporters with jobs or promotions in the fire department. The old system also resulted in the firing of firemen who supported losing candidates in municipal elections. The commission's creation was described in the 1944 recollections:

"Following what was called a 'hectic' municipal election in 1935, a bill was introduced into the General Assembly to create a civil service commission for the firemen and policemen of Raleigh.

"This came at the request of Wake County's General Assembly representation of Senator Carroll Weathers and Representatives Mitchell, Douglas, and Thompson; and at the urgent insistence of the entire membership of the Raleigh Fire Department. Former Raleigh Fire Chief and State Fire Marshal Sherwood Brockwell represented the fire department, and former Senator John W. Hinsdale represented the police department.

"After receiving able assistance in preparing the bill from Weathers and City Commissioner James H. Pous Jr., the bill was explained, dis-

cussed, and defended by Brockwell and Hinsdale. They appeared before several civic bodies, groups, and organizations, some of whom were openly opposed to or attempted to add provisions to the bill."

"Substantial as originally written for the firemen and policemen, the bill was introduced in the General Assembly by Weathers and enacted into state law on March 1, 1935.

The bill was titled "An Act to Create a Civil Service Commission for the Fire Department and Police Department of the City of Raleigh and to Provide the Necessary Machinery and Rules for the Organization and Operation of Said Civil Service Commission and [Fire and Police] Departments."

The bill required creation of a five-member Civil Service Commission. They were granted full charge of hiring and dismissing members of the fire department. Competitive examinations were now required for employment. Promotions would be made by the Fire Chief, with approval of the commission. Appointments to Fire Chief would be made by the Public Safety Commissioner, also with approval of the commission. Dismissals required cause, and included the opportunity for an open hearing to defend the charges. Political activity, other than exercising the right to vote, was prohibited.

The members of the first Civil Service Commission were James E. Briggs, representing the police department; James H. Pous Jr., representing the City Commissioners; Sherwood Brockwell, representing the Raleigh Fire Department; James M. Peden, representing the Chamber of Commerce and kindred organizations of Raleigh; and Miss Elsie Riddick, representing the Women's Club and the Business and Professional Women of Raleigh. As the first officers, Pous was elected Chairman and Riddick was elected Secretary.

Three years later, the members of the Raleigh Fire Department became affiliated with the American Federation of Labor. In 1938, Local 548 of the International Association of Fire Fighters was chartered. There were twenty-one charter members and Robert Glenn Davis was the first President. The Local ceased operations in 1959, when the state outlawed the rights of firefighters and police officers to belong to unions. It was re-chartered in 1969 as Raleigh Fire Firefighters, Local 548. There were 173 charter members and Ned Perry was the first President. The Local was re-chartered again in 1986 as the Raleigh Professional Fire Fighters Association. There were 219 charter members and James Driver was the first President.

[Local 548 of the International Association of Fire Fighters was chartered in 1938. There were twenty-one charter members. The charter fee was \$10.00 and dues were \$1.00 per month for active members. Officers consisted of President, Vice President, Recording Secretary, Secretary-Treasurer, and Chaplain. Robert Glenn Davis was the first president.

The Local ceased operations in 1959, when the North Carolina General Assembly outlawed the rights of firefighters and police officers to belong to unions. In 1968, the state statute was ruled unconstitutional in federal court. Collective bargaining, however, remained prohibited between municipalities and labor organizations.

In 1969, they were re-chartered as Raleigh Fire Fighters, Local 548. The charter fee was \$25.00. The initiation fee was \$1.00 per member. The per capita tax was 85 cents (active), and 42.5 cents (retired). There were 173 charter members. Ned Perry was the first president.

Among their activities during the seventies and early eighties included participating in a city employee coalition that asked citizens to support a pay increase, working for two years to win creation of the First Class Fire Fight-

er position, and supporting a bill that altered the role and composition of Raleigh's Civil Service Commission.

They ceased operations in 1983 and were re-chartered in 1986 as the Raleigh Professional Fire Fighters Association. The charter fee was \$50.00. The initiation fee was \$5.00 per member. Per capita taxes were \$3.48 for active and \$1.74 for retired members. There were 219 charter members. James Driver was the first president.

The Association obtained a 1948 Mack pumper, which was used for parades and even as a funeral caisson. It transported the casket of member Ted Calvert, who died off-duty in 1990.

During the late eighties and the nineties, their activities included operating a children's fire safety trailer, lobbying for pay raises for public safety employees including the commission of a pay study, and helping finance the start-up of the Wake County Chapter of the Firefighters' Burned Children Fund.

Today, the Association promotes and sponsors a variety of activities, from Fill the Boot for the Muscular Dystrophy Association to the North Carolina Jaycee Burn Center's Camp Celebrate. Through the money raised at twice-yearly concerts at Dorton Arena, they provide free fire safety workbooks to all Wake County second graders. They also provide financial support for free smoke alarm programs, youth athletics, the Wake County Battered Women's Shelter, and the annual Dance Like No One Is Watching Gala. The Association is also an advocate for its members, and works to create awareness of firefighter injuries and occupational hazards.

Each spring, the Association sponsors a chicken 'n' rice luncheon for retirees at Station 26. The annual event was started in 2004 as a way to honor retirees. In 2010, the Association expanded their educational efforts with

the first Fire Department Operations 101 class at the Keeter Training Center. The day-long program provided city officials with a hands-on orientation to the duties of a firefighter. In 2012, the program was expanded to include members of the media.]

Raleigh Chief as State President

In 1936, the Raleigh Fire Department again played host to the North Carolina State Firemen's Association. The annual convention was held in the new Memorial Auditorium and it was an eventful one, both for the state association and the fire department. At that convention, Chief Holland was elected President, the first Raleigh Fire Chief to hold that position in more than forty-five years. The convention concluded with a motorized apparatus tournament on Oberlin Road near Station 5.

In 1938, the tower at the headquarters fire station was removed. For years, the city had wanted to demolish the tower because it was several inches off-center. The cost of demolition was considered cost-prohibitive, but was done for free by a contractor working on an addition to the adjacent Revenue Building. By removing the tower, the alley was widened and the contractor's trucks could enter. The old fire alarm bell—moved to the tower's roof from Metropolitan Hall in 1914—was also brought down. It was eventually moved to State College, where it served as a school bell atop Withers Hall.

On May 10, 1939, Chief Holland was succeeded by new Fire Chief Ellis D. King.

[A native of Wake County, Ellis D. King was born in 1890. He first entered the fire department as a Hoseman on November 1, 1916.

He resigned on April 1, 1917, and reentered on December 15, 1917. He resigned again on July 1, 1920, and reentered again on August 1, 1921.

He was appointed as Lieutenant of Engine 3 in 1926, and appointed as a Captain in 1928. He was appointed Second Assistant Chief on May 8, 1933.

Upon the resignation of Chief Holland, he was appointed Fire Chief on May 4, 1939. He served as fire chief for two years, leading a department with five stations, around fifty men, and a budget of \$90,117.

Chief King resigned on July 14, 1941. He was a merchant at the time of his death in 1948.]

Also that year, the 1916 American LaFrance aerial ladder was refurbished and received a 1939 American LaFrance 500 Series tractor. Three years earlier, a 1936 American LaFrance 400 Series pumper was purchased. This was the city's first shaft-driven pumper. These were the only pieces of fire apparatus purchased during the decade.

[Ammon's Clothing Store caught fire on March 23, 1939. The 6:46 p.m. alarm was received by telephone. Nine lines and 450 feet of hose were used on the stubborn fire at 235 Fayetteville Street. It started in a basement stock room. Firefighters used smoke masks for the first time, reported the next day's newspaper. Fresh air was pumped through tubes to the masks.

Three locomotives were damaged at Glenwood Yards when the Norfolk Southern Railroad maintenance shop burned on May 18, 1939. Hundreds of residents converged on the Roanoke Park section of the city as burning oil and grease produced tall columns of smoke. The fire originated in a blacksmith's forge. It was controlled in thirty minutes.]

According to the 1940 census, the Raleigh Fire Department was serving 46,897 citizens. A water plant was completed that year on Old Fayetteville Road, which included a pumping station delivering water to the city. Also that year, the North Carolina Fire Fighters Associa-

tion held its first convention in High Point. The group was affiliated with the American Federation of Labor. Capt. Kenneth J. Smith was elected the first president. [The first members were from Charlotte, Durham, High Point, Raleigh, and Wilmington fire departments.]

On December 18, 1940, the headquarters fire station on Morgan Street was declared unsafe for occupancy. City Building Inspector Pallie Mangum cited "gaping cracks in the walls" and noted that frame supports protecting the walls could be used only as temporary supports. The building, designed for horse-drawn rigs, had been weakened by the use of motor apparatus. The rear walls had been struck by backing trucks and had been further weakened. The following year, the property was sold, the fire companies were moved, and the building was demolished.

On July 14, 1941, W. Ralph Butts was appointed Fire Chief. He served through the war years, until 1947.

[W. Ralph Butts was born in Wake County in 1906. He entered the fire department as a Hoseman on December 20, 1926. He was twenty-one years old.

He was appointed as a Lieutenant on April 15, 1932, and appointed as a Captain on May 22, 1933. He was promoted to Second Assistant Chief on May 24, 1939, and promoted to First Assistant Chief on June 27, 1939.

Upon the resignation of Chief King, he was appointed Fire Chief on July 14, 1941. He served as fire chief for six years. Chief Butts resigned on June 20, 1947.

He submitted his resignation to Public Safety Commissioner R. C. Powell on June 4. The notice became effective at noon on June 20. It was accepted with regret by the Board of Commissioners, which passed a resolution commending Chief Butts for his service with the fire department.

Chief Butts was a partner for forty years at the Apex Funeral Home. He was a member and past master of Hiram Lodge No. 40 in Raleigh. He was also a founder and the first president of the Apex Shrine Club.]

World War II

Of the years after the United States entered World War II in December 1941, the writers of the 1944 history stated: "Keeping its fire department abreast of the times and following a 1941 election that extended the city limits, the city made preliminary plans for broad expansion of the fire department. This included several new fire stations, extending the fire alarm system, increasing the number of firemen, and adding more modern apparatus. The city had purchased property for erecting two new fire stations when Pearl Harbor was attacked on December 7, 1941. This altered most of the plans for expansion."

On August 12, 1941, the Morgan Street fire station was closed and Headquarters was relocated to old Station 2 at 412 S. Salisbury Street. The engine house was being used as the city paint shop. Engine 1 moved into the two-story building, along with the switchboard and the office of the fire chief. Since the Salisbury Street station was too small to accommodate either the aerial ladder truck or service ladder truck, both were relocated to Memorial Auditorium. Engine 2 was moved to Station 1 with Engine 1.

Property for a replacement headquarters was purchased at 220 S. Dawson Street. The following year, in the rear of the lot, a small building was erected to house the equipment of the fire alarm system. It was constructed with materials salvaged from the old Morgan Street fire station. The "alarm house" is still used by the fire department today. Construction of the new fire station, however, was delayed over ten years.

On March 3, 1943, Station 6 opened in a rented building at 2513 Fairview Road. It occupied one-half of a commercial property that formerly housed a soda shop. Engine 6 received a 1919 American LaFrance Type 75 pumper that the city bought used from the town of Farmville. Wartime restrictions impacted the purchase of new apparatus, as well as the construction of new buildings.

Auxiliary Firemen

Three days after the attack on Pearl Harbor, representatives of the Raleigh Fire Department attended a meeting with firemen from practically every fire department in the state. It was held in the House of Representatives in the State Capitol. They received instruction on wartime fire protection from State Fire Marshal Sherwood Brockwell, who had just graduated from a school conducted by the United States Army at Edgewood Arsenal.

The Raleigh Fire Department immediately started a program of training citizens as auxiliary firemen. They were one of several in the state to establish such a program. Capt. James M. Burnette and Lt. John B. Keeter rendered valuable service and were assisted by other members of the fire department and officers of the local Office of Civil Defense.

In July 1942, certificates of training and arm bands were presented to 154 auxiliary firemen in a graduation ceremony at Hugh Morson High School. The civilians were trained in wartime firefighting and rescue techniques, and participated in exercises including city-wide blackout drills from 1942 to 1944. The auxiliary firemen also assisted in actual emergencies such as helping to evacuate the Wake County Home for the Aged and Infirm when it caught fire on July 7, 1943. The program was discontinued by the late 1940s.

[After the bombing of Pearl Harbor on December 7, 1941, local governments turned their attention to civilian defense. The Raleigh Fire Department was one of several in the state to establish an auxiliary firefighter program. Citizen volunteers received training in wartime fire-fighting and rescue operations. Training topics included fire streams, ladder work, forcible entry, ventilation, pump operation, salvage and overhaul practices, blackouts, bomb identification, and decontamination.

At the graduation ceremonies on July 12, 1942, several officials were present. State Fire Marshal and former Raleigh Fire Chief Sherwood Brockwell appeared and spoke, along with Frank Daniels, chairman of the Wake County Defense Council; Professor Earl H. Hostetler, local Citizens Defense Corps Commander; Robert Powell, local Commissioner of Public Safety; and Raleigh Fire Chief W. Ralph Butts.

To help train the auxiliary firefighters and prepare for the opening of a sixth fire station, a 1919 American LaFrance Type 75 pumper was purchased in 1942 at auction from Farmville, NC. The auxiliary firefighters also assisted in actual emergencies, such as helping to remove dozens of residents when flames swept the roof of the Wake County Home for the Aged and Infirm on July 7, 1943.

Like the volunteer companies of decades before, Raleigh's auxiliary firefighters also held competitions. On August 21, 1942, they conducted a tournament on Morgan Street. Teams from Station 1 and Station 5 competed in two races between Boylan and Snow Avenues.

Citywide blackout drills were conducted during this period, with sirens signaling the start of the exercises. All residential, street, and business lights were turned off until the "all clear" signal was given. During the drills, both regular and auxiliary firefighters responded to simulated incidents, such as imaginary explosions and fires. Appa-

ratus drove at no more than fifteen miles per hour, and no equipment was unloaded.

On June 16, 1943, over 105 auxiliary firemen participated in a blackout drill along with five "regular firefighters" who were on vacation. Nine practice runs were made during the forty-eight minute drill: Engine 1 to a hotel on Salisbury Street; Truck 1 to the Raleigh Building; Engine 2 to a cleaning firm on Fayetteville Street; Engine 3 to a motor company on South Blount Street; Engine 4 to Richard H. Lewis School; Engine 5 to Raleigh Little Theatre; Engine 6 to the Flatiron Building at Glenwood Avenue and Fairview Road; the reserve 1,000-GPM pumper to Washington High School; and another reserve pumper to the old Negro Blind School.

On August 25, 1944, a barbecue was held on the grounds of Memorial Auditorium for both regular and auxiliary firefighters. The department's understaffing was noted and the auxiliary firemen were surveyed for their availability to answer "extreme emergency calls" and serve as "volunteer firemen to answer general calls if needed." By the late 1940s, the auxiliary firefighter program was discontinued.]

During the war, military planes crashed in Raleigh and Wake County. On November 10, 1941, an A-24 dive bomber crashed at the Raleigh Municipal Airport. On August 9, 1942, a twin-engine bomber also crashed at the airport, killing three people and injuring six. The Raleigh Fire Department was apparently not summoned to either incident. City fire trucks responded to some crashes outside the city, including a pair of Army pursuit planes that crashed three miles south of Raleigh on Garner Highway on October 29, 1943, as well as a B-17 bomber that crashed and burned five miles southeast of Raleigh in Garner on May 9, 1944.

The ranks of the fire department were thinned by the demands of war. Ten members had served in the Armed

Forces, and some thirty took jobs critical to the war effort. New apparatus was not available because of the need to supply the military. The fire department had to make do with what it had for the duration of the war.

In 1944, the first auxiliary fire truck was placed in service. This was a small Dodge truck equipped with a pump, water tank, hose and ladders, and other equipment. It responded to smaller fires, such as grass or automobile fires. On September 11, 1947, firefighters Harold S. Stephenson and Roy R. High were seriously injured when the squad truck collided with a Greyhound bus at the intersection of Blount and Edenton streets. Both were thrown from the vehicle. The apparatus was destroyed.

Upon the resignation of Chief Butts on June 20, 1947, Asst. Chief Alvin B. Lloyd was appointed acting Fire Chief. He was permanently appointed on April 1, 1950. Chief Lloyd joined the fire department in 1919 and served until his death from illness in 1955.

[Alvin B. Lloyd was twenty-eight years old when he entered the fire department as a Hoseman on Engine 1 on July 26, 1919.

He was appointed as a Lieutenant in 1926, and appointed as a Captain on Engine 4 in 1927. He served as a Captain for twelve years, and was appointed Second Assistant Chief in 1939. He was appointed First Assistant Chief in 1941.

After the resignation of Chief Butts on June 20, 1947, Lloyd was appointed Acting Fire Chief. He was appointed as Fire Chief on April 1, 1950. He supervised a department with six stations, eighty-four members, and a budget of \$213,689.

Chief Lloyd died on February 25, 1955. He entered Rex Hospital on February 18, three days after suffering a heart attack. He was first diagnosed with a heart ailment a few years earlier. He had 35.6 years of service at the time

of his death, the longest number of continuous years in the department.

His funeral was held at Edenton Street Methodist Church on February 27, and he was buried at Montlawn Memorial Park. Lloyd was born in 1892. He was a native of Granville County and a veteran of World War I. His older brother, Zeno L. Lloyd, was also a member of the department for many years.]

During his tenure, three new fire stations were built to replace older facilities.

Council-Manager City Government

Raleigh voters in 1947 adopted the council-manager form of municipal government, with all departments including the fire department reporting to the first City Manager, Roy S. Braden. Serving that year as members of the Policemen's and Firemen's Civil Service Commission were A.V. Anderson, Banks Arendell, E. J. Kuetter, J. C. Little Jr., and Elsie Riddick, who was still serving as Secretary.

The fire department, as described in the June 1948 report on the first year of the council-manager government, consisted of the Fire Chief, an Assistant Fire Chief, fifty-one firemen, and three women switchboard operators. Responding out of six fire stations were six pumpers, two ladder trucks, and two fire cars.

Manager Braden considered the department "badly undermanned, under-equipped, and poorly housed," but announced plans underway for improving fire stations, adding apparatus, and increasing manpower. The report also noted that of the 816 fire alarms turned in during the year, "seventy-nine were false and forty-five were unnecessary." The report cautioned, "The citizens of Raleigh must realize that the department cannot operate efficiently with so many unnecessary false alarms, and we must realize that a false alarm can easily be the means of causing

accidents and deaths. Every effort is being made to have this practice stopped."

During the 1940s, the fire department started placing increased emphasis on fire prevention. The 1948 report noted that "in schools, civic clubs and other places, the doctrine of fire prevention was presented by moving pictures, lectures, printed circulars, and house-to-house inspections, accomplishing a great deal." The following year, the Fire Prevention Bureau was created in August 1949. It was organized by Capt. James M. Burnette. Duties of the bureau—comprised of Burnette and Inspectors John W. Holmes, Roy T. Hamlet, and H. Bagwell Williams—included inspecting all businesses in the downtown and outlying business districts for fire hazards, and conducting fire safety drills at the city's schools and colleges.

[During the 1950s and 1960s, the head of the bureau held such titles as Chief of Prevention, Chief Fire Inspector, and Fire Inspection Chief. As part of an administrative reorganization in 1971, the position was renamed Fire Marshal. Since 1971, the Fire Marshals have been John W. Holmes (1971 to 1977), Augustus R. Woodlief (1977 to 1979), James T. Owens (1980 to 1990), Earl F. Fowler (1990 to 1999), Larry Stanford (1999 to 2007), Tommie Ann Styons (2007 to 2008), W. Rusty Styons (2008 to 2011), H. Frank Warner (2011), and Peter J. Brock (2012 to present).]

On April 1, 1948, a trial period started for twenty-four hour shifts with firemen working every other day. The schedule was later adopted as permanent. Also that year, a 1948 Ford auxiliary truck was purchased to replace the Dodge truck destroyed the year before.

The city's deadliest fire occurred on February 1, 1948, when five family members died in an apartment above the Carolina Country Club. The early-morning fire struck during the height of a raging snow storm. By the

time the fire trucks arrived, about ten minutes after receiving the 3:35 a.m. alarm, the roof of the clubhouse had already collapsed. The Club Manager, his wife, their two teenage children, and his mother-in-law were killed. The fire started a few hours after a winter dance party ended. The cause was never determined.

[Low water pressure and a broken hydrant delayed firefighting at the Capital Coca-Cola Bottling Company on March 26, 1948. The fire was reported at 7:41 a.m. on a Friday morning. Hose was stretched from as far as four blocks away. Manpower was also a problem, as there were few volunteers to help the firemen drag the heavy hose lines, compared to large fires in the past. Crews in the front fought choking smoke that poured from the building at 511 W. Morgan Street. In the rear, firemen sprayed the building's garage and workshop from the adjoining Dillon Supply Company. As the fire gained headway, large cracks appeared in the building's brick walls. A loudspeaker truck warned the hundreds of spectators to stay clear. Flames leapt 50 to 100 feet in the air and the heat could be felt as far away as the Morgan Street bridge. The fire was controlled after about ninety minutes. The loss of the building and its contents was estimated at \$500,000. A number of firemen were later sent to the hospital, to receive "lockjaw treatment" after stepping on nails in the debris.

Within fifteen minutes of the alarm, little remained of this warehouse at the corner of South Blount and Hoke streets on September 1, 1948. The fire started about 10:30 a.m. and was first fought by workers from the Buckeye Cotton Oil Company located across Hoke Street. They ran a hose from the plant's private water system. Firefighters and bystanders worked for over two hours to keep the blaze from spreading to other buildings.]

On January 1, 1949, the city adopted a retirement system. All employees seventy-two years of age or older

were required to retire. Voluntary retirements were available at age fifty-five for firefighters and police officers. Fireman Willis L. Choplin, age fifty-nine, was one of the first twelve city employees to retire on February 1. He was the oldest active member of the fire department, having served under eight fire chiefs. He retired with thirty-four years of service.

A permanent building for Station 6 was completed that year and located at 2601 Fairview Road at the Oberlin Road intersection. Designed as a two-company station, it opened on June 25, 1949. Truck 6 was placed in service two days later with a 1922 American LaFrance service truck. Also that year, the city purchased its first new fire apparatus since before the war: a 1950 FWD pumper for Engine 4 and a 1950 Mack pumper for Engine 6.

Rapid Growth

Raleigh's slow but steady growth had begun to accelerate at a more rapid pace during and following the war. In an area of 10.883 square miles, 20,000 people had come into the city, bringing the total population to 65,679 as reported in the 1950 census. The fire department was also growing, with eighty-three members on its rolls that year. Firefighters worked twenty-four hours on and twenty-four hours off. Each member worked eighty-four hours per week.

On June 30, 1950, budget money was approved for Raleigh firemen to receive their first helmets. Before then, dress caps were worn while fighting fires. The new plastic helmets were affixed with leather shields. Clear plastic visors and a new shield design were added in later decades. The plastic helmets were replaced with fiberglass helmets in 1984.

Firemen moved into a new fire station on East Street in the summer of 1951. Station 3 at 13 S. East Street opened on July 26. The two-story brick building replaced

the old station that had stood at the corner of Blount and Hargett streets since the 1890s. The new \$35,000 station housed one of two 1951 American LaFrance 700 Series pumpers delivered at about the same time. The other one was assigned to Station 5. Two more American LaFrance 700 Series pumpers were delivered in 1953 for the two engines at Station 1.

On May 25, 1951, the Ladies Auxiliary of Raleigh Fire Department Local 548 was chartered by a group of firefighter's wives. There were forty-three charter members. Their mission was to extend aid and sympathy to all firemen and their families. The Auxiliary performed many activities during the 1950s and 1960s, from charity projects to providing canteen service at major fires. They remained active into the late 1970s.

[The first officers were Ellie Pollard (wife of Edward) as President, Hazel Matthews (wife of Lee) as Vice President, Louise Parker (wife of May) as Secretary, Louise Johnson (honorary member) as Treasurer, Louise High (wife of Roy) as Chaplain, and Mary Alice Foy (wife of James) as Sergeant-at-Arms.

Roles and duties for the forty-three charter members included Historian, Scrapbook, By Laws and Constitution, Group Captains, Membership Chairman, Publicity Chairman, Program Chairman, Program Committee, Social Committee, and Ways and Means Committee.

The members kept a close watch on the well-being of firemen and family members. They sent cards and gifts when people were sick, paid visits to them in hospitals, and brought food for bereaving families.

The auxiliary also supported fire department activities. On October 5, 1953, they hosted an open house at Station 1 on the day of its dedication. Also that year, they began creating scrapbooks with photos and clippings

about the fire department, its members, their families, and the auxiliary.

They conducted regular meetings and performed charity work, including annual adoptions of orphans to celebrated holidays and birthdays. They donated money to charity causes and to support firefighters. In 1964, they gave \$20 toward an air-conditioning unit at Station 7. For fundraisers, they sold cards, candy, dish towels, dandy-duz-its, food flavoring, and more.

Later in the decade, auxiliary members started serving refreshments at fires. In January 1961, a Coffee Committee was formally organized to provide canteen service at second-alarm fires.

On September 16, 1961, they attended a pre-dawn apartment fire on Hillsboro Street. "The stacks of sandwiches went down fast [as] all off-duty firemen had been called in [and] so there were quite a few [to be fed]" reported the Women's World column in the Raleigh Times.

Notified by the dispatcher, the Coffee Committee responded to Station 6. The first to arrive started a large urn of coffee, while others opened cans of meat stored at the station. They made dozens of sandwiches to take to the scene, along with cups, plates, napkins, and a case of bottled drinks. The Coffee Committee disbanded in 1969. The Ladies Auxiliary remained active into the seventies, and continued to hold meetings as late as 1978.]

A part of fire department history vanished in the spring of 1952, when old Station 3 was acquired by Carolina Motor Sales and demolished to make room for a used car lot. Built in 1898, the two-story station originally housed the horse-drawn, volunteer Victor Fire Company. During the demolition, former Fire Chief Sherwood Brockwell told a *News & Observer* reporter that the build-

ing had been the first engine house in Raleigh where vehicles could enter from the rear, and exit forward.

On November 14, 1952, an accident on Lewis Farm Road severely injured Driver Vernon J. Smith. Engine 6 was operating a reserve 1926 American LaFrance pumper when it overturned on a sharp turn. The four others aboard were also injured: Capt. James T. White and Firemen Jack T. Wall, H. Ezzell Partin, and Augustus R. Woodlief.

[Capt. James White was pinned underneath the engine for about fifteen minutes. He suffered broken legs and back injuries. The three firefighters on the tailboard were also injured. Jack Wall and Ezzell Partin were released from Rex Hospital after treatment for shock and laceration. Augustus Woodlief stayed overnight, under observation after being knocked unconscious. A broken brake lever was blamed for the accident.]

Though they recovered from their injuries, Smith [sustained a fractured skull, a compound fracture of his left leg, and a number of internal injuries. He] lost part of his leg. He returned to light duty and worked as a switchboard operator. He also underwent twenty-nine operations over the next four years. Smith died from his injuries at Rex Hospital on March 10, 1956. He was the city's first firefighter to die in the line of duty.

Rescue Squad

The Raleigh Emergency Rescue Squad was chartered in August 1953. It was created as an organization comprised of firefighters and civilians, but was eventually operated exclusively by the fire department. Money from the city and the county Civil Defense office was provided to purchase a panel truck, along with two boats and motors. Rescue squad members built furnishings for the truck, and constructed a trailer for the boats. Local busi-

nesses donated money and materials, and several citizens also contributed money and equipment.

The rescue squad was housed at Station 1 and responded both in the city and the county. It carried equipment for rescues, drownings, and basic first aid. It could also be used to transport patients. Two firefighters were initially assigned to the 1954 GMC panel van, one per shift. A second piece of apparatus, a 1954 Reo Civil Defense truck, was obtained with the assistance of the federal government. Its equipment included torches, power saws, gas masks, and helmets. The truck was provided under the condition that it could be recalled to Norfolk, VA, in the event of an enemy attack.

[The Raleigh Emergency Rescue Squad was organized in 1953, by a group of firemen and civilian volunteers. They formed after the fire and police departments were criticized for a delay in extricating a driver pinned under a truck on Hillsboro Street. There was also criticism after a drowning in the Neuse River several miles from Raleigh. The body was not recovered for a week, until City Manager W. H. Harper asked Captain Jack Keeter to help. Keeter and three others— Asst. Chief Lee Matthews, fire department friend Bob Biggs, and future police officer Andy Povlosky—borrowed a boat and recovered the body.

The Raleigh Emergency Rescue Squad received a state charter on August 27, 1953. Organizational meetings were held, and rules and regulations were established for operations and levels of service. A Red Cross first aid course was taught to some twenty-five firefighters and civilians.

Money from the city and the county Civil Defense office was provided to purchase a panel truck, along with two boats and motors. Rescue squad members built furnishings for the truck, and constructed a boat trailer. Lo-

cal businesses donated money and materials, and several citizens also contributed money and equipment.

The rescue squad was housed at Station 1 and responded both in the city and the county. It carried equipment for rescues, drownings, and basic first aid. Though not intended to compete with ambulance services, the rescue squad proved helpful in the early 1970s, when area funeral homes stopped providing patient transport and private ambulance services started operating. The rescue squad's early equipment even including diving gear. Members were photographed in March 1962, assisting with a vehicle recovery at Longview Lake.

Though the rescue squad was organized as a volunteer agency, Capt. Keeter persuaded the city to designate two firefighters as rescue officers. Harold Jones and Roma Wilder were appointed and sent to a rescue school in Maryland. They worked on opposite shifts and drove the rescue vehicles. If they needed a second person, they pulled a firefighter from one of the companies at Station 1. The volunteer members were subject to call, but primarily participated in body recovery efforts in local lakes and rivers.

Wake County also provided \$100 a month for the rescue squad. Both vehicles and the boat trailer were stored at Station 1. By 1972, the number of assigned firefighters had expanded to four and the rescue squad was operated exclusively by the fire department. In 1974, a second rescue unit was placed in service at Station 9. They were also utilized to transport firefighters and their family members to hospitals. After the formation of Wake County EMS in 1976, the rescue units served as back-up when no county ambulances were available.]

New Headquarters

A new headquarters fire station at 220 S. Dawson Street was completed in October 1953, fulfilling a long-

time dream since the fire department lost the 1896 building on Morgan Street twelve years earlier. It was constructed next to the remaining portion of the old 1892 Union Depot. Headquarters had spent twelve years in temporary quarters on Salisbury Street. The cost of the new fire station was \$122,000.

The two-story fire station included three bays, each long enough to hold three vehicles. The downstairs area included a kitchen, dining area, and watch room. The Fire Chief's office was also located downstairs. Upstairs housed the dormitory areas and offices for the Fire Prevention Bureau.

The station was dedicated on October 5. [The President of Clancy Construction Company presented the building key to the Fire Chief. It was followed by an open house hosted by the fire department's ladies auxiliary.] The event was preceded by a parade to commemorate Fire Prevention Week. The old steamer that had served Raleigh so well from 1905 to 1915 was again pulled by two horses down Fayetteville Street. An old hose reel was also pulled by hand in the parade.

In the summer of 1954, a new training tower was constructed in south Raleigh on Highway 15-A, now named South Wilmington Street. The five-story brick building included a standpipe system, an exterior fire escape, and a safety net. [It cost \$30,000.] The tower's new training grounds featured a large drill pad and several fire hydrants. Training had been conducted for years at Memorial Auditorium. The rear of the building, above the fire station, was designed to be used as a drill tower.

Upon the death of Chief Lloyd in 1955, Asst. Chief John B. "Jack" Keeter was named the new Fire Chief. He had joined the department in 1931, and had been promoted through the ranks to Assistant Chief in 1952.

[John B. "Jack" Keeter was born in Rutherford County on Valentine's Day in 1907. He first worked as a carpenter, but didn't finish high school. He came to Raleigh in October 1928 to see the State Fair, and never left.

Keeter worked as an auto salesman for Carl L. Williamson, and then for a life insurance company. When Williamson ran for Public Safety Commissioner, Keeter worked for the campaign. Williamson was elected and Keeter was rewarded with a job in the fire department.

He entered the fire department as a Hoseman on July 1, 1931. He was appointed as a Lieutenant in 1933, and promoted to Captain in 1944. He was appointed as an Assistant Chief in 1952. Upon the death of Chief Lloyd, he was appointed Fire Chief on February 25, 1955.

In 1931, Keeter was instrumental in getting a bill passed for a statewide fireman's pension fund. In 1944, he was elected President of the North Carolina Fire Fighters Association. In 1955, he helped form the Wake County Fireman's Association.

In 1957, he was elected Vice President of the North Carolina State Firemen's Association. In 1958, he was elected President. He also served on the State Fire Commission, on the Public Safety Committee of the National League of Cities, and on state, regional, national, and international associations of Fire Chiefs.

Chief Keeter retired with 41.9 years of service on June 1, 1973, with a mandatory retirement at age sixty-five. He continued participating in city government as Mayor Pro-Tem and a member of City Council. He was elected three times to two-year terms as councilman-at-large.

He was a charter member of the Amram Shrine Club, and a member of other organizations including the Masons and Woodmen of the World. He was a Vice President of North Carolina Baptist Men.

In November 1978, Keeter was hospitalized with cancer at Rex Hospital. Firefighters stayed at the hospital for nearly a month, volunteering for twelve-hour night shifts. He died on December 2, 1978.

The memorial service at Mitchell Funeral Home was standing-room only, crowded with friends, relatives, Masons, current and former city officials, and a hundred uniformed firefighters from Raleigh and other North Carolina cities. Flags flew at half-mast at the city's fourteen fire stations, and the doors to the Municipal Building were closed from 11:00 a.m. to 12:00 p.m.

The City Council passed a resolution honoring Keeter, and dedicated December as a month of mourning. They also voted unanimously to name a new fire department training center after him. The Keeter Training Center was completed in 1982.]

Beginning at Station 1 in November 1955, Sunday School Classes were held for a number of years at Station 1, Station 5, Station 7, and Station 9. These classes were assisted by a number of area churches. Another event of 1955 was the formation of the Wake County Firemen's Association on November 23. The officers included Chief Keeter as First Vice President.

Radios

Under Chief Keeter, two-way radios were installed on all fire apparatus in 1955, along with a base station in the dispatcher's room at Station 1. In 1957, base stations were added at the other fire stations. Radio watch was started, requiring a person to monitor the radio from 8:00 a.m. to 11:00 p.m. Each watch period was two hours. Before the installation of radios, fire companies were out of service until they returned to quarters. Units were now ready to respond to an alarm regardless of their location, and when out of quarters performing such activities as fire inspections or pre-fire planning. In 1958, "Central" (the

dispatcher at Central Fire Station) began dispatching rural fire departments in Wake County.

[The fire department also operated its own switchboard by this time. Residents dialed TE 2-7733 to report a fire. The dispatcher, receiving a telephone alarm, sounded two rings on the station bells. This notified the companies to prepare for a radio transmission with the address and nature of the call, and the fire units to respond. Run cards determined which companies responded to which alarm boxes and street addresses. Until 1965, the watch room in the front of Station 1 housed the telephone switchboard and dispatching controls. From 1965 to 1972, the dispatcher was housed upstairs in the alarm house behind Station 1.

In the 1950s, support positions were added for fire alarm technicians and a radio technician. The positions were removed in the 1960s (radio) and 1970s (alarm).]

[On July 28, 1956, lightning struck the 200-foot steeple of the Edenton Street Methodist Church. The flaming spire collapsed about an hour later. Thousands of spectators were drawn to the scene at 228 W. Edenton Street. Off-duty firemen were called, and Cary and Garner fire departments also assisted.

The fire destroyed the sanctuary, which was renovated in 1951. A separate Sunday School building, built in 1838, received water damage. The loss was estimated as at least \$500,000. Built in 1811, the church was the first place of worship in the city. It was destroyed by fire in 1839. The church was rebuilt in 1841 and again in 1887.]

In 1957, a second FWD pumper was delivered and placed in service as Engine 4. In 1958, the first modern aerial ladder was delivered. Truck 1 received a 1958 American LaFrance 700 Series tiller. The 100-foot, hydraulically-raised metal ladder was a substantial improvement over its 75-foot, hand-raised wooden prede-

cessor. The following year, a 1958 American LaFrance 900 Series pumper was delivered. It was assigned to Engine 9 at Station 1.

Seventh Fire Station

Raleigh's seventh fire station was completed and occupied in 1959. Station 7 at 1300 Glascock Street—later changed to 2100 Glascock Street—opened on December 30, and served the northeast portion of the city. It originally housed an engine company and the squad truck. The one-story brick building also marked the beginning of the end for the traditional firemen's pole, used in the city's two-story fire stations for decades. Every fire station since then has been single-story.

Raleigh continued to grow in the 1950s, with twenty annexations adding almost eight square miles during the decade. In 1960, the total size of the city was 35.763 square miles occupied by 93,931 citizens.

On April 1, 1960, the fire department began utilizing a rented house at 903 Kent Road as temporary quarters for Engine 8. This station served newly annexed areas along Western Boulevard. It was relocated three years later, when a permanent Station 8 opened. The old building is still standing and is presently addressed 1007 Method Road.

Engine 8 also staffed a 1960 GMC/Alexander tanker, one of two that entered service that year. Tanker 2 was housed at Station 2. Each carried 1,500 gallons of water. Also that year, a second service truck company was placed in service on October 25, 1960. Truck 7 operated the old 1922 American LaFrance service truck. Three years later, it received a 1963 Ford service truck that was built by firefighters using the ladder rack from the 1922 truck.

In 1961, the original structure that had served as Station 5 since 1926 was demolished. A new modern build-

ing was constructed on the same lot at the corner of Oberlin Road and Park Drive. It opened as a two-company station on September 26, 1961. Firefighters performed the demolition of the old station themselves. They saved the bricks, which they used to build a smokehouse on the training grounds three years later.

Truck 5 was placed in service at the new station with a 1961 American LaFrance 900 Series mid-mount aerial ladder delivered that year. This was the city's second aerial ladder truck company. Two 1961 American LaFrance 900 Series pumpers were also delivered, and assigned to Engine 1 and Engine 5.

Reporting for duty on February 14, 1963, was Larry Gene Williams, the first black member of the fire department since the volunteer fire companies were disbanded in 1912. He was followed over thirteen months by Welton Jones, E. Louis Stephens, James L. Giles, James Greene Jr., Norwood M. Peacock, and Richmond Davis Jr. Six of the seven were soon assigned to Station 2, three per shift, and were supervised by and worked with white firefighters. In the summer of 1965, the black firefighters were dispersed to other stations.

[Considerations for hiring African Americans as career firefighters was voiced as early as 1952, when Fire Chief Alvin Lloyd noted in his FY52-53 budget document: "We have had under consideration the setting up of Negro Company and believe that this should be considered and kept in mind as the department develops."

Ten years later, Fire Chief Jack Keeter hired Larry Gene Williams on February 1, 1963. He was followed by Welton Jones on March 1; E. Louis Stephens, James L. Giles, and James Greene Jr. on May 1; Norwood M. Peacock on July 8; and Richmond Davis Jr. on March 18, 1964.

Though they were integrated into the department, they were segregated during their time at Station 2. Partitions were added to some of the open areas, such as bathrooms and showers.

Between 1969 and 1972, several other African Americans joined the fire department. Many more were hired after a class action lawsuit was filed in 1974.

The suit was filed by current black firefighters, one former firefighter, and two people turned down for employment. The lawsuit was settled in 1980, with a pledge to improve hiring.

Of the original seven black firefighters, four have retired: Division Chief Richmond Davis in 1994, Capt. Norwood Peacock in 1990, Lt. Louis Stephens in 1991, and Lt. Welton Jones in 1988.]

More New Fire Stations

In 1963, three new fire stations were constructed and occupied. To serve the North Hills area, Station 9 opened at 4465 Six Forks Road on Valentine's Day. A new Station 4, located at 2913 Wake Forest Road, opened on April 12. It replaced the old station on Jefferson Street, which had served the city since 1926. A new Station 8 opened in the spring and replaced the rented structure on Kent Road. Located at 5001 Western Boulevard, it included a 4,500 square-foot basement with two vehicle bays for storing apparatus and equipment. Each of the new fire stations cost approximately \$63,000.

The Fire Prevention Bureau was enlarged to six full-time personnel in 1963. This step was taken to permit more frequent inspections throughout the city and more presentations of programs on fire education and fire awareness to citizens of the community. While fire prevention is a year-round effort now, Fire Prevention Week activities still add a little more meaning through national media attention during that special week in October.

During Fire Prevention Week in 1963 and 1964, contests were held between the Raleigh and Winston-Salem fire departments, and between the Raleigh and Durham fire departments in 1965 and 1966. The winner each year was the city with the lesser amount of fire damage during Fire Prevention Week. The Raleigh Fire Department won in each of the four years.

On December 2, 1964, a major fire at Cameron Village Shopping Center was extinguished with the help of a trailer-mounted foam generator that was brought to the scene by a salesman. [The fire was reported at 5:25 a.m. by verbal alarm to nearby Station 5. Flames destroyed one-third of the block-long building. The fire started in the kitchen of the Hofbrau restaurant.] Cameron Village owner Willie York was so impressed with the machine that he purchased one for the fire department, to be stored at the nearby fire station. Foam Unit 5 was placed in service on December 30, 1965. Carried on a 1965 International light truck, the foam generator had a 30-inch fan that produced a mixture of water and detergent at a rate of 35,000 square-feet per minute. A second foam unit, purchased by the city, was already in service at Station 1.

During the month of February 1965, firefighters responded to several small fires at State College. The string of suspicious fires concluded on February 22, with the destruction of Pullen Hall. A nearby girl's dormitory, Watauga Hall, was evacuated as hot embers struck the roof. Peele Hall was also damaged. During the fire, a second blaze was spotted and extinguished in the basement of Brooks Hall. An eighteen year-old former student later admitted to setting it and seven other fires.

The Raleigh Fire Department experienced its second line-of-duty death on April 20, 1965. Driver Paul A. "Pallie" Mimms collapsed while operating Engine 5 at an early-morning fire on Hillsboro Street. He was transported to Rex Hospital, and pronounced dead on arrival. Mimms

had been a fireman since 1951, and was buried at Montlawn Memorial Park.

Firemen's Club

The Raleigh Firemen's Club, a recreational organization, was organized in February 1968. John A. Hester was named President; Augustus R. Woodlief, Vice-President; Ned K. Perry, Secretary; Lealon T. Frazier, Treasurer; and Ellis H. Beasley, Sergeant at Arms. Among the club's early accomplishments was completion of a clubhouse on a tract of land off Six Forks Road, approximately nine miles north of the North Hills Shopping Center. The names of some of the firemen who helped finish the building were etched in the sidewalk and are still visible today.

[The club began as discussions among department members in 1967. They wanted to develop a facility outside of the fire stations that could be used both professionally and socially, to develop and cultivate a greater spirit of companionship between members of the department. Discussions were held on how to develop long-range plans. After consulting a lawyer, the group organized as a club and incorporated on February 2, 1968.

The charter members were Hester, Woodlief, Perry, Frazier, Beasley, Lewis Bartholomew, Ollie Blake, James Ellis, and Reggie Poole, and all of whom served as the original Board of Directors. That year, 113 of 180 firefighters joined.

Also in 1968, the club purchased 11.74 acres of land on what was named Six Forks Road about eight miles north of Station 9, near the site of the proposed Falls Lake reservoir. They began clearing the land, and soon constructed picnic tables and a large wooden shelter. In 1972, the Army identified 3.63 acres of the club's property for the Falls Lake project. The land was sold in 1975, and the money was used to help develop the clubhouse.

By this time, a large area of the property had been cleared, a well dug, and a parking area established. A site for the building had also been selected. The \$40,000 clubhouse was completed in early 1978. The one-story metal building included a meeting room and dance floor, a kitchen, and restrooms.

The names of some of the firefighters who helped finish the building were etched in the sidewalk and are still visible today: Hubert Altman, Wilbur Beasley, Wade Boyette, Ronald Bunch, Lewis Choplin, Dudley Gill, John Hester, Harold Jones, Ben Johnson, Charles Kelley, C. A. Lloyd, C. T. May, Ronald Ricks, Bill Sykes, and Drew Williams.

Located at 12601 Bayleaf Church Road, the clubhouse has served a variety of functions over the years, including parties for firefighters, hosting private functions for club members, and serving as worship space for the New Jerusalem Church of Franklinton. The Raleigh Fireman's Club continues to manage the building today. As a non-profit charitable organization, it also sponsors activities to raise money and awareness for fire service causes.

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Also that year, the last American LaFrance apparatus of that era was delivered: a 1968 American LaFrance 900 Series pumper assigned to Engine 3. The city had purchased twenty-two pieces of American LaFrance fire apparatus since the first motor trucks were delivered in 1913.

On the night of Sunday, April 4, 1968, riots erupted in Raleigh after the announcement of the assassination of Dr. Martin Luther King Jr. Store windows were smashed and cars were overturned on Fayetteville Street. Several fires were started, including stores attacked with fire bombs. The Raleigh Rescue Mission warehouse on Lee Street was destroyed by a fire that was reported at 11:48 p.m. The Dixie Motor Parts on South Wilmington Street

burned about two hours later. Police officers reinforced the firefighters, who were bombarded by rocks and other objects. One fireman was struck on the head and injured.

On Monday, August 5, Mayor Travis Tomlinson ordered a curfew for the entire city between 1:00 a.m. and 6:00 a.m. He declared a state of emergency and summoned the National Guard. Between 500 and 700 soldiers were called to Raleigh. The Green Brothers Seed Company warehouse at 1431 S. Blount Street burned on Wednesday, April 7. Police and National Guard members blocked off the streets to keep spectators away. The fire ignited trailers at a trucking company next door, and threatened two large chemical tanks at the Ralston Purina Company plant on the west side of Blount Street. The debris continued to smolder for two days and crews repeatedly returned to the scene.

Firemen moved into a new Station 2 at 263 Pecan Road on October 16, 1969. Men and apparatus were relocated from the rear of Memorial Auditorium, where the fire station had been located since 1932. Also built onto the Pecan Road station was a second building for the fire department maintenance garage, which employed two full-time mechanics to keep the fire apparatus in order. The shop was previously located at the old station.

[The 2,304 square-foot garage was large enough to hold four small vehicles or two pieces of apparatus. The shop was staffed by two full-time mechanics, who were often assisted by the personnel of Engine 2. Mechanics during this time included Charles R. Medlin (1976 to 1994), J. Lynn Medlin (1977 to 2000), and Richard J. Spangler (1977 to 2012).

In the mid-1970s, a tow truck was added to the maintenance fleet at Station 2. Shop personnel built a medium-duty wrecker on a 1950s Mack chassis. Also at that time, a 1975 Dodge fuel truck was purchased. Fuel pump locations included Station 1 (later removed), Sta-

tion 2, Station 6 (later removed), Station 7 (later removed), and Station 16. The fuel truck was driven on Saturday mornings to stations without fuel pumps. It also responded to major fires, where apparatus was operating for extended periods of time. Three decades later, a fuel card program was started, and apparatus began fueling at service stations.

During the 1970s, the function of apparatus maintenance was added to the Services Division, which originally managed uniforms and station supplies. In Fiscal Year 1980, the Services Division was created as a separate budget division of the fire department. Its three positions—Assistant Chief and two mechanics—were previously part of the Suppression Division. The functions of apparatus ordering and purchasing and fire station construction were performed by the Fire Chief's office, and were transferred to the Services Division around 1990.]

The report for the fire department in 1969 listed 169 men, including 133 firemen and thirty-six company captains. Nine stations housed the ten engine companies and four ladder companies, operating on the two-platoon system. Each man worked twenty-four hours during his assigned shift, with an average work week of sixty-six hours. The Fire Prevention Bureau that year reported presenting 175 fire safety programs to schools, hospitals, and civic groups, while distributing nearly 30,000 pieces of literature aimed at encouraging fire safety practices.

Residency Rule, Work Week

In February 1969, the City Council changed the residency rule that had required Raleigh firemen to live within the city limits. Firemen were now permitted to live anywhere in Wake County, with the stipulation that they reside on a paved road and that their telephones were connected to the Raleigh exchange. The residency rule has changed several times, and currently requires a maximum sixty-mile driving distance from City Hall.

Changes in national labor laws required the reduction of the firefighters' work week the following year. The average number of weekly hours was reduced from seventy-two to sixty-six hours in February 1970. This required the addition of twenty-four positions: six captains, seven drivers, and eleven firefighters. In September 1970, the work week was further reduced to sixty hours. This required the creation of a third platoon, "C" shift. This also changed the work schedule to a nine-day cycle: on, off, on, off, on, and four days off.

By 1970, another 25.137 square miles had been added to the city, with sixty-seven annexations resulting in a total area of 43.763 square miles and a population of 122,830.

[Five alarms were struck at Peebles Hotel at 122 E. Hargett Street on June 24, 1970. The third floor of the downtown Raleigh landmark was destroyed. Smoke and water extensively damaged the rest of the 1921 building.]

[A fire protection report and plan for station locations was published in June 1970. It included a short history of the fire department by Wake County historian Elizabeth Davis Reid. The report presented a five-year plan that recommended eleven new fire stations, including one in the vicinity of Fayetteville Highway and Old Stage Road. It also recommended the construction of a classroom building at the training grounds.]

Two new fire stations opened in 1971 to meet the growing city's needs: Station 10 at 2711 Sanderford Road and Station 11 at 2925 Glenridge Road. Three new Mack fire pumpers—two in 1970 and a third in 1971—were acquired, as well as a 1971 Chevrolet service ladder truck. Placed in service as Truck 11, this was the city's third and last service truck company.

Massive Reorganization

In the summer of 1971, the Raleigh Fire Department underwent an administrative reorganization. Changes included moving three assistant chiefs from shift work to day duty, the creation of a new rank of District Chief, the renaming and reclassification of fire inspector positions, and organizing the fire department into three divisions: Codes and Standards (later renamed Fire Prevention), Fire Suppression (later renamed Fire Operations), and Services.

The impetus for change began in April, when the City Manager received a report from the North Carolina League of Municipalities on the organizational structure and management practices of the fire department. The author was Sherman A. Pickard, Director of Services for the League and future Raleigh Fire Chief. As he wrote in the introductory letter, "We have attempted to identify the apparent deficiencies and to recommend practical solutions. The major thrust of the recommendations in this report is to more efficiently utilize existing authorized personnel through improved organization and definition of functions."

At the time of the review, the Raleigh Fire Department consisted of 267 budgeted positions, with line personnel working sixty-hour weeks in three platoons. Ten fire stations housed eleven engine companies and four truck companies. The eleventh fire station was under construction, and the twelfth engine had been advertised for bids.

On August 7, 1971, Chief Keeter named the seven new District Chiefs: Drewery H. Williams, William B. Hamilton, Rufus E. Keith, Walter R. Mabrey, Norman W. Walker, Claude T. May, and Stephen J. Talton. They joined a command staff that included Asst. Chief of Suppression John W. Godwin, Asst. Chief of Services Clarence R. Puryear, and Fire Marshal Augustus R. Woodlief.

The city's ten fire stations were divided into two districts. The District Chiefs worked the same schedule as firefighters. One was on duty in each district at all times. They were assigned to Station 1 (Car 5) and Station 4 (Car 4).

The Last Alarm

For decades, the Raleigh Fire Department operated its own dispatching and switchboard service. They also dispatched volunteer fire departments in Wake County. In February 1972, the Raleigh/Wake County Emergency Communications Center was established. The phone number 829-1911 was designated as the common emergency number within Wake County, in anticipation of the nationally designated telephone number 911. That number became available on January 26, 1980.

The eighty-five year-old fire alarm system was retired in May 1973, after the last box alarm was received on May 14. The system was dismantled, and the equipment was sold as surplus the following year. The sale included 250 alarm boxes, thirteen gongs, four tape registers, and one repeater. Purchasers included the towns of Henderson, Lexington, and Thomasville.

[By 1971, false alarms accounted for eighty percent of box alarms. A telephone system was authorized that year as a replacement. Planned were 320 telephone boxes, with all calls recorded on tape. The Emergency Phone Response (ERP) boxes served for decades, until overtaken by the widespread use of cell phones. The last telephone boxes were removed from service in 2007.]

Fire Chief Jack Keeter retired in June 1973 after forty-two years of service. To succeed him, City Manager William H. Carpenter appointed a veteran firefighter who also rose through the ranks, Asst. Chief Clarence R. Puryear. A native of Norfolk, Chief Puryear had lived in Raleigh for forty-four years. The new chief was assisted

by Ken Farmer, hired on May 30 as the first full-time administrative assistant.

[Clarence R. Puryear was born in 1919. A native of Norfolk, he entered the fire department on February 15, 1941. He served in the United States Army from 1942 to 1945, and spent nineteenth months overseas with the 436th Troop Carrier Battalion. Puryear returned to work on October 1, 1945.

He rose through the ranks, promoted to Lieutenant in 1947 and to Captain in 1954. He was appointed as Assistant Chief in 1964. He served as Assistant Chief of Services. Upon the retirement of Chief Keeter, he was appointed Fire Chief on June 1, 1973. The fire department had seven stations, 278 members, and a \$2,372,155 budget.

Chief Puryear died on November 10, 1974. He suffered a heart attack at home on a Sunday morning, around 12:30 a.m. He was transported to Rex Hospital, where he died an hour later. He was fifty-five years old and had 30.8 years of service.

His funeral was held at Longview Baptist Church on November 12, and he was buried with Masonic rites at Montlawn Memorial Park. Hundreds of firefighters attended the funeral, some from as far away as Greensboro.]

Raleigh's fire department continued to grow, adding more stations and apparatus. Chief Puryear oversaw the opening of three facilities in the fall: Station 12 on Poole Road, Station 14 on Lake Boone Trail, and Station 15 on Spring Forest Road. Each was a single-company fire station. After the opening of Station 15 on November 13, 1974, the second engine at Station 1 was renumbered Engine 13. It was originally named Engine 9, then Engine 10, and then Engine 15.

New Rescue Squads

More Mack CF pumpers were ordered, with four delivered in October 1974. Also that month, a second rescue unit entered service at Station 9 with a 1974 Chevrolet/Murphy ambulance. In December, Rescue 1 was replaced with a 1975 Chevrolet/Murphy ambulance. The rescue squad had operated a 1966 Chevrolet panel truck purchased eight years earlier. The new rescue trucks—now painted red and white instead of solid white—were later moved to Station 6 and Station 7. [The purchase was partially funded with matching federal Civil Defense funds.]

On November 10, 1974, the Raleigh Fire Department suffered a shock when Chief Puryear died of a heart attack. Chief for just seventeen months, he was fifty-five years old and a thirty-three year veteran of the fire department.

Asst. Chief Rufus E. Keith, a native of Wake County, was chosen by City Manager Lawrence P. Zachary to succeed Chief Puryear. Like his predecessor, Chief Keith had risen through the ranks. He joined the fire department in July 1951 and had served in all ranks including Training Officer.

[Born in Franklin County and raised in northern Wake County, Rufus Keith graduated from Rolesville High School. Shortly after graduation, the beau of the girl next door suggested that he apply to be a fireman.

He entered the fire department on July 16, 1951. Two years later, he left for military service. He returned to the Raleigh Fire Department in 1955.

Keith rose through the ranks and was promoted to Training Officer in 1963, and to one of seven new District Chief positions in 1971. He was promoted to Asst. Chief of Operations in May 1972.

After the death of Chief Puryear on November 10, 1974, the department's daily operations were handled by Keith and the other two assistant chiefs, John Holmes and C. T. May. They were the only candidates considered for the top slot by City Manager Lawrence P. Zachary. On December 12, 1974, Keith was appointed Fire Chief. He was forty-four years old.

Chief Keith retired on November 30, 1982, with 29.3 years of service. Some 500 people toasted and roasted him at a dinner at the State Fairgrounds. Fire Chiefs from across the state attended. Among the honors presented was a lifetime membership to the North Carolina State Firemen's Association.]

Four additional Mack CF pumpers were delivered in April 1975. The fire department also received new rescue boats that month. Two 14-foot aluminum boats and trailers were donated by Jeffries Auto & Marine Service. The lightweight boats replaced the heavier wooden craft used since the 1950s. [The wooden boats required six people to load and unload, or ten people to deploy in hard-to-reach areas. The boats and trailers were stored with the two rescue units at Station 1 and Station 9.]

[Pine State Creamery at 500 Glenwood Avenue burned on February 16, 1976. The three-alarm fire was repeated one day later when a second major fire started in an undamaged section of the structure.]

In October 1976, nine Captain positions were announced as part of sixty job cuts city-wide. The positions were eliminated from the three service ladder companies. In January 1977, a third District Chief was added on each shift. Car 4 was placed in service at Station 4. The three-district system replaced the two-district system created in 1971.

EMT and First Responder

In 1976, the fire department started implementing the First Responder and Emergency Medical Technician (EMT) program. Special training for instructors was first, followed by long hours of classroom and practical training. Personnel at Station 1 and Station 3 were the first to be trained, and they started using their skills in the field the following summer.

[They received instruction on skills such as patient assessment, airway management, rescue breathing, and spinal immobilization. The trainers had attended classes at Wake Technical College, and included Ray Bradford, Wilbert Dunn, Leotha Forte, Dave Godfrey, Jesse Glenn, Harold Jones, and Bill Sykes.

Firefighters started using their new skills, such as life-saving cardiopulmonary resuscitation (CPR), in the field around August 1977. By that time, the first group of trainees had received their EMT certifications, and the first trauma kits had been added to apparatus. Also that year, the eight recruits hired on April 4 became the first firefighters required to pass EMT certification as a part of training. They received fire training at Station 2 and the drill tower, and attended EMT classes at Station 9. The following year, the recruits hired in June 1978 received partial EMT training. The classes were halted, since they would receive the training later along with other members of the fire department.

A second group of firefighters underwent EMT training in 1978. This effort stalled, as officials discussed the availability of extra pay for completing certification. The additional compensation was not approved. The EMT program remained optional, though nearly all firefighters eventually participated.]

The Raleigh Fire Department participated in a pilot program sponsored by the International Association of

Fire Fighters and the International Association of Fire Chiefs. It required the nearest fire engine to respond to every emergency call in Raleigh involving a life-threatening situation.

By late 1979, planning was underway to staff each of the fifteen fire stations with at least one engine, ladder, or rescue unit with at least two firefighter/EMTs. During this time, Engine 3 was conducting a test of the program. [They worked with Wake County EMS to test the plans and revise the procedures.] On April 1, 1980, the First Responder Program was expanded city-wide. [Fire units staffed with firefighter/EMTs were dispatched to life-threatening emergencies, such as heart attacks and vehicle accidents. They performed basic patient care until a Wake County EMS unit arrived to provide extended or advanced patient care and transportation to the hospital.] Some 270 firefighters were licensed as EMTs.

[The 1977 recruit class was the first to receive EMT training. It was added to their curriculum at the last minute. In 1985, the sixteen recruits hired on July 29 became the first firefighters required to maintain EMT certification as a condition of employment.]

[Prior to the First Responder program, a city-county Rescue Medic program was proposed in April 1976. It was presented as an option for improving ambulance and emergency medical services to Raleigh residents, who were currently served by Beacon Ambulance Service.

Four new two-person medic units were proposed at Station 1, Station 10, Station 6 or Station 14, and Station 4 or Station 15. The fire department's two rescue squads would be located at Station 2 and Station 9, and would answer some calls outside the city limits.

The program did not proceed, and Wake County organized its own EMS service and began serving the city with four ambulances in 1976.]

Delivery of the first aerial platform was made in June 1977. Built by Mack, the 75-foot Aerialscope cost \$175,000 and was assigned to Truck 1. The next year, a 1978 Mack CF pumper was delivered and assigned to Engine 16.

Also in June 1977, the fire department and the city inspections department performed their first joint inspections, as part of a crackdown on safety violations in bars, clubs, restaurants, and other places of public assembly. The initiative was partly influenced by the Beverly Hills Supper Club fire in Southgate, KY, that killed 165 people on May 28, 1977. The following year, training started in February for company officers to conduct in-service inspections of all types of building occupancies, including pre-fire planning. This is now an ongoing, effective effort by all fire companies.

Women Firefighters

The city's first female firefighters were hired in June 1978. Recruiting began in May, when the city conducted its first campaign targeted at women. [Advertisements were printed in local newspapers, and flyers were sent to various agencies and institutions.] The city received 179 applications for thirty-six open positions, including from twenty-eight women. [Two training academies were planned to start in July and September.] Eight were hired for the July training academy: Constance L. Austin, Becky P. Jones, Janice K. Olive, N. Janet Parker, Sheila D. Sapp, Barbara J. Turner, Matilda A. White, and C. Pamela Williams.

[They were hired along with four men: Stan L. Health, Alvin N. Hunter, Tony D. Matthews, and Terry W. Partin. Their recruit academy was ten weeks long. Classroom instruction was held at Station 2, and practical exercises were conducted at the drill tower.

They also received partial Emergency Medical Technician (EMT) training, which they later repeated and completed with other members of the fire department. The twelve recruits graduated on September 21, 1978, in a ceremony at City Council Chambers.

The city's fire stations were adapted to accommodate the new female firefighters, with partitions constructed in common sleeping areas. Later fire stations were constructed with divided sleeping areas and individual bathrooms.

The number of female firefighters in the Capitol City continued to grow over the years and decades. Women have occupied all ranks from Firefighter to Assistant Chief.]

Station 16 at 5225 Lead Mine Road opened as a two-company station on February 9, 1979. It was assigned a pumper and a service truck. Truck 16 received the 1964 GMC service truck that was moved from Station 6. Also that year, the position of First Class Firefighter was created. It provided a defined rank and promotional process for the role of assistant driver. A few years later, the Senior Firefighter position was added as a step between the ranks of First Class Firefighter and Driver.

During the decade, seventy-two annexations added 10,933 square miles to the Capital City, enlarging Raleigh's size to 54,696 square miles. The 1980 census counted 150,255 people.

On January 26, 1980, the telephone number 911 was activated as a county-wide emergency number for Raleigh and Wake County. The joint city-county emergency communications center was located on the first floor of the Municipal Building on Hargett Street. Three years later, it moved to the basement of a new municipal building built next door.

[The Hunt General Tire Company at 424 S. McDowell Street burned on August 9, 1980. "Stacks of tires burned like torches," reported the next day's newspaper. The Saturday night blaze destroyed both the tire company's warehouse and an adjoining office building. An adjacent restaurant and a second office building were also damaged. Hundreds of spectators were attracted to the scene and traffic was tied up for blocks. Firefighters stayed on scene until noon the next day.]

In 1980, Truck 5 was assigned the 1958 American LaFrance tiller, refurbished and equipped with a new 1979 Mack MC tractor. Also that year, Truck 7 was rebuilt with a 1980 Ford chassis. It was damaged in an accident on New Bern Avenue the year before.

On June 7, 1981, the city's worst fire in a decade destroyed the Mangel Building on the Fayetteville Street Mall. Flames raged for three hours as over a hundred firefighters including twenty-one recruits battled the Tuesday morning blaze. It was reported at 8:50 a.m. Two hours later, a wall collapsed and sent debris onto the mall and into a parking lot. Several cars were crushed.

[The three-story building was located in the block bound by Morgan, Salisbury, and Hargett streets. It faced both Fayetteville and Salisbury streets, and was divided into two main businesses and ten smaller ones. The fire was reported as a smoke investigation.]

The fire was reported as a smoke investigation. The first apparatus arrived at 8:54 a.m. and found thick black smoke showing. Second and third alarms were dispatched at 9:04 a.m. and 10:44 a.m. Additional companies were requested through the day and that night. [Over thirty firefighters were treated for smoke inhalation and heat exhaustion. The cause was determined as a faulty light fixture in a false ceiling above the first floor.]

[Photographer Seny Norasingh captured the iconic image of T.J. Lester holding Reggie Perry, as they were lowered to the ground. Perry nearly fell from the bucket of Truck 1, when smoke blasted from the top of the Mangel Building. The picture appeared in periodicals across the country.]

The Last Macks

On July 8, 1981, a new Mack CF pumper was placed in service as Engine 13. In 1982, two more Mack CF pumpers were delivered, assigned to Engine 1 and Engine 3. These were the last purchased by the city. Fifteen Mack CF pumpers and one Mack/Baker Aerialscope were delivered between 1970 and 1982. They remained in service for decades. Mack stopped making custom fire apparatus in 1990.

On September 16, 1981, a third aerial ladder company was placed in service. Truck 16 received old Truck 5, a 1961 American LaFrance aerial ladder. Later that month, Truck 8 was placed in service with the 1964 GMC service truck from Station 16.

In 1981, the fire inspections program was expanded to include places of public assembly, which included entertainment establishments. This program was designed to assure continued compliance with fire prevention codes in buildings where large numbers of people congregated.

In 1982, a brush truck was placed in service using a 1965 International pick-up truck. The following year, Light Truck 1 entered service using the old 1966 Chevrolet rescue truck. It was equipped with some of the department's first halogen lights. The truck was later modified to carry extra air bottles.

[Watson's Flea Market at 1436 Rock Quarry Road has been the scene of four major fires from 1982 to 1994, including the old Watson Seafood and Poultry Company on March 3, 1984, and Watson's Market Place on March

28, 1987. A feather processing plant burned at that location on April 30, 1982. Watson's Flea Market Restaurant caught fire on February 12, 1994.]

Keeter Training Center

As early as 1958, the city planning department documented the need for classroom facilities at the fire department training grounds. As larger groups of firefighters were hired to staff new stations in the 1970s, formal recruit academies were started. Their classroom instruction was conducted in the day room of Station 2.

In May 1982, a 7,000 square-foot classroom and office building was completed at the training grounds. The \$446,000 facility was named the Keeter Training Center after former Fire Chief and Mayor Pro Tem Jack Keeter. The office of the fire chief was relocated to the training center from Station 1. Two years later, a donated railroad tank car was added on the lower level of the training grounds. It was used for hazardous materials and confined-space rescue training.

Fire Chief Rufus Keith announced his intention to retire in November 1982. At the request of the City Manager, he stayed until a successor was appointed. For the first time in its history, the position of Fire Chief was opened to persons outside the Raleigh Fire Department. On February 1, 1983, Thomas T. Kuster became Chief of the Department. Chief Kuster was a twenty-year veteran and former chief of the Louisville Fire Department.

[On December 22, 1982, City Manager Lawrence P. Zachary announced the appointment of Thomas T. Kuster to the position of Fire Chief. He was selected from nearly 150 applicants after the retirement of Chief Keith on November 30.

The first fire chief hired from outside the fire department, Kuster was appointed on February 1, 1983. He was forty-six years old. Chief Kuster retired as Fire Chief of

the Louisville Fire Department in 1979. He had twenty years of service, and was chief of the department from 1976 to 1979.

After retiring, he worked as Distribution Administrator for the Louisville Water Company, and as a Fire Protection Administrator for Jefferson County, KY. Kuster graduated from the University of Louisville with a degree of Business Administration.

He attended many schools, seminars, and classes for the fire service. Born in Ohio, he spent his adult life in Louisville. His spare time was spent officiating local football games.

Chief Kuster resigned on January 2, 1986, to return to Kentucky and become the Public Health and Safety Director in Louisville.]

On April 15, 1983, the District Chiefs' radio call signs were changed. Car 4 became Car 51 (Station 9), Car 5 became Car 52 (Station 1), and Car 6 became Car 53 (Station 6). In June 1983, the fire department initiated a new home inspection program. Firefighters inspected or offered to inspect every residence in the city. Special emphasis was placed on home fire drills, smoke detectors, and identifying where invalids lived.

The fire investigation team was created in 1983, with one firefighter/investigator per shift assigned to Station 1, along with a member of Fire Prevention. It was created through the work of Engineer Richard M. Eddins, who attended numerous arson schools and began investigating fires in 1981. He was joined by Capt. L. Jack Hamilton and Capt. Carlton B. Wall, plus Capt. Dudley L. Gill from Fire Prevention. The team expanded during the decade to include two firefighter/investigators per shift. Their evidence locker was the "gold room" upstairs in the dormitory, formerly used by the Services Division for uniform storage.

[The fire investigation team performs investigations in response to requests from fire department officials, other fire service agencies, law enforcement officials and/or prosecuting attorneys within the corporate limits of the City of Raleigh, to determine the cause, origin, and circumstances of fires and explosions.

Before the creation of the investigation team, fire causes were determined by captains or chief officers, or members of the Fire Prevention Division. Their training included an SBI-sponsored three-day Introduction to Arson course in November 1979, attended by eight captains, three district chiefs, and the Training Chief.

Two years earlier, the Raleigh Fire Department hosted an Advanced Technical Arson Investigation seminar in September 1977. The three-day class was conducted in coordination with SBI and the NC Justice Academy, and was the first of a series to be held around the state.

Later fire investigators included David W. Boyette, Timothy N. Duke, Percy V. Evans, Michael W. Franks, John C. Ford, Adam S. Perry, Robert W. Rogers, and C. Bailey Scarboro. The fire investigators received no additional pay during the early years.

In 1992, they began receiving a five-percent salary bonus upon state certification. Fire investigators in North Carolina are certified through a process that requires an examination and a sufficient amount of prior education, training, and experience, that's assessed on a point-based system.

The team's first vehicles included a 1980s Ford Crown Victoria and a 1994 Dodge 250 van. It was numbered Car 98 and later Car 198.]

On April 9, 1984, the city's sixteenth fire station opened on Pleasant Valley Road. The dedication ceremony of Station 17 was combined with the graduation ceremony of the newest fire department recruits.

Also that spring, fiberglass helmets replaced the traditional plastic helmets. The new helmets were color-coded by rank: white for chiefs, yellow for captains, black for truck company members, red for engine company members, and blue for rescue personnel. The colors were changed later in the decade to white (chiefs), red (captains), and black (all other ranks).

Hazardous Materials

In late September 1982, the Fire Marshal began compiling a list of hazardous chemical storage areas in the city. This followed a chemical fire in Charlotte on September 13 that forced the evacuation of several neighborhoods. In the summer of 1983, Chief Kuster asked Capt. Shelton Eudy to develop a haz-mat response program for the city. Special equipment was acquired and special training was started for firefighters for incidents involving hazardous materials. On June 29, 1984, the first haz-mat unit was placed in service at Station 2. Haz-Mat 1 operated a 1977 Chevrolet panel van.

[The haz-mat team consisted of personnel from Engine 2 and firefighters from other stations. For a haz-mat response, Engine 2 was placed out of service and its crew operated the haz-mat unit. If more personnel were needed, additional team members were brought by a District Chief.

Station 2 was selected as the team's location, due to its proximity to some of the city's industrial sites. It also provided direct access to the Beltline, where some emergencies might occur and that provided rapid access to other areas of the city. The amount of \$48,453 was allocated for a vehicle and equipment.

Two years later, the first in-house haz-mat technician course was delivered in November-December 1986. The five-day, 40-hour class was attended by current and future haz-mat team members.]

In July 1984, the Raleigh Fire Department Honor Guard was organized to honor the passing of Lt. Harold Faison. The fourteen-year veteran of the fire department died of illness at age forty-six. Charter members were Tommy Gattis as the first Commander, Keith Frederick, K. D. Harris, Shelton Price, Robert Rogers, Carmelo Sanchez, and Buddy Scarboro. The Honor Guard represents fire department colors at the funerals of active or retired personnel, and participates in many other activities.

[Fourteen-year veteran of the fire department and brother of Capt. James Faison died of illness at age 46 on July 20, 1984. His memorial was held two days later at L. Harold Poole Funeral Services in Knightdale, with burial at Central Baptist Church in Wendell.

Later members of the Honor Guard included Famous Allen, Clarence Briley, Bill Dillard, Reggie Hocutt, Gershon Lee, Zeb Overton, and Ricky Tharrington.

Sixteen members comprised the Honor Guard as of December 31, 2012, which is led by Kevin Coppage as Honor Guard Commander. The members are David Burcham, Joseph Callender, Damon Chapel, Coppage, Robert Coughter, Dan Haines, K. D. Harris (retired), Donnell Hunter, Tarmel Kennion, Patrick Marks, Jeff Neal, Dean Taylor, Glenn Todd, and Paul Witmer.

The Honor Guard represents Raleigh Fire Department colors at the funerals of active or retired personnel. They are notified immediately of any member's passing, and are present during all funeral activities for line-of-duty deaths. They participate in select funeral activities for off-duty or retiree deaths.

They participate in many other activities, including recruit graduations, promotional ceremonies, and fire department special events. They also assist other fire service organizations, including the North Carolina Fallen Fire-

fighters Foundation and the Office of the State Fire Marshal.

In recent years, the Honor Guard has participated in the South Atlantic Fire Rescue Expo, the North Carolina Victims of Domestic Violence ceremony, and the United States citizenship ceremony. The Raleigh Fire Department was chosen in 2009 as the honor guard agency for local citizenship ceremonies.

In October 2009, the Honor Guard traveled to Emmitsburg, MD, to honor Lt. Herman S. Jones at the National Fallen Firefighters Memorial. The 27-year veteran of the Raleigh Fire Department died in the hospital on January 22, 2008, after suffering a heart attack at Station 10 on January 18. His memorial service and burial was held on January 26 at Juniper Level Baptist Church in Garner.]

The fire department in August 1984 consisted of seventeen engine companies, three aerial ladder companies, three service ladder companies, two rescue units, two tankers, two foam units, one brush truck, one light truck, one fuel truck, and one hazardous materials truck. The department's 291 firefighters included eighty-one officers: Fire Chief, Assistant Chiefs, training officers, company officers, and fire prevention officers. There were an additional nineteen people employed in Fire Administration, six people in Fire Prevention, and three mechanics.

[A stubborn fire burned for more than six hours at the Howard Building on October 3, 1984. Employees were evacuating the small state office building at 112 W. Lane Street as it began filling with smoke. They didn't have time to call the fire department and a passing assistant fire chief reported the fire at 4:22 p.m. Seventy-five workers escaped unharmed, and hundreds more were evacuated from two adjacent state buildings. Heart pine construction and a tar roof helped to fuel the fire, and false ceilings helped it spread quickly.

Firefighters used handsaws and torches to penetrate the building's metal facade, to reach the windows. Nearly a hundred firefighters, working in shifts of forty, battled the blaze. Two were injured and transported to the hospital. Volunteers from Six Forks Fire Department assisted with refilling air bottles as more than a hundred were used by the end of the evening. The fire was blamed on a burning match that was tossed into cardboard box. The two-story building was built at the turn of the century.]

In November 1984, a sand truck provided by Public Works was placed in service at Station 8. It was operated by firefighters, and special called for such purposes as absorbing fuel spills and providing traction on icy surfaces. The fire department used a sand truck for three decades.

In October 1985, Raleigh Fire Explorer Post 108 was organized. The post was created as a vocational program with the Boy Scouts of America, to help local youth learn about the fire service through lectures, training, field trips, and fire scene participation. The program was started by Engineer Paul Johnson at Station 15, who served as its advisor until his retirement as a Battalion Chief in 2005.

[Raleigh Fire Explorer Post 108 was organized in October 1985, to help local youth learn about the fire service through lectures, hands-on training, field trips, and emergency scene participation. It was created as a vocational program with the Oconeechee Council of the Boy Scouts of America. The program was started by Lt. Paul Johnson at Station 15, who served as its advisor until his retirement as a Battalion Chief in 2005. The four charter members included Jerry Ward and Lonnie Glover.

Since their beginning, Explorers have been permitted to respond to working fires. They originally wore jumpsuits and hardhats, and assisted with such safe duties as changing air bottles and rolling hose. In the early 1990s, they were issued older turnout gear and helmets so

they could assist with overhaul and other additional tasks. Explorers have been present at nearly every major fire in the city since their inception. Members monitor radio traffic to learn of working fires and other incidents. Explorers assist at fires by changing air bottles, distributing water, returning tools to apparatus, closing hydrants, and rolling hose.

Post members are also allowed to visit fire stations and can assist with such regular duties as cleaning, maintenance, and checking off the apparatus. They can also assist with fire department activities, such as public education events.

Today, the post has twenty members and four advisors who are active members of the fire department. They conduct monthly meetings and regular training exercises. They have both business and fire officers, the latter consisting of a Chief, Division Chief, two Battalion Chiefs, six Captains, six Lieutenants, and, when applicable, a Training Officer and Safety Officer(s).

The post also attends national events. At the Explorers National Convention in Gatlinburg, TN, in January 2011, they competed in all events, and placed first in the Save Your Skin competition.

Over the years, many of the post's members have successfully pursued careers with the Raleigh Fire Department, including Mark Armstrong, Ashley Brantley, Eric Ferguson, Lonnie Glover, Andrew Johnson, Mark Kelling, Nick Rhodes, Jeff Silver, John Sturchio, Christopher Townsend, Jerry Ward, Walt Warner, Steve Welch, Chris Wilson, and Paul Wyatt.

Past and present advisors have included Johnson, Joel Rieves, Lonnie Glover, Mark Kelling, Steve Welch, and Paul Wyatt.]

Fire Chief Sherman Pickard

For the second time in the city's history, a fire chief was appointed from outside the fire department. After Chief Kuster resigned and returned to Louisville, Sherman A. Pickard was appointed Chief of the Department on March 3, 1986. He was formerly the Director of Services at the League of Municipalities. The office of the fire chief was now located on the fourth floor of the new Municipal Building at 222 W. Hargett Street.

[Sherman A. Pickard was appointed Fire Chief on March 3, 1986. He was fifty-eight years old. He was selected by City Manager Dempsey E. Benton from among thirty internal and external applicants.

Pickard was a native of Greensboro. He was raised in Burlington, and joined the Burlington Fire Department two years after graduating from high school. He was a member from 1949 to 1955 and left as Director of Training.

He was hired by the North Carolina Department of Insurance as the director of fire and rescue service training. He served in that position for eleven years, designing training and educational courses for firefighters. He was also a volunteer fireman in Garner during the 1960s.

In 1967, Pickard was hired by the North Carolina League of Municipalities. He served as Director of Services for nineteen years. Part of his time involved working with fire departments on policies, practices, and equipment. He resigned upon his appointment as Fire Chief.

Chief Pickard was a graduate of the Municipal Administration Program at the University of North Carolina at Chapel Hill. He also studied Fire Defense Systems at the University of Maryland, the United States Navy structural firefighting school, and the Florida State Fire College.

Chief Pickard retired on July 1, 1995.]

On May 13, 1986, the first of three Chevrolet brush trucks was added as a mini pumper at Station 9. Two more entered service at Station 3 in August 1986, and Station 17 in April 1987. They were designed to combat grass and woods fires, as well as vehicle fires in parking decks. Also in 1986, the two tankers—housed at Station 4 and Station 14—were removed from service.

The year closed with the issuing of the fire department's first uniform patches—modeled on a design from the Burlington Fire Department—and the activation of a fire department cable television channel. Channel 59 was used to broadcast training programs and as an electronic bulletin board. It was one of the earliest uses of distance-learning technology in the Raleigh Fire Department.

Fourth Aerial Ladder

In December 1986, a fourth aerial ladder company was placed in service at Station 11. A new 1986 Seagrave aerial ladder replaced a 1971 Chevrolet service truck. Two new engines were also delivered that year, a pair of 1986 EEI/Pemfab pumpers for Engine 3 and Engine 5. They followed the delivery of a 1985 Pirsch Pumper that was assigned to Engine 13.

On March 16, 1987, a new fire station opened at 8200 Morgans Way. Station 18 was the first fire station built with separate bathrooms in the dormitory. The sleeping area was also partitioned, a feature added in Raleigh fire stations after the first female firefighters were hired nine years ago.

Truck company changes were also enacted on that date. Truck 15 was placed in service with the 1964 GMC service truck from Station 8. Truck 5 was removed from service, and the 1958 American LaFrance/1979 Mack tiller was moved to Station 1. The 1977 Mack aerial platform was moved to Station 8.

In June 1987, the Services Division relocated to the basement of Station 8. The office of the Assistant Chief was moved from the Municipal Building, while the inventory of uniforms and supplies was moved from the old alarm house behind Station 1.

New Fireground Procedures

On January 1, 1988, new fireground procedures became effective. The Standardized Fireground Command Personnel Practices included standard procedures for incident commanders, size-up codes for the first arriving officer, and specific actions for all arriving units. The codes described the suppression requirements of nothing showing or a small fire (Code 1), a working fire (Code 2), or a major working fire (Code 3). A second alarm was automatically dispatched for Code 3 fires. Sector designators were created to identify the locations outside or inside the fire building. Sequential action steps were listed for all riding positions based on the arrival codes, and standard hose loads were specified for all engine companies.

On May 11, 1988, Truck 12 was removed from service. The personnel positions from the service truck company were used to staff Station 20, which opened the following year.

On August 9, 1988, the first mobile air unit was placed in service as Special Risk and Incident Command Unit 1. The 1988 GMC extended panel van was housed at Station 1, and was equipped with a cascade system as well as command post compartment. [The thirty-three foot long vehicle could refill as many as six air bottles at once. For the past five years, the Six Forks Volunteer Fire Department was called for air bottle assistance at major fires.] It responded to all working fires but without lights or siren.

On September 21, 1988, the fire department's first articulating aerial platform was placed in service: a 1988 Pierce Arrow 85-foot Snorkel. This was the city's first piece of Pierce fire apparatus. It was followed by three 1989 Pierce Lance pumpers delivered the next year. To date, the Raleigh Fire Department has received twenty-nine engines, nine ladder trucks, and two rescue units from Pierce.

The Tornado

On Monday, November 28, 1988, a tornado tore through northwest Raleigh. The 1:00 a.m. storm struck with virtually no warning, killing two people and injuring 102 others. It damaged or destroyed nearly 2,500 homes and over seventy-five businesses. The Townridge Square Shopping Center on Highway 70 served as a command post and staging area for the hundreds of responders. [It was also the site of a collapsed Kmart store, where an employee was trapped for more than two hours.] The Raleigh Fire Department responded with some 225 firefighters and thirty-one units, including twelve engines, two ladder trucks, two rescue units, and three mini-pumpers. Mutual aid was provided by numerous fire and rescue departments from Wake, Durham, and Johnston counties, [including Apex, Bahama, Bay Leaf, Bethesda, Cary, Fairgrounds, Fairview, Fuquay-Varina, Garner, Knightdale, Lebanon, Morrisville, Parkwood, Redwood, Six Forks, Stony Hill, Swift Creek, Wake New Hope, and Yrac.]

Two new fire stations opened at the end of the decade: Station 19 at 4209 Spring Forest Road in 1988, and Station 20 at 1721 Trailwood Drive in 1989.

In 1989, a fifth aerial ladder company was added. The 1977 Mack Aerialscope was placed in service as Truck 15. It replaced a service ladder truck, which was moved to the reserve fleet. The city's truck companies were now all equipped with aerial apparatus.

The first full-time fire and life safety educator was added in 1989. The Fire Prevention Division was now staffed with eight positions: the Fire Marshal, six Fire Captains, and an office assistant.

The 1990s opened with a population of 212,092 residents and a city area of 91.2 square miles. The fire department was operating with 362 personnel and an annual budget of \$12.8 million.

On Sunday, March 18, 1990, a deliberate fire was set inside the courtrooms on the fourth floor of the Wake County Courthouse on the Fayetteville Street Mall. Flames erupted from two windows on the east side of the building. Though few people were inside the building's offices, the jail was occupied by 191 prisoners who were evacuated. Four alarms were struck, plus two companies sent as relief. [Four alarms were also struck the following year for Meserve Hall at Shaw University on January 23, 1991. Fire gutted the recently renovated top two floors of the 1896 structure at 118 E. South Street.]

On August 24, 1990, a new ladder truck was placed in service. Truck 11 was assigned a 1990 Spartan/Simon-LTI aerial ladder. This was the fire department's first aerial apparatus equipped with a pump.

In November 1990, the haz-mat team relocated to Station 20 from Station 2. The next year, they received a 1991 E-One haz-mat unit. The old Chevrolet step van was converted to a combination decontamination and confined-space rescue support vehicle.

[On November 12, 1990, the haz-mat unit was moved to Station 20, and the personnel of Engine 2 and Engine 20 were exchanged. Also on that date, Engine 8 became a haz-mat company and swapped personnel with Engine 13. On October 1, 1991, Captain Shelton Eudy became the first Hazardous Materials Coordinator. The following year, the Raleigh Fire Department became a

contract agency for haz-mat response in Wake County. Two more haz-mat companies were added in the spring of 1992, Engine 15 and Truck 15.]

Closed Cab Engines

The first fully-enclosed apparatus were delivered that year. Engine 3 and Engine 5 received identical 1990 Pierce Lance pumpers. Now a department standard, these closed-cab engines provided fully-enclosed riding positions for safety, and climate-controlled interiors for comfort as well as assisting with rehabilitation. Also that year, the 1986 EEI/Pemfab pumper assigned to Engine 5 was rebuilt with a Pierce Arrow body following an accident on South Wilmington Street. Two years later, the 1978 Mack pumper assigned to Engine 16 was refurbished by Pierce.

In the spring of 1991, a pair of Chevrolet/Frontline rescue trucks replaced two very tired 1974 and 1975 Chevrolet/Murphy ambulances. They were placed in service as Rescue 6 and Rescue 7. On December 3, a foam carrier was placed in service at Station 12 with a converted 1968 American LaFrance pumper. The fire department's two high-expansion foam units were retired in 1988 and 1990.

Data Management Officer

The first information technology position was created in 1991. Capt. Donald Sykes was promoted to District Chief and appointed as Data Management Officer. He had been working with the Emergency Communications Center (ECC) for several years on run cards, and continued this responsibility after his appointment.

Senior Firefighter Shirley Boone was assigned to Chief Sykes as an assistant. Their office was located at Station 1 and they were assisted by station personnel, who helped them provide training and after-hours support.

The fire department's first computer system was a file server with Novell Networking that connected all fire station computers with a bank of twelve incoming telephone lines to a dial-up modem. The stations had Windows PCs with printers and basic fire reporting software.

Over the following decade, the computer system and its capabilities were upgraded. Newer fire reporting software was installed. Laptop computers and printers were provided for Fire Prevention personnel. Electronic mail accounts were created. Connections were made with the ECC computer-aided dispatch (CAD) data, to streamline reporting.

Chief Sykes retired in 2003, but continued as a contractor for one year at the ECC, to help complete implementation of a new CAD system.

[Montecito Apartments at 1333 Hardimont Road burned on July 7, 1991. One resident was killed in the two-alarm blaze. Flames were showing through the roof when the fire department arrived. Other major fires at Montecito and Montecito West apartments occurred on January 23, 1969 (eight apartments), August 27, 1991 (three alarms), April 30, 1994 (two alarms), and November 22, 2004 (two alarms).]

Fire Code Changes

After a tragic industrial fire in Hamlet, NC, took the lives of twenty-five workers on September 3, 1991, the Fire Prevention Division was impacted by changes at the state level. In October, a new statewide fire prevention code was adopted. Among the requirements was state certification of fire inspectors. It also established a mandatory building inspection schedule that was previously left to the discretion of municipalities. To accomplish the required inspections, the Fire Prevention Division added a Fire Protection Engineer and two more Fire Captains over the next year.

The Raleigh Fire Department Photo Unit was created in September 1991. The original members were a pair of local fire buffs who wanted to combine their interests in photography and the fire service. They included Jeff Harkey, an architect and later founder of FireNews.net. They responded to working fires and other significant incidents, and also provided their services for special events and stock photography. In 1994, Lee Wilson assumed the role of official fire department photographer. He was joined a decade later by former firefighter and official historian Mike Legeros.

[Photography for the Raleigh Fire Department has been performed by many citizen volunteers over the years who were affiliated with, but not members of the fire department. In the early eighties, CCBI photographer Gary Knight responded to a number of fires. He also took pictures for the first commemorative book, produced in 1984.

In September 1991, an official photo unit was established by a pair of local fire buffs who wanted to combine their interests in photography and the fire service. The founders included local architect and later FireNews.net creator Jeff Harkey. They responded to working fires and other significant incidents. They also provided their services for special events as well as for stock photography needs. The photo unit operated through the mid-nineties.

Lee Wilson was added as an official fire department photographer in 1994. He'd been taking photos since 1990 and had become a familiar fixture at fire scenes. Lee was issued a pager and responded to working fires, vehicle accidents, and other incidents. He also took pictures at ceremonies, receptions, and other events.

Mike Legeros, the department's historian and a former member, joined Lee Wilson as an official photographer in 2006. They also comprise the Wake County EMS photo unit, also organized that year. They respond to fires

and incidents in the city, county, and surrounding areas, and their photos are widely used in official documents, public and private web sites, and emergency services publications.]

In November 1991, the fire department administrative offices moved into the Professional Building at 127 W. Hargett Street. The Fire Prevention Division relocated from Station 1, and Fire Administration relocated from the Municipal Building. Located at the corner of Hargett and McDowell streets, the eight-story office building was erected in 1925.

Also that year, the first shift supervisor was created in the Operations Division. The position was named Battalion Chief and the unit, named Car 5, was placed in service at Station 1 on December 16, 1991. The position was renamed Division Chief a decade later.

[The IGA supermarket at 718 N. Person Street burned on December 20, 1992. The three-alarm fire was dispatched at 11:34 p.m. Engine 3 arrived with smoke showing from the rear of the store. The second alarm was dispatched at 11:39 p.m. Crews entered the 18,000 square-foot structure, and attempted to control the fire from the inside. Flames started showing on the outside of the building just before midnight. The third alarm was dispatched at 12:07 p.m. Three aerial streams were utilized. Crews did not reenter the structure until the following day. The fire department remained on scene for two days. The store was the former site of a Winn-Dixie supermarket that served the area for twenty-five years.]

The first Fire Protection Engineer was hired in the Fire Prevention Division in 1992. The position was created as an intern program with the University of Maryland. Also that year, the position of Engineer was renamed Lieutenant. The position was also called Firefighter II and was previously named Driver.

[The Raleigh City Museum opened at the Borden Building at Fletcher Park on June 18, 1993. The first exhibit was "How Fire Has Changed the Face of Raleigh," curated by department historian and retired Capt. B.T. Fowler. An opening even was attended by Fowler and his wife, Fowler's son Asst. Chief and Fire Marshal Earl Fowler, and members of the fire department. In 1998, the museum moved to the Briggs Building on Fayetteville Street.]

On October 29, 1993, a fire safety house was delivered. The 32-foot education trailer was obtained with the help of two major grants from the Capital Broadcasting Company and the Mallinckrodt Corporation. The fire safety house served the department for two decades.

On June 23, Station 4 was relocated to 121 Northway Court in a northern section of the city. The response area of the old station was absorbed by Station 6, Station 9, and Station 11. The city retained ownership of the old station on Wake Forest Road. In the fall of that year, the office of the city's Hazardous Materials Coordinator, Capt. Shelton Eudy, was relocated there. This building was named the Career Development Center. On April 1, 1997, the facility was closed and Capt. Eudy's office was moved to the Public Works Facility on West Street. The building was sold to a commercial owner the following year.

Defibrillators

On November 29, 1993, the Emergency Medical Technician Defibrillator (EMT-D) program was implemented. Semi-automated external defibrillators were added on all engine, ladder, and rescue company apparatus. Firefighters began using the devices to administer electrical shocks to patients suffering from life-threatening cardiac conditions. The defibrillators were credited with several confirmed saves during their first years of use.

[Within two weeks, Engine 11 had the first confirmed save. Based on budget documents, two budget years were required to install the machines on all engine, ladder, and rescue companies. Over the years, the defibrillators were replaced with fully automated units that were also smaller and lighter. Today, automatic external defibrillators are portable enough to be carried by fire department bicycle teams.]

In December 1993, the fire department expanded its technical rescue capabilities and started training in confined space and trench rescue. [New federal legislation required the city to have a rescue team for its workers in confined spaces. Commander Tommy Gattis and Capt. Freddy Lynn developed the team, which numbered sixty-five members by November 1993.] This was followed by high-level rescue training the next year. The first rope rescue was performed on May 3, 1995, after two window washers were trapped outside the seventh floor of the Wake County Public Safety Center. Four days later, the confined space rescue team was activated for the first time, for a worker trapped in a manhole near Memorial Auditorium. The victims from both incidents fully recovered.

In January 1994, the Fire Administration and Fire Prevention divisions moved into the Dillon Building at 310 W. Martin Street. Also that year, the fire department entered the North Carolina Police and Fire Olympics for the first time, and Engine 3 became the first fire company to answer over 2,000 calls in a calendar year.

[In April 1995, ten firefighters traveled to Charlotte for a regional competition for the National Combat Challenge. Two teams of five competed against twenty-three others, from departments as far away as Key Biscayne, FL, and Fairfax County, VA. They were timed performing five tasks that simulated fire suppression and rescue. The Raleigh Fire Department finished third overall, and

qualified for the national-turned-international competition in January in Tampa, FL, where they finished 37th out of seventy-four teams. It was the first year that Raleigh had qualified for the international event. The Charlotte participants were Robert Jackowski, Anthony Lane, James Parker, Kevin Coppage, Donald Deyo, Leroy McRae, Michael Hayes, Stephen Page, Michael Nixon, and William Bristle.]

On July 1, 1995, Asst. Chief Jonny B. Sandy was appointed Fire Chief. He had risen through the ranks since entering the fire department in 1964.

[Raised in Raleigh, Jonny B. Sandy wanted to become a firefighter soon after graduating from Garner High School. The minimum age was twenty-one, so he took a job at Federal Mogul Bearing Company, where he worked until he was old enough.

He entered the fire department on December 28, 1964. His starting pay was \$312 a month, or \$3,744 a year. Two years later, he was drafted into the United States Army. He served in Germany as a firefighter with the 1st Battalion 32nd Field Artillery Regiment. He resumed his Raleigh Fire Department career in 1968.

Sandy was promoted to Driver on Engine 1 in 1971, and to Captain on Engine 13 in 1975. He was promoted to District Chief in 1983. He rode Car 52, which covered Stations 1, 2, 3, 5, 7, 10, and 12. On January 18, 1991, he was appointed Asst. Chief of Operations.

Upon the retirement of Chief Pickard, he was appointed Fire Chief on July 1, 1995. Chief Sandy was fifty-two years old. He led a department with nineteen stations, 369 members, and a \$15,632,378 budget.

On July 1, 1999, Chief Sandy retired with 32.5 years of service.]

Also during the year, a new ladder truck and two new pumpers were delivered: a 1995 Simon-Duplex/LTI aerial platform for Truck 16, and two 1995 Pierce Dash pumpers for Engine 11 and Engine 15.

On February 2, 1996, the morning after a cold and stormy night revealed the results of one of Raleigh's worst ice storms. Incoming "B" shift personnel responded to a record-breaking 299 calls during their tour of duty. The historical average at that time was fifty-two calls per twenty-four hours.

Hurricane Fran

Severe weather struck the Capital City again on the night of September 5, 1996, after Hurricane Fran made landfall in North Carolina. The eye of the storm passed west of Raleigh around 7:00 a.m. The city received 10.46 inches of rain. A record wind gust of 79 miles per hour was recorded at the airport. Damage to the city was extensive, with thousands of homes damaged or destroyed by fallen trees.

Flooding was severe along Crabtree Creek, and inundated numerous roads and intersections. Large sections of Raleigh, including many fire stations, were left without electricity for days. For the first time since the 1988 tornado, all personnel were recalled to duty. From 6:00 p.m. on September 5 to 7:00 p.m. on September 8, the fire department responded to 690 recorded calls. The number of unrecorded calls, notably in the early morning hours of September 6, will never be known.

[On September 6, *News & Observer* photographer Keith Greene captured the dramatic rescue by Engine 2 of a stranded motorist on South Wilmington Street after flooding from Hurricane Fran. The picture also appeared in national newspapers. The eye of the storm passed west of Raleigh about 7:00 a.m. that morning. The city received 10.46 inches of rain and wind gusts as high as 79

miles an hour. Power outages were widespread, with all of the city's traffic lights believed out of service at sunrise.

Flooding was severe along Crabtree Creek, which crested seven feet above flood stage. Residents in Forest Acres off Wake Forest Road retreated to rooftops. Off-duty personnel were recalled to help with the increased call volume. The fire department responded to 690 incidents during a 75-hour period around the storm, averaging 230 per twenty four-hour period. That was nearly five times the normal average.]

In March 1997, renovations to the Keeter Training Center were completed. New offices and a new classroom were added upstairs. New storage areas were created downstairs.

Also that year, the fire department received the largest delivery of fire apparatus in its history. Six 1997 Pierce Saber pumpers were assigned to Engine 2, Engine 3, Engine 5, Engine 7, Engine 9, and Engine 12. Other deliveries during the decade included two 1998 Pierce Saber pumpers (Engine 1, Engine 13), a 1999 Quality/Spartan pumper (Engine 8), and a 1999 American LaFrance aerial platform (Truck 1).

Rapid Intervention Teams

On September 1, 1997, Rapid Intervention Team (RIT) response was implemented. This added a third engine company on all working fires. Its personnel were required to stand by in full personal protective equipment, and be ready to enter a hazardous atmosphere in the event of a firefighter in distress.

On March 8, 1998, an Occupational Safety and Health Administration (OSHA) law was adopted that required a group of firefighters to be on standby status during emergency incidents. Fire departments were given a six-month period to develop and implement a plan to

comply with the standard. Called "two in and two out," it became law on October 8.

To meet this requirement, the Raleigh Fire Department hired an additional twenty, non-budgeted firefighters. This increased the total number of authorized positions to 448. Also, all single-company stations on the perimeter of the city were staffed with four firefighters at all times. These changes allowed for two teams of firefighters to be available upon arriving at an incident where an Immediate Danger to Life and Health (IDLH) atmosphere was encountered.

In the summer of 1998, two new fire stations opened on the northern and eastern borders of the city. Station 21 opened on June 15 at 2651 Southall Road, and Station 22 opened on July 31 at 9350 Durant Road. They opened as single-company fire stations.

The first in a series of sport-utility vehicles was delivered that year and replaced the familiar sedans used by chief officers for decades. The 1999 Ford Expedition entered service as Car 51. Sport-utility vehicles were subsequently adopted for all District Chiefs and most Assistant Chiefs.

[Also in 1998, the Raleigh Fire Department received Education Institution status from the state Office of Emergency Medical Services and began conducting its own EMT certification and recertification classes. Ten years later, an Education/Credential Specialist was added as a part-time position to help with steadily increasing administrative needs and responsibilities. Paramedic Tara Lester was the first person to serve in that role. In 2011, the Deputy EMS Coordinator position was created, to further expand the capabilities of the fire department's EMS program.]

Asst. Chief and Fire Marshal Earl F. Fowler was appointed Chief of the Department on August 2, 1999. He

was hired in 1971 and had risen through the ranks. He was appointed Fire Marshal in 1990. He had also served as President of the North Carolina Fire Marshal's Association. Chief Fowler's father was Fire Prevention Captain B. T. Fowler, who remained active in fire and life safety education long after his retirement in 1986.

[Earl F. Fowler was born and raised in Raleigh. The son of retired Capt. B. T. Fowler, he was hired on December 8, 1971. He was promoted to Driver in 1978, to Captain in 1981, and to District Chief in 1987.

Appointed as Asst. Chief and Fire Marshal on February 14, 1990, Chief Fowler served in that position until his appointment as Fire Chief on August 2, 1999.

Chief Fowler held an AAS Degree from Durham Technical College (1983), where he won a High Academic Achievement award.

He also received a Bachelor of Science degree in Business Administration from North Carolina Wesleyan College (1987), where he graduated cum laude. He received a Distinguished Alumni Award in 2002. He completed the National Fire Academy's Executive Fire Officer program, and served as an adjunct instructor.

In 2004, he and three other fire chiefs received the Goodmon Award for Partnership from the Triangle Leadership Institute. Chief Fowler, Cary Fire Chief Allan Cain, Chapel Hill Fire Chief Dan Jones, and Durham Fire Chief Otis Cooper were recognized for a partnership started in 2000 to share ideas and procedures. Among their accomplishments was forming a regional Urban Search and Rescue task force, organizing two Triangle-wide terrorism drills, and facilitating a grant for communication improvements.

On December 31, 2005, Chief Fowler retired with 34.1 years of service.]

The New Millennium

By 2000, the population of Raleigh had increased to 288,354 residents encompassing an area over 118 square miles. The new millennium challenged the fire department with continued city growth and increasing demand for service. The Fire Prevention Division and city building department combined their fire alarm system plans review responsibilities that year. This huge code enforcement accomplishment reduced false fire alarms by nearly fifty-percent the first year.

On February 14, 2000, the Raleigh Fire Department became the first fire department in the state to operate a permanent fitting station for child safety seats. Sponsored by the Governor's Highway Safety Program and North Carolina Safe Kids, the program educated adults in the correct installation of child safety seats. The program started at Station 9 and expanded to eight others. Several thousand families were assisted over the course of the program, which ended a decade later.

In September 2001, *FireWatch* premiered on the Raleigh Television Network. Each thirty-minute episode was hosted by Fire Educator Jan Parker, who developed the series at the suggestion of the Director of Public Affairs, who often featured Parker as a guest on the *City Show*.

New Station, New Apparatus

On February 15, 2000, Station 23 opened at 8312 Pinecrest Road. The three-bay facility, built in 1976, was leased from the Durham Highway Fire Department. Engine 23 was placed in service with a 1981 Mack pumper. The two departments shared the station for years. The station's living area was expanded six years later to accommodate a ladder company. Truck 24 was moved to Station 23 in March 2006.

Two 2000 Quality/Spartan pumpers were delivered during the year, along with two 2000 Freightlin-

er/American LaFrance rescue units. The engines entered service as Engine 11 and Engine 20. The rescue units were assigned to Rescue 6 and Rescue 19. These were the last rescue units delivered with ambulance bodies. The fire investigation team at Station 1 was also relocated to Station 9 during the year.

Also in 2000, Standard Uniform Regulations for firefighters were changed to allow newly issued golf-style shirts. The blue or white dress shirts were relegated to dress uniform use only. Two years later, the first Cairns 1010 fire helmets were issued. All personnel were provided with new helmets over a period of three years. Colored helmet shields were added in 2008 to designate engine, ladder, and rescue company members, and to differentiate chiefs, captains, and recruits from other ranks.

Several large annexations took place in the summer of 2001. The Dominion Park, River Knoll, and Harrington Grove subdivisions expanded the city's area to 122.723 square miles, and its population to 294,843. The new areas were served by Station 23, which opened the year before.

Two more fire stations opened in the Brier Creek and Wakefield communities in the summer of 2001. Station 24 opened on August 24 at 10440 Fossil Creek Court, with a 1981 Mack pumper assigned to Engine 24. Earlier in the month, Station 25 opened on August 2 at 2740 Wakefield Crossing Drive. Engine 25 entered service with a 1982 Mack pumper. Also that month, Truck 15 relocated to Station 22 on August 14, 2001.

First Quint Company

The fire department's first quint company was placed in service in January 2001. Engine 23 received a 2001 Quality/Spartan aerial ladder. It operated as a quint for three years, until Truck 24 was placed in service. In July 2001, a third rescue company was placed in service with

the reserve 1991 Chevrolet/Frontline as Rescue 7. Also that year, a 2001 Quality/Spartan pumper was delivered to Engine 3. More apparatus was delivered the following year: four 2001 Quality/Spartan pumpers for Engine 5, Engine 7, Engine 9, and Engine 12; a 2002 International/SVI rescue truck for Rescue 7; and a 2002 International/SVI mobile air unit for SR 5.

In September 2003, North Carolina Urban Search and Rescue (USAR) Task Force 8 became operational with members and equipment from Raleigh, Durham, Chapel Hill, and Cary fire departments. Two pieces of tractor-drawn apparatus were placed in service, USAR 1 and USAR 2. [They were a 1979 International tractor pulling a 1974 Hackney converted beverage trailer, and a 2002 Volvo/Great Dane transfer truck, respectively.] An urban search and rescue training area was also added at the Keeter Training Center.

[Earlier in the decade, the Raleigh Fire Department had identified the need for a Type I USAR team capable of continuous technical rescue operations at man-made and natural disasters for extended periods and without the need for outside resources. They conceived of a task force with the four fire departments.]

After the events of September 11, 2001, federal money was made available through North Carolina Emergency Management to develop a statewide USAR program to respond and assist impacted communities when local resources were taxed beyond their capabilities. The Raleigh Fire Department received \$100,000, which set into motion the development of Task Force 8.

[In May 2002, Raleigh firefighters attended a structural collapse exercise in Asheville. In August of that year, thirty-six firefighters from the four departments attended a Structural Collapse Technician (SCT) school in Charlotte. In April 2003, Task Force 8 completed construction of a USAR training facility at the Keeter Train-

ing Center. Also that year, Atlas Engineering joined Task Force 8, to provide engineers, heavy equipment, and operators as needed for training and deployments.

In September 2003, almost immediately after becoming operational, Task Force 8 was pre-deployed to the Keeter Training Center for Hurricane Isabel. Twelve task force members staffed USAR 1 and USAR 2 for deployment to eastern North Carolina if needed.

Subsequent missions have included September 2004, to Macon County to assist with Hurricane Ivan damage; December 2005, to Harrison County, MI, to assist with Hurricane Katrina recovery efforts; September 2007 to Clayton, for an aircraft into a building; June 2009 to Garner, for a building explosion and fire; and April 2011 to Raleigh, for tornado damage.

On January 1, 2007, Wake County EMS joined Task Force 8. They began providing medical specialists for training and deployment. On August 1, 2007, thirty hazmat technicians were added from the Raleigh Fire Department, which completed the NIMS criteria for a Type I USAR team. In November 2009, the North Carolina State Highway Patrol joined Task Force 8 to provide helicopter rescue support, and began training with task force members as a helicopter rescue team.

[Over the years, Task Force 8 sponsored schools for area and statewide participants. In October 2010, a ten-day SCT school was sponsored by Task Force 8. Sixty-five students attended from some twelve departments, representing six North Carolina USAR task forces. They were taught by twenty-five instructors with Task Force 8. The course was sponsored by North Carolina Emergency Management. Task Force 8 has sponsored SCT schools since 2003. Exercises are conducted at the Keeter Training Center, and at nearby locations such as the E. B. Bain Water Treatment Plant on Fayetteville Road.]

Two haz-mat support units entered service in 2003. Firefighters converted the old mobile air unit, a 1988 GMC extended panel van, into a haz-mat support unit. Haz-Mat 15 was housed at Station 15. A new transfer truck was also delivered and equipped with decontamination equipment. Named Decon 1, it was parked at Station 20.

Two fire stations opened on June 9, 2003. Station 26 opened at 3939 Barwell Road on the southeastern edge of the city and Engine 26 was placed in service with a 1986 Pemfab/EEI pumper. On the eastern borders of the city, Station 27 opened at 5916 Buffaloe Road and Engine 27 was placed in service with a 1985 Pirsch pumper.

In November 2003, radio procedures were changed and "plain text" replaced the traditional ten codes. The long-familiar arrival descriptions of "Code 1," "Code 2," and "Code 3" were changed to "nothing showing," "working fire," and "major working fire." The new procedures were consistent with National Incident Management System (NIMS) recommendations related to the use of "common terminology" in radio communications. They also created less confusion for responders and telecommunicators.

Fourth Battalion

On January 10, 2004, a fourth District Chief was added on each shift. The four-district system replaced the three-district system created in 1977. The position was also renamed Battalion Chief, and the shift supervisor position of Battalion Chief was renamed Division Chief. Battalion 4 was placed in service at Station 17. The others were located at Station 15 (Battalion 1), Station 12 (Battalion 2), and Station 1 (Battalion 3). The Division Chief (Car 5) was located at Station 9.

On April 6, 2004, a sixth truck company was added. Truck 24 was placed in service with the 2001 Quali-

ty/Spartan aerial ladder that previously served as Engine 23. In August, two new 2004 American LaFrance pumpers entered service as Engine 6 and Engine 14. In September, a 2004 Pierce Arrow XT aerial ladder was placed in service as Truck 1. The first new "tiller truck" since 1958 was equipped with a 100-foot ladder, a 1500 GPM pump, a 300 gallon water tank, and an air-conditioned tiller cab.

On October 8, 2004, the Services Division began moving into a new building at 4120 New Bern Avenue. The 13,018 square-foot expansion of the city's heavy equipment depot cost \$1.1 million. The six-bay maintenance garage replaced a considerably smaller shop building behind Station 2. Two warehouse rooms greatly expanded the division's storage space. The fire department had been looking for a larger facility for over ten years.

On November 19, 2004, Battalion 3 moved into the basement of Station 8. The old offices of the Services Division were converted by firefighters into a living space complete with kitchen, sleeping quarters, and meeting area. Another expansion of the basement was completed in December 2005. A second bedroom and office was added, and the Division Chief was relocated from Station 9.

In July 2004, North Carolina Hazardous Materials Regional Response Team (RRT) 4 was placed in service in Raleigh. Moved from the Parkwood Fire Department in Durham County, their assets included a tractor-drawn haz-mat truck and two support trailers. The primary unit was placed in service at Station 15. The trailers and a new towing unit entered service at Station 22.

On November 5, 2004, the haz-mat units were moved back to Station 2 from Station 20. The personnel of Engine 2 and Engine 20 were exchanged. The old maintenance shop behind Station 2 was utilized for storing equipment and vehicles. Also on that date, Truck 8 was

moved to Station 20. It operated a 1999 American LaFrance aerial platform.

Training Center Changes

Spring 2005 brought big changes to the training center. The first modular classroom was added in April, and the fifty-one year-old drill tower was demolished on April 16. The tower was reduced to rubble within two hours using heavy machinery. The debris was removed over the following week and transported to a storage area for later USAR training. The tower was replaced with a five-story prefabricated structure the following year. The 3,124 square-foot building included a simulated residential structure along with a burn room equipped with an environmentally friendly fire and smoke generation system.

The first computerized log books were placed in service in early 2005, and the era of handwritten log book entries began drawing to a close. The following year, the daily activities at fire stations were entered into a new records management system called Firehouse. The software was also used for incident reports, pre-fire planning information, and staffing and personnel data.

In January 2005, two more American LaFrance pumpers entered service as Engine 1 and Engine 13. In May, four pieces of Pierce apparatus were delivered, two pumpers and two aerial ladders. Engine 2, Engine 11, Truck 11, and Truck 22 received the new rigs. On August 6, the seventh truck company was placed in service with Truck 26 operating a 1988 Pierce Snorkel.

In June, the foam unit—now located at Station 26—was removed from service. The foam supply was moved to Station 2, to be transported by haz-mat support units as needed. In December, the first new mini-pumper in two decades was delivered: a 2005 Ford F-550 with a Reading utility body and Slagle fire equipment. It was placed in service at Station 2 and later moved to Station 3.

Hurricane Katrina

On August 29, 2005, Hurricane Katrina made landfall in southeast Louisiana. The impact of the storm, which devastated New Orleans, was felt by the Raleigh Fire Department. As fuel prices rose that summer, single-engine fire alarm responses were initiated along with other fuel conservation measures. In December, nine Raleigh firefighters spent two weeks in Harrison County, MS, to assist with recovery efforts. Their primary mission was removing debris from demolished buildings.

Also that year, the Community Emergency Response Team (CERT) was created. Sponsored by the Department of Homeland Security and the Federal Emergency Management Agency, the program was designed to educate citizens on disaster preparedness, and provided training in basic disaster response skills such as fire safety, light search and rescue, team organization, and disaster medical operations. Some eighteen volunteers comprised the initial team. The program was discontinued later in the decade.

Fire Chief John McGrath

On December 31, 2005, Fire Chief Earl Fowler retired after thirty-four years of service. One week earlier, City Manager Russell Allen announced his replacement as John T. McGrath, a former Deputy Fire Commissioner from Philadelphia. He was selected by Allen following a national search. Chief McGrath was a second-generation firefighter, and a thirty-two year veteran of the Philadelphia Fire Department. He rose through the ranks and retired as Operations Chief. He was the third chief hired from outside the fire department. Chief McGrath was appointed on February 1, 2006.

[Fire Chief John T. McGrath was fifty-two years old and formerly a Deputy Commissioner with the Philadelphia Fire Department.

A second-generation Philadelphia firefighter—his father served thirty-five years and retired in 1986 as a Firefighter—McGrath entered the department in November 1973. He was promoted to Lieutenant (platoon officer) in 1982, and to Captain (company commander) in 1988.

In 1996, he was promoted to Battalion Chief. Also that year, he was named chairman of the Marine Fire-fighting Task Force, liaison to the U.S. Coast Guard Marine Safety Office in Philadelphia.

In 1999, he was assigned as Deputy Director for Training. In 2001, he was promoted to Division Chief and assigned as Director of Emergency Communications. Later in 2001, he was appointed to Deputy Commissioner, Technical Services. In 2004, he was appointed to Deputy Commissioner, Operations (Operations Chief).

Chief McGrath attended LaSalle University and received a Bachelor of Science in management and accounting. He's a graduate of municipal administration programs from Harvard University and the University of North Carolina. He's also a graduate of the National Fire Academy's Executive Fire Officer program.

Chief McGrath has been associated with the National Fallen Firefighters Foundation since 1998, and has served as the incident commander of the annual Memorial Weekend since 2002.]

Also in February, the fire department's communications infrastructure was greatly expanded. The VHF radio system, used since 1954, was replaced with an 800 MHz digital trunked radio system that was part of the state's Voice Interoperability Plan for Emergency Responders (VIPER) system. The new radios allowed greater interoperability between agencies. City and county responders could easily communicate with each other using shared talkgroups. In addition to the new radios, calls were now dispatched using a computer-generated voice alert system

called Locution. New alerting equipment was also added at each fire station, including "rip and run" printers that provided a paper copy of dispatch information.

In August 2006, the Building Construction Division of the city's inspections department was transferred to the fire department. This added eight new members to the Fire Prevention Division: a supervisory position titled Fire Protection Inspector and seven Deputy Fire Marshals. They perform several vital activities, beginning with reviewing building plans to ensure compliance with local, state, and national codes. They conduct tactical reviews, either in the planning stages or after a commercial structure was built. They also work with Operations Division command staff for ideas regarding tactics, and meet with fire companies to familiarize personnel with a building's fire department connections, fire alarm panels, and other fire protection equipment.

Three new administrative positions were added on July 1, 2006. A Facility Manager was added to relieve the Assistant Chief of Services of routine facility maintenance and repair responsibilities. A Planning Officer was added to support the fire department in various areas, and to serve in an advisory capacity to the Fire Chief. A Systems Analyst Programmer was added to expand the Information Technology (IT) team to three people, and to improve their ability to provide technology support to the department's 523 users at twenty-nine locations.

Several pieces of fire apparatus were delivered during 2006. In the spring, Haz-Mat 2 received a 2006 Freightliner/Hackney tractor-drawn unit. In May, Truck 26 received a 2006 Pierce Arrow XT aerial ladder. In June, Engine 3, Engine 8, Engine 12, and Engine 15 received 2006 Pierce Enforcer pumpers. The new engines displaced older engines in the fleet, which were moved to reserve status. In July, the last Mack pumper was retired.

On August 21, the truck companies were renamed as ladder companies. The units were still designated by their station assignment, such as Ladder 11 and Ladder 26. Also that summer, the fire department bicycle team was placed in service. The two-person team was equipped for rapid response to medical emergencies at large-scale city events.

Fallen Firefighter Events

On May 6, 2006, the North Carolina Fallen Firefighters Memorial was dedicated at Nash Square. Located across the street from Station 1, the memorial was inscribed with the names of 164 firefighters who died in the line of duty from 1902 to 2005. Raleigh firefighters assisted with the all-day event, and the Raleigh Fire Department provided the use of the fire station for participating firefighters and family members. Capt. Andy Woodall was also heavily involved in the creation of the memorial, which featured a life-size bronze sculpture of four firefighters. The memorial ceremony is conducted each year on the first Saturday in May.

Also that year, the Wake & District Public Safety Pipes and Drums band was organized to serve Wake County and surrounding areas. The founders included three members of the Raleigh Fire Department: Joel Harwell (drummer), Lloyd Johnson (piper), and Jason Lane (drum major). The band and its members—representing city, county, state, and federal fire, EMS, law enforcement, and military organizations—have played at every promotional and graduation ceremony in Raleigh since 2006.

[Wake & District Public Safety Pipes and Drums was founded in 2006, to satisfy a growing interest among local public safety members to learn and play bagpipes and drums. It started as a concept discussed by Clayton Police Officer Joe Brady, Wake County EMS Chief Skip

Kirkwood, and Wake County EMS Assistant Chief Tony Crawford.

Brady, a long-time piper, had led the creation the year before of a public safety pipe band with members of the Carolina Pipes & Drums of the Emerald Society, the Clayton Police Department, and the Greater Raleigh Emerald Society. Interest was also growing within Wake County EMS. Several potential students, including Crawford, had pressed Kirkwood, the resident piper, into helping them learn to play.

On May 6, 2006, Brady was performing with the Charlotte Fire Department pipe band at the dedication of the North Carolina Fallen Firefighters Memorial in Raleigh. He met Crawford, and they began discussing the concept of a unified public safety pipes and drums band. A series of meetings were held, and an agreement was made to form a new band which would incorporate both the Clayton contingent and the public safety community from Wake County and surrounding areas.

An organizational meeting was held on June 8, 2006, at the Wake County EMS Training Center. Some fifty firefighters, paramedics, law enforcement officers, and public safety supporters attended. The band was incorporated on August 15, 2006. The founders included three members of the Raleigh Fire Department: Joel Harwell (drummer), Lloyd Johnson (piper), and Jason Lane (drum major).

The band's first fundraising event was a Tartan Ball on November 18, 2006, held at the Raleigh Fireman's Club. Over 250 fans, friends, and family attended. The event also featured Irish and Scottish Dancers and a ceilidh band.

Today, Wake & District Public Safety Pipes and Drums has fifty-five members, representing city, county, state, and federal fire, EMS, law enforcement, and mili-

tary organizations. The band and its members have played at every promotional and graduation ceremony of the Raleigh Fire Department since 2006. They've performed at many other department events, and led the fire department's centennial celebration parade on June 16, 2012.]

On June 14, 2007, the Raleigh Fire Department sponsored its first annual Fallen Firefighters Foundation Golf Tournament. The event, previously held around the National Fire Academy in Emmitsburg, MD, was expanded to eleven regional sites that year. The tournament was held at the Eagle Ridge Golf and Country Club and the 140 players included sponsors, area public safety personnel, and active and retired Raleigh firefighters. They raised about \$17,000 for the foundation. The tournament has become an annual event.

In October 2007, a field communications unit was placed in service. Field Comm 1 was built by firefighters using old Haz-Mat 15, a 1988 GMC extended panel van. The unit's first working fire was on October 5, 2006, at a chemical fire in Apex. Raleigh Fire Department haz-mat units were requested at a hazardous waste storage facility near U.S. 1 and Highway 55. Raleigh's regional haz-mat team later responded, along with a regional team from Fayetteville. Some 300 firefighters were on scene at the height of the incident, including personnel from Wake, Harnett, Orange, and Durham counties. Nearly 17,000 residents were requested to evacuate during the first days of the incident.

Pine Knoll Townes Fire

The field communications unit was also used at one of the largest fires in the city's history on Thursday, February 22, 2007. Thirty-eight townhomes were damaged or destroyed in the new Pine Knoll Townes subdivision near the intersection of Capital Boulevard and Buffaloe Road. The conflagration was originally reported as a brush fire at 3:03 p.m. [The temperature was 73 degrees with 8%

humidity, and winds around 30 MPH with gusts to 37 MPH.]

The first arriving units—Engine 27, Engine 19, and Battalion 4—found multiple [grass fires and] structures burning on Oneonta Avenue. [A first-alarm assignment was already en route, dispatched at 3:08 p.m. Second and third alarms were promptly requested at 3:12 p.m. and 3:18 p.m. Fourth, fifth, and sixth alarms were requested within minutes, at 3:22 p.m., 3:25 p.m., and 3:28 p.m.] Six alarms were struck between 3:08 p.m. and 3:28 p.m.

The fast-moving fire was fought by 150 firefighters from Raleigh, including off-duty members and recruits. [Administration, Prevention, Services, and Training personnel were also on scene.] County firefighters assisted at the scene, and helped provide coverage at Raleigh fire stations. [Twelve departments from Wake and Durham counties provided coverage at city fire stations with eight engines, four ladders, and one squirt. Crews remained on scene overnight, working in shifts. Twenty-nine families with seventy-two people were displaced. No residents or firefighters were injured.]

Caused by discarded smoking materials, the fire resulted in changes to both local and state fire codes, including a statewide prohibition on combustible soffit materials in new townhomes.

On April 27, 2007, Station 28 opened at 3500 Forestville Road and served newly annexed areas in northeast Raleigh. This was the first three-bay fire station constructed since the opening of Station 1 in 1953. Fire Chief John McGrath, Mayor Charles Meeker, City Manager Russell Allen, and other officials pushed the engine into its quarters as part of the ceremonies. Engine 28 was placed in service with a 1995 Pierce Dash pumper. The fire station also provided a long-needed single location for the department's fleet of antique apparatus.

New deliveries that year included a 2007 Pierce Enforcer pumper and a 2007 Pierce Arrow XT aerial ladder for Engine 16 and Truck 16. Two 2007 Pierce Enforcer rescue units were also delivered and placed in service as Rescue 14 and Rescue 19. They also marked the end of fifty-three years of ambulance-body rescue units in the Raleigh Fire Department. One of the old rescue trucks was converted into a mobile service vehicle for fleet maintenance.

Also delivered that year was a 2007 Ford F-350 Super Duty swift-water rescue truck, placed in service as USAR 801. Swift-water rescue capabilities were added to Task Force 8 in 2007. The truck was one of four that were identically equipped with VHF marine radios and water rescue equipment. The custom-built boat trailers carried two inflatable boats, spare motors, generators, lights, and other equipment.

[Also in 2007, the first Cardiac Arrest Save Ceremony was held in downtown Raleigh. The annual event recognizes each member of the Wake County EMS System who helps save a life. It also allows survivors the opportunity to meet and interact with the responders.]

First Full-Time Fire Investigators

On August 18, 2007, the fire investigation team was expanded with three full-time investigators, one per shift. They joined the part-time firefighter/investigators at Station 9. The investigators operated a 2004 Ford Excursion, which was soon replaced with a 2007 Ford F-350 pick-up truck with a work cap. The unit was named Car 198, and later renamed Car 20.

[On January 26, 2008, a procession of fire apparatus and vehicles escorted the body of Lt. Herman Jones to Juniper Level Baptist Church in Garner. Engine 10 escorted the hearse from the funeral home on South Wilmington Street to the intersection of City Farm Road.

They were joined by other vehicles including apparatus from Wake, Johnston, and Durham counties. The twenty-seven year veteran died on January 22, after suffering a heart attack at Station 10 four days earlier. He was the third Raleigh firefighter to die in the line of duty.]

On July 1, 2008, new procedures took effect for high-rise fires. Five engines, two ladders, one rescue, a Battalion Chief, and a Division Chief now comprised the initial dispatch. Arriving companies had pre-designated duties based on the order of dispatch, including fire attack, fire floor support, lobby control, elevator control, and Rapid Intervention Team. The procedures were the result of extensive preparation and training conducted at buildings around Raleigh, including vacant dormitories at North Carolina State University.

During 2008, the Keeter Training Center underwent a number of improvements. On the lower level of the training grounds, a roof training prop, a pair of propane burn pits, and a safety and survival maze was constructed. On the upper level, four modular classrooms were added, which increased the training center's classroom capacity to seven. In the main building, a new locker room was added on the lower level.

New training equipment included a \$58,000 pump simulator. The computer-controlled unit required no hydrant or hand lines, and only fifty feet of hose deployed from four discharges to provide instruction. A used commercial bus was also added to the Training Division's fleet. It was used for transporting recruits, deployments of Task Force 8, and other special functions.

Raleigh Fire Department Historical Society

The old smokehouse was also renovated that year. On September 9, 2008, a ceremony unveiled a bronze plaque commemorating that the 1964 structure was built using the bricks from old Station 5. The event was the first ac-

tivity conducted by the new Raleigh Fire Department Historical Society. The organization was created that year by a group of active and retired firefighters, fire department members, and civilian supporters.

The historical society participated in a second event on November 19, when the 1870 fire alarm bell was returned to the city in a ceremony at Station 1. Fire Chief John McGrath, Mayor Charles Meeker, and North Carolina State University Chancellor Dr. James L. Oblinger participated in the transfer of custody. Historian Mike Legeros told the story of the 1,000-pound bronze bell that had been housed at the university for the last sixty years. In 2007, the bell's history was uncovered by graduate student Matt Robbins. In October 2008, the bell was removed from the roof of Withers Hall by members of the fire department's USAR team.

Two major programs bore fruit for the Fire Prevention Division in 2008. December marked the one-year anniversary of the Priority Inspection program. The initiative ensured that the limited assets of the division were used to inspect occupancies with the highest potential for life safety and property loss. During the same period, a "Pre-Planning Blitz" was performed by all engine, ladder, and rescue companies. A rapid and comprehensive "windshield survey" was completed of all businesses in the city, and helped improve the accuracy of the division's database of commercial occupancies. By combining the data captured by these two programs, the Fire Prevention Division developed a variety of performance measurements to more efficiently utilize current assets, and make a compelling argument for additional resources in future budget years.

On February 16, 2009, seven veterans of the city's inspections department were transferred to the Fire Prevention Division. The building, electrical, mechanical, and plumbing inspectors received a rapid training, orien-

tation, and certification program. They began working in the field in March.

Eighth Ladder Company

On January 6, 2009, the city's eighth ladder company was placed in service. Ladder 4 was activated with a 2000 Quality/Spartan aerial ladder that was moved from Station 23. The ladder company personnel at Station 23 were moved to Station 4 and Station 24, and Ladder 24 was placed in service with the 1988 Pierce Snorkel that was previously part of the reserve fleet.

Five new pieces of apparatus were delivered in the spring. A 2009 Hackney USAR trailer with a 2005 Volvo cab was placed in service as USAR 1. It replaced a 1974 Hackney converted beverage trailer with a 1998 Sterling Cab. Two 2009 Pierce Arrow pumpers entered into service as Engine 1 and Engine 20. Two 2009 Pierce Arrow XT aerial platforms were assigned to Ladder 5 and Ladder 7.

On July 7, 2009, unit numbers were changed for all ladder and rescue companies, mini-pumpers, haz-mat units, and the mobile air unit. Sequential numbers replaced station-based numbers, resulting in Ladder 1 through Ladder 8, Rescue 1 through Rescue 3, Mini 1 through Mini 3, Haz-Mat 1 and Haz-Mat 2, SR 1 through SR 3, and Air 1. The numbers of Car 5 (Division Chief) and Car 10 (Assistant Chief of Training) were also swapped.

Also that summer, the first mobile data terminal (MDT) was installed on a piece of fire apparatus. They had already been added in the cars of the Battalion Chiefs and Division Chief. The system was tested on Engine 12 and later installed on other engines and ladders as funding permitted. It included two monitors: one for the officer and driver, and one for personnel riding in the rear. The touch-screen monitors provided the ability to access CAD

(computer aided dispatch), the Firehouse records management system, in-vehicle navigation (IVN), the fire department computer network, and the Internet.

On June 9, 2009, Engine 26 was dispatched as mutual aid with the Garner Fire Department to an explosion and fire at ConAgra Foods on Jones Sausage Road. The arriving units found the 50,000 square-foot industrial building partially collapsed. There were fires in the structure, and dozens of victims evacuating the building. Task Force 8 was mobilized, along with an extensive response by the Wake County Emergency Medical System. Fire and EMS personnel treated forty-six patients, including three firefighters. The extended search and rescue operations continued through the next day. Ninety-three USAR and haz-mat team members spent just over 600 man hours in the debris pile.

[At 11:30 a.m. on June 9, 2009, Engine 26 and Garner fire units were dispatched to an explosion and fire at the ConAgra Foods processing plant at 4851 Jones Sausage Road. Arriving units found a 50,000 square-foot industrial building partially collapsed, with fires inside the structure and numerous victims evacuating the building.

Command was established by the Garner Fire Department, and the command post was located in the front of the plant. Raleigh Fire Department technical rescue resources were requested as mutual aid, along with haz-mat units, due to leaking ammonia.

Task Force 8 was mobilized, and USAR units from Raleigh responded along with personnel and equipment from Cary, Chapel Hill, and Durham. Construction engineers and heavy equipment were also sent to the scene. Fire and EMS personnel treated and transported forty-six patients, including three firefighters. Another three employees, however, were still trapped inside.

As haz-mat personnel performed reconnaissance, Task Force 8 began planning for an extended search and rescue operation. The first search teams entered the building at 8:00 p.m. They operated for thirty minutes, before exiting to have their air bottles changed.

During periods of severe weather, operations were halted due to the possibility of a secondary collapse. A base camp was also established, with climate-controlled shelters for sleeping, eating, and sanitation. The mission concluded the next day at 4:00 p.m., with the recovery of the third victim.

The total USAR and haz-mat personnel numbered ninety-three, including off-duty firefighters. Just over 600 man hours were spent in the debris pile for search and recovery.]

The Tiller Accident

On July 10, 2009, Ladder 4 overturned while responding to a house fire. The 2004 Pierce Arrow XT tiller rolled over at the intersection of South and Dawson streets. Three of the four firefighters aboard were transported to WakeMed with minor injuries. Everyone aboard was wearing seat belts and they all escaped serious injury. The apparatus was totaled and planning was immediately started for a replacement.

The incident had a powerful impact on the Raleigh Fire Department and resulted in many improvements toward vehicle safety. An Emergency Vehicle Driver program was developed with classroom and rodeo course training attended annually by all personnel. This was a mandate from the Fire Chief and received the highest priority for implementation. A qualification process was also developed for tiller operators.

The Raleigh Fire Department also formed a partnership with the Seattle Fire Department, which was in the process of modifying its own tiller training program when

they learned of the accident. The two departments exchanged information over the following year. In July 2010, a replacement tiller was delivered. In August, instructors from Seattle conducted training in Raleigh. They provided four days of train-the trainer instruction, which included basic and advanced tiller techniques. They also performed an analysis of the 2009 accident, and filmed personal testimonies that were assembled into a national safety video about the incident.

The new Ladder 4 was delivered on July 21, 2010. Like its predecessor, the 2010 Pierce Arrow XT tiller was equipped with a 1,500 GPM pump and a 300 gallon tank. The Raleigh Fire Department had operated a tractor-drawn aerial ladder nearly continuously since 1916. Two Pierce Arrow XT pumpers were also delivered that year for Engine 11 and Engine 13.

South Atlantic Fire Rescue Expo

For the first time in over three decades, the annual convention of the North Carolina State Firemen's Association was held in Raleigh. The Capital City had hosted the state convention seven times between 1889 and 1973. The four-day event, now named the South Atlantic Fire Rescue Expo, opened on Wednesday, August 19, 2009. Opening ceremonies on the first day featured the fire department's honor guard.

The Raleigh Fire Department served as host department, and members provided assistance on several fronts. During the loading of the convention center exhibit floor, personnel provided traffic control for incoming vehicles. They also assisted with preparing apparatus for entry, which included emptying water tanks. Over eighty pieces of apparatus were displayed on the exhibit floor, along with dozens of booths. Raleigh firefighters staffed a fire department information booth, distributing job applications and selling t-shirts and raffle tickets for charity.

In June 2009, an extensive reworking of Department Operating Instructions (DOIs) was completed. Over the course of six months, the project team had reviewed over 1,000 documents including fire department DOIs, standard operating procedures (SOPs), standard operating guidelines (SOGs), city ordinances and management policies, and North Carolina General Statutes. The changes were reviewed by command staff and implemented during 2009 and 2010. The team also crafted a number of new policies that were later implemented, such as guidelines on Recruitment, Hiring and Training, Firefighter Death Protocols, Funeral Procedures, and Severe Weather Operations.

On October 5, 2009, the Fire Administration and Fire Prevention divisions were temporarily relocated to three modular classrooms at the training center. The Dillon Building offices were renovated and expanded. New offices were created for the Assistant Chief of Operations, who relocated from Station 1, and the Assistant Chief of Services, who relocated from the Support Services Center. The project was completed in February 2010. Two years later, the second-floor space was further expanded with more new offices. The Division Chief relocated from Station 8, and the Payroll Specialist and IT Services Manager relocated from Station 1.

Rainwater and Solar Energy

In the fall of 2009, environmental sustainability projects were underway at several fire stations, including the addition of a "green roof" at Station 9. Vegetation was installed in September, following interior renovations to strengthen the building and support the weight of the plants. The roof improved water quality by reducing runoff through greater absorption of rain, and reduced energy costs through the added insulation on the roof. Other fire stations had cisterns installed to collect rainwater from rooftops. The collected water could be used for training or

washing equipment, and reduced the demand for drinking water and the volume of storm-water runoff. Other environmental projects at fire stations in 2009 and 2010 included the installation of lower-energy light fixtures and solar-powered thermal water heating systems.

In September 2009, the Fire Prevention Division was restructured. All non-supervisory fire inspector positions were renamed as Deputy Fire Marshals. Also, the number of Assistant Fire Marshals was expanded from two to four, due to the additional staff and expanded services. They supervised four areas of the division's operations: new construction review and inspection; critical hazards such as industrial sites, hospitals and institutions, and the convention center; and two teams responsible for conducting inspections of existing buildings.

In November 2009, fifteen firefighters began training as a helicopter rescue team with the North Carolina State Highway Patrol. The program partnered the Raleigh Fire Department with the Patrol's Aircraft Operations Division, and has significantly reduced the deployment time for airborne rescue in central and eastern North Carolina.

[The North Carolina State Highway Patrol / Raleigh Fire Department Aviation Rescue Program was created in 2009, after the General Assembly mandated that the Highway Patrol purchase a rescue-appropriate helicopter and establish a 24-hour, seven day-a-week rescue resource in the state. The Highway Patrol paired with the Raleigh Fire Department, to provide equipment for the fire department's personnel.

The program is a component of the North Carolina Helicopter Aquatic Rescue Team (NCHART), a statewide search and rescue program under the direction of the North Carolina Emergency Management. Since becoming operational in 2010, the program has significantly reduced the deployment time for airborne rescue in central and eastern North Carolina.

Helicopter rescue teams consist of a pilot, co-pilot and two rescuers. Their operations are limited to rescue, extrication, and delivery of patients to ground crews for further medical treatment and transport.

The team has been deployed three times since it was formed: on October 1, 2010, for flooding in Bertie County; on August 26, 2011, as pre-deployment for Hurricane Irene; and on May 30, 2012, to assist with locating fishermen in Tyrell County.

The fire department's component consists of fourteen rescue technicians split across three platoons. The team trains monthly, with night training conducted quarterly. Rescue exercises involve roof tops, vehicles in ditches, and victims in trees.

All helicopter technicians are also assigned to Task Force 8. Several have attended advanced helicopter training with task force members from Durham and Cary fire departments. From 2010 to 2012, several team members participated in the NCHART program that flies with the North Carolina Air National Guard.]

The City of Raleigh in 2010 had a population of 403,892 people, as measured by the United States Census Bureau. The city's area totaled 143.865 square miles. The Raleigh Fire Department operated twenty-seven fire stations with twenty-eight engine companies, eight ladder companies, three rescue companies, and four Battalion Chiefs.

First Full-Time Safety Officer

On March 8, 2010, Capt. Sammy G. McIntyre was appointed as the first full-time Safety Officer. His office was located in the Dillon Building and his mandate was the safety and safe operations of all aspects of the fire department. A committee was organized to assist in creating and implementing initiatives. Their early accomplishments included improved accident reporting and re-

viewing, assisting with the development of an updated driver safety program, and assisting with establishing a safety company at working fires.

Also in March, training started on new operational procedures for ladder and rescue companies, as a project to develop operational continuity between the eight ladder and three rescue companies. A committee researched best practices and lessons learned by similar fire departments. They compared Raleigh's operations to other departments, and revamped current procedures to improve ladder and rescue company effectiveness. The new procedures defined tactics and objectives for fireground operations at single family, multi-family, commercial, and strip mall structure fires. The new procedures also added tool assignments and riding positions.

Also that month, the three year-old Raleigh Fire Department Historical Society was incorporated as a non-profit organization. They soon received the exclusive use of a modular classroom at the training center, which they developed into a permanent display area for historical materials. They raised money from personnel, built furnishings for the room, and collected numerous artifacts from both inside and outside the fire department. Donors included active and retired firefighters. The following year, the historical society changed its legal name to the Raleigh Fire Museum, to eliminate confusion between their private non-profit organization and the City of Raleigh fire department. The museum's grand opening was held on June 14, 2011.

[The Raleigh Fire Museum was created by a group of firefighters and fire department supporters originally named the Raleigh Fire Department Historical Society. The museum, located in a classroom trailer at the Keeter Training Center, held its grand opening on June 14, 2011.

The historical society began as the idea of Historian Mike Legeros and Battalion Chief Alan Waters in 2007.

They were working together as part of a commemorative book committee.

The first organizational meetings were held in October 2008, with a group of active and retired firefighters and civilian supporters. Regular meetings soon started and a small group of core participants emerged: Legeros, Walters, Gary Amato, David Barefoot, Jan Chamblee, Jeff Harkey, Tim Henshaw, and Tim Wall.

In February 2010, the historical society was incorporated as a non-profit charity. The first officers were Legeros as President, Walters as Vice President, Henshaw as Secretary/Treasurer. Two years later, they changed their legal name to the Raleigh Fire Museum.

Early activities included dedicating a plaque for the historic smokehouse in 2008, creating a log book library at Station 23 in 2010, and helping with planning and fundraising for the fire department's centennial in 2012.

Work on the museum started in 2010, with the donation of the space by the fire department. Personnel donated nearly \$1,200, which was used to build fixtures and purchase display cases, as well as print and frame photographs. Firefighters also helped prepare the trailer for occupancy by building additional walls and adding a special sliding door.

Those who helped open the museum-- from preparing the space to providing artifacts-- included Steve Bartholomew, Tim Blaisdell, Ronald Campbell, Creighton Edwards, David Freeman, Dave Godfrey, Thomas Johnson, Frank McLaurin, Danny Poole, Brian Sherrill, Chad Shingleton, Bobby Smith, Robert Upchurch, Kathy Walters, Steve Welch, and Lee Wilson.

In May 2012, the museum acquired its first piece of apparatus, a 1961 American LaFrance pumper that original served as Engine 1. It was sold in 1982 to Stem Fire Department in Granville County and later to a private

owner. Active and retired firefighters donated nearly \$4,000 for the purchase. Shop staff assisted with mechanical work. The engine made its first public appearance on June 16, driven by Jan Chamblee in the fire department's centennial parade.

Today, more than 200 items are displayed at the Raleigh Fire Museum, including helmets, nozzles, hand tools, hose tools, badges, pagers, uniforms, radios, log books, scrapbooks, posters, and film footage. Major artifacts include a restored 19th century hose reel, the 1870 fire alarm bell, and a piece of steel from the collapse of the World Trade Center on September 11, 2001.]

Introduction to Firefighting

On Saturday, June 5, 2010, Raleigh City Council members attended Fire Department Operations 101 at the Keeter Training Center. The event was hosted by the Raleigh Fire Department, and sponsored by the Raleigh Professional Fire Fighters Association. It was intended as "freshman orientation" to the daily operations and risks and rewards faced by firefighters. City Council members were escorted by shepherds during all stages of the event, which started with a fitting of personal protective equipment. They were issued turnout coats, pants, boots, gloves, hoods, self-contained breathing apparatus (SCBA) masks, helmets, and 800 MHz radios. Classroom instruction included EMT and firefighter skill sets. They also attended demonstrations of haz-mat and USAR operations.

As participants were finishing lunch, "the buzzer" was struck. They dressed and responded as Engine 14 and Ladder 4 to a simulated structure fire on the second floor of the training tower. Their objectives were to advance a charged hose line, extinguish a fire, and search, locate, and resuscitate a victim. During this final exercise, each participant was paired with a firefighter. The event was

repeated two years later, with invitations expanded to include members of the media.

Another special orientation was held in June 2011, when the Raleigh Fire Department and Wake County Fire Services delivered a special orientation for fire inspections personnel with limited fire service experience. Called Introduction to Firefighting, the thirty-two hour course was conducted over four days. There were eleven participants: nine from Raleigh, and two from Wake County. It included three days of classroom instruction at the Keeter Training Center. The fourth day consisted of indoor and outdoor live-fire training exercises at the Wake County Fire Training Center. Course instruction included personal protective equipment, self-contained breathing apparatus, incident command, accountability, fireground procedures, fire behavior, hand line operations, and general policies and procedures.

On July 3, 2010, the first on-shift Deputy Fire Marshal was placed in service as Car 40 at Station 21. The Fire Prevention Division had been developing the long-needed program since 2006, to help address code and safety issues within twenty-four hours of a complaint. Though they slept and changed shifts at the fire station, their office was located in the Dillon Building. Car 40 was notified of all commercial structure fires, and was responsible for handling all code citations, posting unsafe structure notices, notifying other city inspections departments, and ensuring that the building owner was contacted. They also responded to any structure fires involving fatalities, and assisted with the paperwork and necessary items required for reporting.

Pre-Incident Survey Project

At the end of 2010, the first phase of a pre-incident survey project was completed. Engine, ladder, and rescue companies visited every occupied structure in the city, with the exception of single- and double-family homes.

Over 12,000 structures were surveyed over eighteen months. Personnel noted such aspects as layout, building materials, fire department connections, and special hazards. A drawing was also made of each structure. The information was recorded in a computer database, which could be accessed on calls by those units equipped with mobile data terminals. Each Battalion Chief and a number of engines and ladders were equipped with the terminals. Fire Prevention Division staff could also access and update the information during their fire inspections. The survey data provided vital information for arriving units at structure fires, ranging from building numbers and access roads to the location of water sources and sprinkler or standpipe connections.

In 2011, The Fire Prevention Division participated in a new Development Services initiative, created by the City of Raleigh as an independent and overarching management structure to oversee building development processes. The fire department was one of five departments involved in review and approval of building projects, along with Inspections, Planning, Public Utilities, and Public Works. By working more closely together, the departments could answer common questions, and potentially save money for the city and the property owner. The fire department helped with such issues as street widths, minimum street/road loads, and hydrant locations. Through meetings with building owners, contractors, and/or architects, Development Services teams examined the pros and cons of proposed locations before too much money was spent on a project that might have its location rejected.

Four Alarm Brush Fire

On Saturday, February 19, 2011, wind-fed flames burned twenty-five acres of grass and brush at the Wakefield Plantation Golf Course. Reported as a grass fire on Falls of Neuse Road near Garden Hill Drive, the fast-

moving flames threatened single- and multi-family structures on three sides. Engine 25 was first on scene, along with a Falls Fire Department pumper. They quickly requested more resources, including brush trucks, additional engines, and full structure fire assignments from Raleigh. Several citizens assisted firefighters, and the golf course sprinklers were also utilized. The four-alarm fire was controlled within ninety minutes. Units responded from Raleigh, Falls, Wake Forest, Stony Hill, Bay Leaf, and Durham Highway fire departments.

On the afternoon of Saturday, April 16, 2011, a tornado struck the city of Raleigh. Its path started near Tryon and Lake Wheeler roads, continued northeast through downtown and east Raleigh, and then along a parallel path east of Highway 401. It destroyed 146 structures and heavily damaged 719 others. Four people were killed. The severe weather brought one of the busiest days for the fire department in years. Calls for downed trees and damaged power lines started during the thunderstorms that preceded the tornado, then escalated to a wider and more severe range of emergencies: trees on buildings, people trapped in their homes, collapsed structures, and gas leaks.

[Fires were largely averted, though the danger was present. At Station 1 on Dawson Street, firefighters watched nearby tower cranes spinning in the strong winds. Ladder 4 and Engine 1 were the first units to encounter the extensive damage along South Saunders Street, when they responded to a building collapse on Granite Avenue.

Task Force 8 was requested within fifteen minutes of the tornado's passing. They performed rapid but comprehensive searches of homes and businesses in the area of South Saunders Street. They also assisted with searching buildings at Stony Brook Mobile Home Park.]

Off-duty members were called in and two additional engines and another ladder company were placed in ser-

vice. Call-back personnel also provided staffing for additional Battalion Chief units, aides for command functions, and extra personnel for search and rescue activities at damage sites. By 8:00 a.m. the next morning, the fire department had answered over 180 calls.

On May 1, engine company procedures were changed so first-arriving engines started catching their own hydrants at working fires. They used a new piece of equipment called a hydrant assist valve. It weighed thirty-seven pounds and was equipped with two inlets and two outlets for five-inch hose. Later in the year, portable personal monitors were added to all engines. The 14-pound Mercury Quick Attack monitors were pre-connected to a 50-foot section of three-inch hose, and equipped with an attached fog nozzle. Three smoothbore tips were also provided. This "blitz pack" was stored in the hose bed. The personal monitors were lighter and easier to use, requiring only a single person to deploy a deluge gun.

Emergency Fire Dispatch

On June 8, new dispatch protocols were placed in service by the Raleigh/Wake County Emergency Communications Center. The new system was called Emergency Fire Dispatch (EFD) and applied to non-medical incidents in both the city and county. It was a version of Emergency Medical Dispatch (EMD), which had been used for medical calls for over a decade. Call takers at the communications center now asked more questions and more targeted questions. The calls were then classified with a wider and more accurate range of call types. The new system also allowed for more accurate dispatch and response priorities, and changes were later made to reduce or increase the number of units dispatched to certain types of calls.

On June 15, 2011, new radio procedures were adopted for fireground radio operations. These included new call signs for each company position, the adoption of a

six-point size-up, and the elimination of the words "major working fire" as part of the size-up. For decades, arriving units used codes or phrases to describe the heavy fire conditions that required dispatch of a second alarm: "Code 3" from 1988 to 2004, and "major working fire" from 2004 to 2011. Second alarms were now requested using the words "second alarm." This change made the department compliant with the National Incident Management System (NIMS) used by fire departments across the country.

On December 16, changes to dispatch assignments included a second ladder company added for all multi-residential and commercial structure fires. Additionally, the fourth engine company—the safety engine—was now dispatched with the first-alarm companies on all structure fires, instead of with the working fire assignment. Other changes impacted the units dispatched to such call types as elevator rescues, large outside fires, and high-rise structure fires.

Also in December, a mobile live-fire training system was delivered to the Keeter Training Center. The system, comprised of two 40-foot trailers, was equipped for live fire training as well as ventilation, forcible entry, stand-pipe, sprinkler, confined space, firefighter survival, and SCBA skill stations. The city received \$146,000 in federal funds for the purchase, awarded by the U.S. Department of Homeland Security as part of its Assistance to Firefighters Grant (AFG) program.

Office of the Fire Marshal

Effective July 21, 2011, the Fire Prevention Division was renamed the Office of the Fire Marshal. This change in nomenclature better reflected the scope and authority of the Fire Marshal's office. The division was originally named the Fire Prevention Bureau when it was created in 1949. It was renamed the Codes and Standards Division

in 1971, and renamed the Fire Prevention Division during the following decade.

In March 2012, the Office of the Fire Marshal announced the creation of the multi-agency Capital Area Fire Investigation Task Force. It was comprised of city, county, and state agencies: Raleigh Fire Department fire investigators and fire inspectors; The Raleigh Police Department; City of Raleigh electrical and mechanical inspectors; Wake County fire investigators; The City-County Bureau of Investigation (CCBI); The State Bureau of Investigation (SBI); and The Bureau of Alcohol, Tobacco, Firearms, and Explosives (ATF). The task force was created to increase the capabilities of the fire department's investigation team, and reduce the number of fires with undetermined causes.

On June 1, the fire investigation team was relocated to Station 1. The personnel of Engine 9 and Engine 1 were exchanged and Car 20 and Car 21 were moved. Sleeping quarters were provided on the second floor, in the former office of the IT Services Manager. An office was provided on the first floor, in the former office of the Payroll Specialist. The evidence locker was re-created in the old alarm house behind Station 1. The vacated space at Station 9 was retained for future department needs.

On April 1, 2012, Haz-Mat 2 was moved from Station 15 to Station 27. The engine companies also exchanged personnel. The hazardous materials unit was moved to a slower station, so the engine company personnel could more readily complete their haz-mat duties. The change was part of a reconfiguration of the fire department's haz-mat resources. The number of haz-mat companies was also reduced from five to four, with Ladder 7 no longer designated as one.

In the spring of 2012, the Raleigh Fire Department teamed with Public Utilities to inspect all fire hydrants in the city. Over a forty-day period, engine, ladder, and res-

cue companies located and checked 16,768 public and 2,617 private hydrants. Previously, only about 10,000 public hydrants had been recorded. Though obstructions were found at 1,463 public hydrants, such as signs or trees, only 130 hydrants were out of service. Work was started to add 4,676 new hydrants to the city's electronic mapping system, which could be accessed in fire stations and in some fire apparatus and vehicles. Preventive maintenance of the city's fire hydrants was transferred to Public Utilities in 2008.

On August 23, 2012, a new policy for respiratory protection and atmospheric monitoring at structure fires was placed in effect. It was designed to combat the hazards of smoke exposure, notably carbon monoxide (CO) and hydrogen cyanide (HCN). The new procedures added a step between suppression and overhaul, during which air monitoring was started inside the structure using newly issued HCN monitors. Based on the readings, overhaul operations were performed using either breathing apparatus or newly issued personal respirators. The new procedures applied to all ranks, including investigators and chief officers who were entering structures during overhaul.

Centennial Celebration

In 2012, the Raleigh Fire Department celebrated its 100th anniversary as a career fire department. Special events and activities were held throughout the year. A chicken and rice luncheon for retirees was held at the training center on Tuesday, April 10. Over 160 retired members enjoyed food and fellowship. On Saturday, June 16, an all-day celebration was held in downtown Raleigh. Thousands of people attended the event, which opened with a fire engine parade down Fayetteville Street. The parade was followed by an apparatus muster and a firefighter competition. Special activities for children were sponsored by Kidde and Home Depot. Birthday cake was

provided by the Raleigh Professional Fire Fighters Association.

[The parade featured over seventy-five participants, including current and former fire chiefs, city officials, pipe bands, and a marching band.

Fifty pieces of fire apparatus included twenty-four antique fire engines. They came from across North Carolina, from Brunswick, Durham, Jackson, Johnston, Lee, Mecklenburg, Wake, Wayne, and Yadkin counties. A former Baltimore Fire Department Salvage Corps truck was brought from Virginia.

The parade was followed by an apparatus muster, with fire trucks displayed along Salisbury and South streets. Live pumping demonstrations were conducted, including a firing of Raleigh's 1905 steam engine.

Trophies were also awarded for apparatus participating in the parade and muster: Longest Distant Traveled, Oldest Truck, Best in Show, and Most Lights and Chrome Award from Majestic Solutions.

Teams of local and visiting firefighters competed in a series of four games: Quick Dress, Bucket Brigade, Command and Control, and Hose Stream Deployment.

Quick Dress required firefighters to completely and correctly dress in their protective clothing as fast as possible. Judges assessed the contestants for conformance.

Bucket Brigade reenacted the way fires were originally fought: by hand. Teams threw water from buckets onto the simulated roof of a building, until they filled a 55-gallon container.

Command and Control directed three blindfolded firefighters to locate a hose line and spray water to fill a container, while directed by a fourth team member, not blindfolded, who shouted commands.

Hose Stream Deployment required firefighters to rapidly connect a nozzle to a hose line, connect the hose to a "hydrant," and spray water to successfully hit a target.

In addition to the apparatus muster and firefighter games, special activities for children were sponsored by Kidde and Home Depot. Educational materials were provided by the Raleigh Fire Department and birthday cake was provided by the Raleigh Professional Fire Fighters Association. Other participants included the Raleigh Fire Museum and Barry's Café.]

On Saturday, November 17, an old-fashioned fireman's ball was held at the Raleigh Convention Center. It featured a formal dinner, a pre-dinner reception, and after-dinner dancing. Over 560 people attended, including spouses, family members, retired and former firefighters, city officials, local responders, and visiting members of other fire departments.

[The evening opened with a pre-reception on the second-floor lobby. Heavy hors d'oeuvres were served, along with a cash bar. Doors to the ballroom opened at 7:00 p.m. and followed a procession by the Wake & District Public Safety Pipes and Drums. The ballroom was decorated with centennial logos, historical photos, and firefighting artifacts, including the 1870 alarm bell, the 1905 steamer, and a recently restored nineteenth-century hand hose reel. A slideshow of photos was played through the evening.

The dinner opened with a presentation of colors by the Raleigh Fire Department Honor Guard, followed by remarks by retired Battalion Chief Alan Walters, who led the planning of the ball. Other speakers included Fire Chief John McGrath, Battalion Chief Mike Hayes, Capt. David Barefoot, and Historian Mike Legeros.

North Carolina State Firemen's Association Executive Director Paul Miller presented a painting of the 1905

steamer in recognition of the Raleigh Fire Department's support of their organization and their annual convention in Raleigh.

Chief Ronald J. Siarnicki, Executive Director of the National Fallen Firefighters Foundation, presented the annual Seal of Excellence Award to the Raleigh Fire Department. It recognized the department's work in promoting safety after a 2009 apparatus accident. Chief McGrath was also recognized for over a decade of work with the Foundation.

Over 560 tickets were sold to the Raleigh Fireman's Ball. It was attended by firefighters and their spouses, friends and family members, city officials and employees, local emergency services personnel, and other special guests. After dinner, a dessert bar was opened. Hors d'oeuvres and the cash bar continued through the night. The evening ended with dancing, as a deejay played music.]

Other special activities during the year included the operational restoration of the 1905 steam engine. It was demonstrated during the downtown celebration on June 16, and at the state firefighter's convention on August 11.

[The steamer was restored to operational functionality by a group of firefighters led by Capt. Mike Ezzell. The year before, he was impressed by a demonstration of Charlotte's visiting steamer. Their 1902 engine was the same make and model as Raleigh's.

He enlisted the help of Lt. Pat Murphy, Capt. Gary Amato, and Assistant Chief of Services Bert Richards. They gathered a variety of experts, beginning with local steam engine enthusiasts Barrett Richard and Robert Blanchard, to get the engine's Fox boiler into shape.

Capt. Amato, who helps maintain the antique fleet, drew upon his experience with old apparatus as well as

his years of friendship with the late Bob Biggs. He was the last person to fire the steamer in the early 1980s.

In March, Capt. Ezzell and others traveled to Charlotte and received a demonstration of "Old Sue" from Engineer Jeff Dixon and Battalion Chief Shane Nantz. In the weeks that followed, the steamer crew tested the engine's pump using compressed air, repacked the valves and handles, and repaired a hole in the boiler.

Their hard work paid off on June 8, when the steam engine passed its state inspection and was successfully operated at Station 28. Assisted by Charlotte firefighters and "A" platoon station personnel, the steamer was set up on the rear apron. A drop tank was borrowed from New Hope Fire Department and filled by Engine 28.

Newspaper served as kindling for the wood, which ignited the coal in the firebox. As the fire grew hotter, the pressure began building. Once 50 PSI was reached, the pump was engaged and a deluge gun sprayed the station's north lawn.

The operation was successful, but a little more work was required. The steamer's trailer was modified with ramps and a winch. The wooden wheels were also soaked, to restore the wood.

On Saturday, June 16, the old engine led a parade of antique fire apparatus through downtown Raleigh. It was again horse-drawn, with Chief Richards at the reins. The steamer was later fired, and pumped water for an enthusiastic crowd of spectators along South Street.

Two months later, Raleigh's 1905 steamer joined Charlotte's 1902 steamer for a side-by-side demonstration during the South Atlantic Fire Rescue Expo at the convention center.]

Special centennial stickers were added to all fire apparatus, and centennial merchandise, including challenge

coins and t-shirts, was sold as fundraisers. [Other special merchandise included drinking glasses for active and retired members, and commemorative rings available for private purchase.] Planning for the anniversary year started in late 2009, spearheaded by Raleigh Fire Museum Vice President and Battalion Chief Alan Walters. The first committee was formed in early 2010, and many fire-fighters participated in the planning and execution of the year's events.

[The core committee members and key contributors included Capt. Gary Amato, Capt. David Barefoot, Lt. Chris Barrows, Asst. Chief and Fire Marshal Peter Brock, Senior Staff Support Specialist Ann Marie Cadman, Heather Caldwell, Lt. Jan Chamblee, Capt. Mike Ezzell, Jeff Harkey, Battalion Chief Mike Hayes, Asst. Fire Marshal Tim Henshaw, Battalion Chief Rob Johnson, Mike Legeros, Fire Chief John McGrath, Battalion Chief Frank McLaurin, Lt. Pat Murphy, Asst. Chief Danny Poole, Lt. John Rhebock, Asst. Chief Bert Richards, Tom Sri, Battalion Chief Alan Walters (retired), and Lee Wilson.]

At the close of its 100th year, the Raleigh Fire Department is staffed with 575 authorized positions and a budget of \$50,483,534. They operate twenty-seven fire stations with twenty-eight engines, eight ladders, three rescues, and four Battalion Chiefs. The fire department is comprised of the Office of the Fire Chief, the Office of the Fire Marshal, the Operations Division, the Services Division, and the Training Division. They serve a population of 416,468 people in an area of 144.39 square miles.

About the Authors

This history was written by three people over the course of twenty-eight years. Capt. B. T. Fowler wrote the

first section for the fire department's first commemorative book in 1984. Capt. Peter Brock continued the history to 2002, for a second commemorative edition. Historian Mike Legeros extended the history to 2012. He also revised the earlier sections, while attempting to retain the style and intentions of the original authors.

[Four commemorative books have been published by the Raleigh Fire Department between 1984 and 2012. *Raleigh Fire Department 1984* and *Raleigh Fire-Rescue*; 2002, printed by Taylor Publishing. *Raleigh Fire Department 2007: Years of Service*, printed by M. T. Publishing; *Raleigh Fire Department – A Century of Service: 1912 – 2012*, printed by Strawbridge Studios.]

Fowler's text includes excerpts from *A Historical Sketch of the Fire Dept. of the City of Raleigh, N.C.*, created as a souvenir booklet for a fundraising event at Memorial Auditorium on May 15, 1944. The booklet's credits include Sherwood B. Brockwell, Edgar A. Womble, Eldridge Smith, Fred W. Mahler, and William A. Wynne. Legeros' text includes material originally written for the quarterly *Raleigh Fire Department Newsletter*, which was first published in the summer of 2007.

Both Fowler and Legeros utilized research by Wake County historian Elizabeth Reid Murray. Her extensive collection of historical materials is available at Olivia Raney Local History Library. Additional sources utilized by Legeros are available on his web site, www.legeros.com. They include city annual reports, city ordinances, fire protection and planning reports, and Sanborn Fire Insurance Maps.

FIRE STATION HISTORIES

Fire Station 1

220 S. Dawson Street

Engine 1, Engine 13, Ladder 4, Car 20

The original Station 1 was located at 112 W. Morgan Street. It opened on December 23, 1912, as part of the newly reorganized Raleigh Fire Department. Hose Company 1, the first of three fully-paid fire companies, was placed in service with a horse-drawn hose wagon. In February 1913, it was motorized with a 1912 American LaFrance combination hose car. Truck Company 1 was placed in service three years later with a 1916 American LaFrance tiller. The truck company also staffed a service ladder truck delivered in 1922.

Built in 1896, the former quarters of the volunteer Capital Hose and Hook and Ladder companies was a two-story building measuring approximately 60 by 75 feet. After 1912, it was expanded with a two-story rear addition. In 1914, the fire alarm bell at Metropolitan Hall was moved atop the station's seventy-five foot tower.

The tower was demolished in March 1938. The next year, the station was condemned and planning started for a replacement. On June 27, 1941, Station 1 was sold to the state for \$35,000, for an expansion of the adjoining Revenue Building. On the same day, a \$15,000 lot on South Dawson Street was purchased for a new fire station.

On August 12, 1941, Station 1 was moved to old Station 2 at 412 S. Salisbury Street. The ladder trucks were relocated to Station 2 at Memorial Auditorium, and Engine 2 joined Engine 1 at Station 1. Ten men, including two switchboard operators, staffed the station. Old Station 1 was demolished that summer. The next year, a building for the fire alarm system was erected on the Dawson Street lot. The fire station took another decade to build,

for reasons including the unavailability of materials during World War II.

On October 5, 1953, a new Station 1 opened at 220 S. Dawson Street. The two-story, three-bay building housed Engine 1, a new company named Engine 9, the aerial ladder truck from Station 2, and the newly formed Raleigh Emergency Rescue Squad. It also housed offices for the fire department. The \$142,106 facility, built by Clancy Construction Company, was dedicated on the same day.

The only three-company station in the city, Station 1 on Dawson Street housed a rescue company from 1953 to 1976, a Battalion Chief from 1971 to 2004, and a Division Chief from 1992 to 2001. It has also housed special units such as a squad truck, a foam truck, a light unit, an air unit, a fire investigation unit, and a field communications unit.

Truck 1 was renamed Ladder 1 on August 21, 2006, and renamed Ladder 4 on July 7, 2009. Engine 1 and Engine 13 each operate 2010 Pierce pumpers. Ladder 4 operates a 2010 Pierce tractor-drawn aerial ladder, and is also a member of North Carolina Urban Search and Rescue Task Force 8. The station is staffed with forty-five people.

Fire Station 2

263 Pecan Road

Engine 2, Haz-Mat 1, SR 1

The second of the city's first fully-paid fire stations opened in the 300 block of Fayetteville Street on December 23, 1912. Hose Company 2 was placed in service with a horse-drawn hose wagon. It was motorized in February 1913 with the second of two 1912 American LaFrance combination hose cars that were delivered that month.

Built in 1870, the former quarters of the volunteer Rescue Company was a two-story brick building located on county property and adjacent to the courthouse. In 1914, the property was reclaimed for a new courthouse. The engine house was demolished around July 1.

Later that year, a new Station 2 opened at 412 S. Salisbury Street. The two-story, single-bay building measured approximately 65 by 25 feet, and was located on a lot measuring 105 by 25 feet. The property was purchased for \$2,750. The construction bid was \$5,986.15.

In 1932, Station 2 was moved again to the newly completed Memorial Auditorium. The \$300,000 performing arts center included a two-bay fire station in the rear of the building, beneath the stage. The fire station also housed the maintenance shop. Memorial Auditorium was dedicated on August 14, 1932.

The old Salisbury Street fire station served as the city paint shop until it reopened as Station 1 on August 12, 1941. The aerial ladder and service ladder trucks were moved to Station 2, and Engine 2 was moved to Station 1. Engine 2 returned to Station 2 in 1949, when the service ladder was moved to Station 6. The aerial ladder was returned to Station 1 in 1953.

On October 16, 1969, a new Station 2 opened at 263 Pecan Road. The maintenance shop relocated to a single-story addition behind the station. The \$95,000 facility was dedicated on April 5, 1970. Six men manned the new station, which was located closer to the heart of Raleigh's expanding southern section.

Station 2 also housed the original haz-mat unit from 1984 to 1990. The 1977 Chevy panel van was moved to Station 20 on November 12, 1990. The maintenance shop behind Station 2 was relocated on October 8, 2004. It moved to a new Support Services Center at 4120 New Bern Avenue.

On November 5, 2004, the haz-mat team returned to Station 2. The crew and apparatus of Engine 2 and Engine 20 were exchanged, and the two haz-mat units were moved into the old shop. On July 7, 2009, Haz-Mat 2 and SR 2 were renamed Haz-Mat 1 and SR 1.

Engine 2 operates a 2005 Pierce pumper. It also staffs Haz-Mat 1, a 2006 International/Hackney tractor-drawn haz-mat unit, and SR 1, a 1991 Simon-Duplex/E-One haz-mat support unit. Station 2 is staffed with fifteen people.

Fire Station 3

13 S. East Street
Engine 3, Mini 2

Station 3 was originally located at 135 E. Hargett Street. It opened in February 1913, and was the third of the three fire stations first staffed with career firefighters. Hose Company 3 was placed in service with a horse-drawn hose wagon. It was motorized in November 1914 with a 1912 American LaFrance combination hose car.

Built in 1898, the former quarters of the volunteer Victor Company cost \$2,900 to build including the \$800 lot. Designed by Charles B. Park, it replaced an earlier building at the corner of Salisbury and Davie streets that was destroyed by a fire on April 7, 1897. The Hargett Street fire station was a two-story structure with a drive-through apparatus bay. The building measured approximately 40 by 25 feet.

On July 26, 1951, a new Station 3 opened at 13 S. East Street. Built by John Coffey and Son Construction Company, the \$35,000 facility was manned by eight firefighters. It was built upon the recommendation of the National Board of Fire Underwriters to have a fire station closer to the city's eastern residential section.

Old Station 3 was demolished in the spring of 1952. Used cars were stored in the building, which was leased

by Carolina Motor Sales. They continued to lease the lot after it was cleared.

Mini 3 was placed in service on August 18, 1986, with one of three 1986 Chevrolet brush trucks purchased by the fire department. It was moved to Station 2 in 2005 and returned to Station 3 in 2006. Mini 3 was renamed Mini 2 on July 7, 2009. Station 3 also housed a rescue company from 1976 to 1978, and a brush truck circa 1983 to 1985.

Engine 3 has operated many makes and model years of apparatus over the years, including American LaFrance (1951, 1968), Mack (1973, 1982), Pemfab/EEI (1986), Pierce (1997, 2006), Pierce/EEI (1990), and Spartan/Quality (2001).

Engine 3 operates a 2006 Pierce pumper and is staffed with fourteen people. It also staffs Mini 2, a 2005 Ford/Slagle mini-pumper.

Fire Station 4

101 Northway Court

Engine 4, Ladder 1

The original Station 4 opened at 505 Jefferson Street in the Glenwood suburbs on June 15, 1926. The lot was purchased on October 26, 1925, from Hubert D. Arnold and his wife for \$1,700. The construction bid was awarded on February 18, 1926, to John F. Danielson for \$8,754.00.

Engine 4 operated a 1926 American LaFrance pumper. The first call was received from Box 43 for an oil stove fire at 6:35 p.m. The single-story, single-bay station measured 34 by 56 feet. A kitchen was added to the rear of the building in 1951.

Engine 4 received the first of two FWD pumpers on March 3, 1950. The four-wheel drive engine was replaced

on July 9, 1957, by a 1957 model that served as Engine 4 until March 8, 1974.

On April 16, 1963, a new Station 4 opened at 2913 Wake Forest Road. The Jefferson Street station was sold and remains privately owned. The new station cost \$63,000. Station 4 on Wake Forest Road housed a tanker from 1968 to 1986, and a Battalion Chief from 1971 to 1975, and from 1977 to 1978.

On June 24, 1993, a new Station 4 opened at 101 Northway Court in a northern section of the city. The response area of the old station was absorbed by Station 6, Station 9, and Station 11. The old station served as a fire department training center and as city office space until 1997. It was sold and used as commercial office space.

On November 19, 1996, the old Jefferson Street fire station was designated a Raleigh historical landmark. On December 4, 2005, it was opened to the public for the Glenwood-Brooklyn Neighborhood Association's 100th anniversary year tour of historic home.

Old Engine 4 was brought to the event. Capt. Gary Amato drove the 1926 American LaFrance pumper on the sixteen-mile round trip from Station 28. He was accompanied by retired Air Force Colonel Bob Biggs, who restored the engine in 1987.

Station 4 on Northway Court also housed a mini-pumper from 2000 to 2004 and from 2007 to 2009. Ladder 4 was placed in service on January 6, 2009, and renamed Ladder 1 on July 7, 2009.

Engine 4 operates a 2005 Pierce pumper, and Ladder 1 operates a 2000 Spartan/Quality aerial ladder. Station 4 is staffed with twenty-five people.

Fire Station 5

300 Oberlin Road

Engine 5

Serving the Cameron suburbs, the original Station 5 opened on November 18, 1926. It was located at the site of the present fire station and was addressed 1914 Park Drive. Engine 5 operated a 1920s American LaFrance pumper. The two-story, single-bay station measured about 30 by 40 feet. The lot was purchased on November 16, 1925, from L. L. Ivey for \$4,275.00. The construction bid was awarded on July 6, 1926, to H. E. Satterfield for \$9,875.00.

In 1949, the interior of the engine house was overhauled. A new kitchen and bath were built, and a new floor was added. By 1958, an aerial ladder was needed on the west side of the city. Expansion of the station was planned, but officials replaced the building instead.

On July 24, 1961, Engine 5 relocated to Station 6 as the new fire station was being completed beside the old one. The new Station 5 opened on September 26, 1961. Truck 5 was soon placed in service with a 1961 American LaFrance aerial ladder. The facility cost \$60,000. Demolition of the old station was performed by firefighters. The bricks were saved and used to build a smokehouse beside the training tower three years later.

On December 2, 1964, the Bryan Building at Cameron Village burned. The fire was extinguished with the help of a trailer-mounted foam generator that was brought to the scene by a salesman. Cameron Village owner Willie York was so impressed with the machine that he purchased one for the fire department, with the provision that it was stored at nearby Station 5.

Foam Unit 5 was placed in service on December 30, 1965. Carried on a 1965 International light truck, the \$2,100 foam generator had a 30-inch fan that produced a

mixture of water and detergent at a rate of 35,000 square-feet per minute. A second foam unit, purchased by the city, was already in service at Station 1.

Truck 5 received a 1979 Mack/1958 American LaFrance aerial ladder in 1980. Truck 5 was removed from service on March 16, 1987. Foam Unit 5 was retired on November 11, 1990.

Station 5 also housed an air unit from 1991 to 2007. The 1988 GMC/Union City extended panel van was placed in service at Station 5 on December 14, 1991. Named SR 1 and later SR 5, it was moved to Station 8 on January 1, 2007.

Engine 5 operates a 2002 Spartan/Quality pumper, and is staffed with fifteen people.

Fire Station 6

2601 Fairview Road

Engine 6

The original Station 6 opened on March 3, 1943, in a rented building at 2519 Fairview Road. It was formerly occupied by a bottling company, and had recently housed the Victory Soda Shop. Built in 1936, the one-story structure measured 50 by 88 feet. The fire department occupied one half of the building.

Station 6 was dedicated on March 3, 1943, in a ceremony attended by officials including the Mayor, the Commissioner of Public Safety, the Fire Chief, the State Fire Marshal, and the chief of the city's auxiliary firefighters.

Engine 6 operated a 1919 American LaFrance pumper, purchased in 1942 at auction from Farmville, NC. Six men manned the station at the northwest edge of the city: Capt. Charles L. Hayes, Lt. John B. Keeter, and firefighters William J. Gardner, C. Douglas Mills, Carl L. Wall, and William W. White. It served the Hayes Barton

area including Budleigh, Anderson Heights, Woodrow Park, Vanguard Park, and Villa Park.

Plans for a permanent fire station were completed in August 1946. Construction was delayed for three years. Shortages of labor and materials were impacting building projects at the time. In May 1948, the city lost its lease to the rented building and Engine 6 was relocated to Station 5.

On June 25, 1949, the new Station 6 opened at 2601 Fairview Road. Two days later, Truck 6 was placed in service with a 1922 American LaFrance service ladder truck. Twenty-two firemen staffed the \$65,000 station designed by local architect William H. Deitrick.

The following spring, Engine 6 received a 1950 Mack, one of the first modern pumpers purchased by the city. The engine served for a quarter century on Fairview Road. It operated as a reserve unit for many more years, and is presently part of the fire department's antique fleet.

Truck 6, a service ladder company, operated until 1979. Station 6 also housed a Battalion Chief from 1975 to 1988, and a rescue company from 1982 to 2001.

On June 27, 2009, the fire station's 60th anniversary was celebrated with an open house. Old Engine 6 was displayed, with other antique and modern apparatus. The event included a hot dog lunch, tours of the fire station, and birthday cake served by Fire Chief John McGrath.

Engine 6 operates a 2004 American LaFrance pumper, and is staffed with thirteen people. Station 6 is the oldest active fire station in the city.

Fire Station 7

2100 Glascock Street

Engine 7, Rescue 2

Station 7 opened on December 30, 1959. Engine 7 was placed in service with a 1953 American LaFrance

pumper. The station cost \$65,000 and also housed the 1948 Ford squad truck. It was staffed by fourteen firemen. Truck 7 was placed in service on October 25, 1960, with a 1922 American LaFrance service ladder truck. It was moved to Station 12 in 1982.

Rescue 7 was first placed in service on February 1, 1982, with a 1975 Chevrolet/Murphy ambulance. It operated until October 14, 1998. Rescue 7 was returned to service on July 17, 2001, and renamed Rescue 2 on July 7, 2009. For several years, USAR apparatus was also housed at Station 7.

Engine 7 operates a 2002 Spartan/Quality pumper, and Rescue 2 operates a 2002 International/SVI rescue. Both are also members of Task Force 8. The station is staffed with nineteen people.

Fire Station 8

5001 Western Boulevard

Engine 8, Air 1, SR 2, Battalion 3, Car 10

The original Station 8 opened on April 1, 1960, in a rented house at 1007 Method Road. Engine 8 was placed in service with a 1958 American LaFrance pumper. Twelve men manned the station that also operated a 1960 GMC/Alexander tanker. Both trucks were housed in a concrete addition built by the firefighters. The station served newly annexed areas in west Raleigh.

In February 1963, a new Station 8 opened on Western Boulevard. The \$63,000 facility included a basement with two bays for reserve apparatus. The lower level was occupied by the Services Division from 1987 to 2004, and has housed a Battalion Chief since 2004 and a Division Chief since 2005.

Station 8 housed a tanker from 1960 to 1968, a service ladder company from 1981 to 1987, and an aerial ladder company from 1987 to 2004. Air 8 was placed in

service on January 1, 2007. It was renamed Air 1 on July 7, 2009.

Engine 8 operates a 2006 Pierce pumper, and also staffs SR 2, a 2008 Ford haz-mat recon and air-monitoring unit. Air 1 operates a 2002 International/SVI air unit. The station is staffed with twenty-four people.

Fire Station 9

4465 Six Forks Road

Engine 9

Located in North Hills, Station 9 opened on February 14, 1963. Engine 9, previously the second engine at Station 1, was placed in service at Station 9 with a 1951 American LaFrance pumper. Tanker 9 was also placed in service that day, and operated until 1974. Twelve firefighters manned the \$63,000 station.

Station 9 housed a rescue company from 1974 to 1978, a Battalion Chief from 1978 to 2001, a Division Chief from 2001 to 2005, and a fire investigation unit from 2000 to 2012. It also housed a mini-pumper between 1987 and 2007. Station 9 also houses old Engine 1, a 1961 American LaFrance pumper purchased by the Raleigh Fire Museum with firefighter donations.

Engine 9 operates a 2008 Pierce pumper. The station is staffed with thirteen people.

Fire Station 10

2711 Sanderford Road

Engine 10

Station 10 opened on February 24, 1971. It originally served the Kingwood Forest and Southgate communities in southeast Raleigh. Engine 10, previously the second engine at Station 1, was placed in service at Station 10 with a 1961 American LaFrance pumper. The station was dedicated on March 21, 1971.

Station 10 was the first of six fire stations built during that decade, and has housed a variety of reserve apparatus. It is located adjacent to Sanderford Road Park.

Engine 10 operates a 1998 Pierce pumper. The station is staffed with thirteen people.

Fire Station 11

2925 Glenridge Road

Engine 11, Ladder 2

Located in the Brentwood community, Station 11 opened on November 28, 1971. Engine 11 was placed in service with a 1958 American LaFrance pumper. The station cost about \$100,000.

Truck 11 was placed in service on June 14, 1972, with a 1971 Chevrolet service ladder truck. In December 1986, Truck 11 received a 1986 Seagrave aerial ladder. It was renamed Ladder 11 on August 21, 2006, and renamed Ladder 2 on July 7, 2009.

Engine 11 operates a 2010 Pierce pumper and Ladder 2 operates a 2005 Pierce aerial ladder. Ladder 2 is also a member of Task Force 8. The station is staffed with twenty-four people.

Fire Station 12

3409 Poole Road

Engine 12, Battalion 2

Station 12 opened on October 9, 1974, and originally served the Worthdale and Apollo Heights communities. Engine 12 was placed in service with a 1951 American LaFrance pumper.

The \$197,000 station was dedicated on June 22, 1975. The dedication ceremony included a presentation of colors by Boy Scouts and Girl Scouts, a welcome by Mayor Clarence E. Lightner, and remarks by Mayor Pro Tem and former Fire Chief Jack Keeter, Fire Chief Rufus

Keith, Fire Marshal John Holmes, and Capt. Talmadge House.

Station 12 housed a rescue company from 1978 to 1982, a service ladder company from 1982 to 1988, and a foam unit from 1988 to 2004. It has housed a Battalion Chief since 2004. Engine 12 operates a 2006 Pierce pumper. The station is staffed with fifteen people.

Fire Station 14

4200 Lake Boone Trail

Engine 14, Rescue 3

Serving the western side of the city, Station 14 opened on October 9, 1974. Engine 14 was placed in service with a 1951 American LaFrance pumper. Tanker 14 was also placed in service on the same day and operated until 1986. The \$197,000 station was dedicated on June 22, 1975, the first of three fire stations dedicated that day.

Rescue 14 was first placed in service on July 24, 1978, with a 1974 Chevrolet/Murphy ambulance. It operated until 1982, and was returned to service on July 17, 2001. Rescue 14 was renamed Rescue 3 on July 7, 2009. Station 14 also housed a Battalion Chief from 1988 to 2001.

Engine 14 operates a 2004 American LaFrance pumper, and Rescue 3 operates a 2007 Pierce rescue. Both companies are members of Task Force 8. The station is staffed with eighteen people.

Fire Station 15

1815 Spring Forest Road

Engine 15, Battalion 1

Station 15 opened on November 13, 1974. Engine 15, previously the second engine at Station 1, was placed in service at Station 15 with a 1961 American LaFrance pumper. The station was dedicated on June 22, 1975, the

third of three fire department ceremonies that day. It is located adjacent to Millbrook Exchange Park.

Station 15 operated a service ladder company from 1987 to 1989, an aerial ladder company from 1989 to 2001, and a haz-mat unit from 2002 to 2012. It has housed a Battalion Chief since 2001. The Explorer Post was also based at Station 15 for many years. In 1996, the rear of the apparatus bay was expanded to accommodate a 1988 Pierce articulating aerial platform that was unable to enter or exit from the front of the station.

Engine 15 operates a 2006 Pierce pumper and is staffed with fifteen people.

Fire Station 16

5225 Lead Mine Road

Engine 16, Mini 1

Located north of Crabtree Valley, Station 16 opened on February 9, 1979. Engine 16 was placed in service with a 1978 Mack pumper. Twelve firefighters manned the station on what were Raleigh's northern borders. The \$225,000 facility was dedicated on February 27, 1979.

Truck 16 was placed in service on June 8, 1979, with a 1964 GMC service ladder truck. Two years later, Truck 16 received a 1961 American LaFrance aerial ladder. In 1988, the rear of the apparatus bay was expanded to accommodate a 1979 Mack/1958 American LaFrance tractor-drawn aerial ladder. Truck 16 was renamed Ladder 16 on August 21, 2006. It was moved to Station 17 in 2009.

Engine 16 operates a 2007 Pierce pumper, and also staffs Mini 1, a 1986 Chevrolet brush truck. The station is staffed with fifteen people.

Fire Station 17

4601 Pleasant Valley Road

Engine 17, Ladder 3

Station 17 opened on April 9, 1984. Engine 17 was placed in service with a 1981 Mack pumper. Twelve firefighters were assigned to the station that also housed a reserve pumper. The \$277,000 facility was dedicated on May 10, 1984, in a ceremony that also celebrated the graduation of a recruit academy.

Ladder 17 was placed in service on January 6, 2009, and renamed Ladder 3 on July 7, 2009. Station 17 also housed a mini-pumper from 1986 to 1998, a Battalion Chief from 2001 to 2009, and a confined-space rescue trailer for several years.

Engine 17 operates a 1998 Pierce pumper, and Ladder 3 operates a 2007 Pierce aerial ladder. Ladder 3 is also a member of Task Force 8. The station is staffed with twenty-four people.

Fire Station 18

8200 Morgans Way

Engine 18

Station 18 opened on March 16, 1987, on what were the northwest borders of the city. Engine 18 was placed in service with a 1973 Mack pumper.

Station 18 was the first firehouse built with individual bathrooms in the dormitory. The sleeping areas were also partitioned, a feature added to fire stations after the hiring of the first female firefighters in 1978.

Engine 18 operates a 2000 Spartan/Quality pumper. Station 18 is located in the Stonehenge community. The station is staffed with fourteen people.

Fire Station 19

4209 Spring Forest Road

Engine 19, Rescue 1

Located in the Mini City community, Station 19 opened on May 11, 1988. Engine 19 was placed in service with a 1968 American LaFrance pumper. The open-cab pumper was equipped with a fiberglass roof installed a decade earlier by the fire department shop.

Rescue 19 was placed in service on December 5, 1999, with a 1991 Chevrolet/Frontline rescue. It was renamed Rescue 1 on July 7, 2009. Both Engine 19 and Rescue 1 are members of Task Force 8.

Engine 19 operates a 2000 Spartan/Quality pumper and Rescue 1 operates a 2007 Pierce rescue. The station is staffed with nineteen people.

Fire Station 20

1721 Trailwoods Drive

Engine 20, Ladder 7

Station 20 opened on January 20, 1989. Engine 20 was placed in service with a 1961 American LaFrance pumper. One year later, it received a 1982 Mack pumper. Station 20 also housed a haz-mat unit from 1990 to 2004, a haz-mat support unit from 1991 to 2004, and a tractor-drawn decontamination unit from 2003 to 2011.

Truck 20 was placed in service on November 5, 2004, with a 1999 American LaFrance aerial platform. It was renamed Ladder 20 on August 21, 2006, and renamed Ladder 7 on July 7, 2009.

Engine 20 operates a 2009 Pierce pumper, and Ladder 7 operates a 2009 Pierce aerial platform. Station 20 is staffed with twenty-five people.

Fire Station 21

5621 Southall Road

Engine 21, Car 40

Located in the Hedingham community, Station 21 opened on June 15, 1998. Engine 21 was placed in service with a 1975 Mack Pumper. Twelve firefighters staffed the new station. The \$730,000 facility was the last one designed by architect William C. McGee Jr. He had been designing Raleigh fire stations since 1971.

Station 21 also housed a rescue company from 1998 to 1999. A fire safety house was also parked at the station for several years. Car 40 is a Deputy Fire Marshal with a twenty-four hour schedule. It was placed in service on June 3, 2010.

Engine 21 operates a 2002 Spartan/Quality pumper. Station 21 is staffed with sixteen people.

Fire Station 22

9350 Durant Road

Engine 22, Ladder 5, SR 3

Station 22 opened on July 31, 1998. Engine 22 was placed in service with a 1985 Pirsch pumper. Land for the station was donated by the Mallinckrodt Corporation. The \$850,000 facility was dedicated on August 5, 1998.

Truck 22 was placed in service on August 14, 2001, with a 1988 Pierce articulating aerial platform. It was renamed Ladder 22 on August 21, 2006, and renamed Ladder 5 on July 7, 2009.

Engine 22 operates a 2004 American LaFrance pumper, and Ladder 5 operates a 2009 Pierce aerial platform. Ladder 5 also staffs SR 3, a 2005 Ford/2011 Matthews haz-mat decontamination unit. The station is located in the Neuse Crossroads community, and is staffed with twenty-seven people.

Fire Station 23

8312 Pinecrest Road

Engine 23, Battalion 4, Mini 3

Station 23 is located in the Leesville community in northwest Raleigh. It opened on February 15, 2000. Engine 23 was placed in service with a 1981 Mack pumper. One year later, it received a 2001 Spartan/Quality aerial ladder.

The station was built in 1976 by the Durham Highway Volunteer Fire Department. The city occupied the facility in 2000. The station was expanded in 2005, with additional sleeping and living areas for a second company. Station 23 housed a ladder company from 2006 to 2009, and has housed a Battalion Chief and a mini-pumper since 2009.

Engine 23 operates a 2001 Quality/Spartan pumper. It also staffs Mini 3, a 1986 Chevrolet brush truck. The station is staffed with fifteen people.

Fire Station 24

10400 Fossil Creek Court

Engine 24, Ladder 6

Station 24 opened on August 24, 2001. Engine 24 was placed in service with a 1981 Mack pumper. The \$767,000 station was dedicated on September 13, 2001.

Truck 24 was placed in service on April 6, 2004, with a 2001 Spartan/Quality aerial ladder. It was moved to Station 23 in 2006, returned to Station 24 as Ladder 24 on January 3, 2009, and was renamed Ladder 6 on July 7, 2009. Station 24 also housed a mini-pumper in 2004 and from 2006 to 2009.

Engine 24 operates a 1997 Pierce pumper, and Ladder 6 operates a 2005 Pierce aerial ladder. Station 24 is located in the Brier Creek community and is staffed with twenty-five people.

Fire Station 25

2740 Wakefield Crossing Drive

Engine 25, USAR 801

Located in the Wakefield community on the northern border of the city, Station 25 opened on August 2, 2001. Engine 25 was placed in service with a 1982 Mack pumper. Fourteen firefighters staffed the new station. The \$767,000 facility was dedicated on August 29, 2001.

Engine 25 operates a 1997 Pierce pumper and is staffed with thirteen people. It is also a member of Task Force 8, and staffs USAR 801, a 2007 Ford water rescue unit.

Fire Station 26

3929 Barwell Road

Engine 26, Ladder 8

Station 26 opened on June 9, 2003. Engine 26 was placed in service with a 1986 Pemfab/EEI pumper. Dedicated on June 18, 2003, the fire station included an emergency communications training center and back-up facility.

Truck 26 was placed in service on August 6, 2005, with a 1988 Pierce articulating aerial platform. The department's only Snorkel originally served at Station 1, Station 15, and Station 22. Truck 26 was renamed Ladder 26 on August 21, 2006, and renamed Ladder 8 on July 7, 2009. The station also housed a foam unit from 2004 to 2005.

Engine 26 operates a 2002 Quality/Spartan pumper and Ladder 8 operates a 2006 Pierce aerial ladder. Located in southeast Raleigh, Station 26 is staffed with twenty-four people.

Fire Station 27

5916 Buffaloe Road

Engine 27, Haz-Mat 2

Located near the Neuse River in northeast Raleigh, Station 27 opened on June 9, 2003. Engine 27 was placed in service with a 1985 Pirsch pumper. The \$850,000 facility was dedicated on June 19, 2003. It is located adjacent to Buffaloe Road Athletic Park.

Engine 27 operates a 1999 Quality/Spartan pumper. It also staffs Haz-Mat 2, which was moved to Station 27 on April 1, 2012. The 1995 International/Hackney tractor-drawn haz-mat unit is part of North Carolina Hazardous Materials Regional Response Team 4. Station 27 is staffed with fifteen people.

Fire Station 28

3500 Forestville Road

Engine 28

Raleigh's newest fire station opened on April 25, 2007. Engine 28 was placed in service with a 1995 Pierce pumper. The 10,000 square-foot facility was dedicated on June 4, 2007. Officials pushed the engine into its new quarters as part of the ceremony. The facility cost \$2.5 million, including land. Fifteen firefighters staffed the station.

Station 28 also houses the fire department's fleet of antique apparatus and vehicles: a 1905 American LaFrance steamer, a 1926 American LaFrance pumper, a 1950 Mack pumper, two 1953 rescue boats, and a 1982 Mack pumper.

Station 28 is located in the Wake Crossroads community and is staffed with fourteen people.

Author

These fire station histories were written by Mike Legeros.

DIVISION HISTORIES

Office of the Fire Chief

The Office of the Fire Chief originally consisted of the Fire Chief and Assistant Fire Chief when the career fire department was formed in 1912. A second assistant chief was added in the mid-1920s, and a third was added in the early 1960s.

The first secretary was added in FY53. The first permanent administrative assistant was hired in 1973. The number of full-time support positions was expanded to two in FY79, three in FY82, and four in FY83. Planning, finance, and information technology positions were added in the 2000s. The position of Safety Officer was added in 2010.

The Office of the Fire Chief is located in the Dillon Building at 310 W. Martin Street. Prior locations have included the first floor of Station 1 (1953 to 1982), the Keeter Training Center (1982 to 1984), the Municipal Building (1984 to 1991), and the Professional Building (1991 to 1994).

Office of the Fire Marshal

The Office of the Fire Marshal was created in August 1949. Named the Fire Prevention Bureau, it was organized by Capt. James M. Burnette and comprised of Burnette and fire inspectors John W. Holmes, Roy T. Hamlet, and H. Bagwell Williams.

The bureau's primary function was the inspection of all buildings in the downtown business district, and those in outlying business districts such as Cameron Village. They also inspected other commercial and public buildings, and homes upon request.

During the 1950s and 1960s, the head of the bureau held such titles as Chief of Prevention, Chief Fire Inspector, and Fire Inspection Chief. As part of an administrative

reorganization in 1971, the position was renamed Fire Marshal.

Since 1971, the Fire Marshals have been John W. Holmes (1971 to 1977), Augustus R. Woodlief (1977 to 1979), James T. Owens (1980 to 1990), Earl F. Fowler (1990 to 1999), Larry Stanford (1999 to 2007), Tommie Ann Styons (2007 to 2008), W. Rusty Styons (2008 to 2011), H. Frank Warner (2011), and Peter J. Brock (2012 to present).

Also as part of the 1971 changes, the Fire Prevention Bureau was renamed the Codes and Standards Division. The following decade, it was renamed the Fire Prevention Division. In July 2011, the division was renamed Office of the Fire Marshal to better reflect its scope and authority.

With thirty-two positions today, the division has grown slowly in size. There were four members until 1963, when two more fire inspectors were added. The division grew again two decades later with the addition of the first office assistant in FY83. The number of fire inspectors was increased to six in FY86 and seven in FY92.

After twenty-five workers died in an industrial fire in Hamlet, NC, on September 3, 1991, changes to state fire protection codes saw a further expansion of the division. Among the requirements were state certification of fire inspectors, and mandatory building inspection schedules that were previously left to the discretion of municipalities.

A fire protection engineer was hired in FY92, as part of an intern program with the University of Maryland. Two more fire inspectors (then called Fire Captains) were added in FY93.

The first full-time fire educator was added in 1986. The first fire inspectors hired from outside the fire department were added in the early 2000s. The positions were

previously filled by personnel from the Operations Division.

In FY03, the first part-time contract fire inspectors were added. In 2007, three full-time fire investigators were added to the fire investigation team. In 2010, three platoon Deputy Fire Marshals were placed in service.

Fifteen more positions were added during the decade. In 2006, the Building Construction Division of the city's inspections department was transferred to the fire department. This added eight new members to the division. In 2009, seven more fire inspectors were added from the city's inspections department.

Also in 2009, the division was restructured. All non-supervisory fire inspector positions were renamed as Deputy Fire Marshals. Also, the number of Assistant Fire Marshals was expanded from two to four, due to the additional staff and expanded services.

Each Assistant Fire Marshal directly reported to the Fire Marshal. They supervised four vital areas of the division's operations: new construction review and inspection; critical hazards such as industrial sites, hospitals and institutions, and the convention center; and two teams responsible for conducting inspections of existing buildings.

Fire Investigation Team

The fire investigation team was created in 1983, with one firefighter/investigator per platoon, plus one member of the Fire Prevention Division. The team was created through the work of Lt. Richard M. Eddins, who attended numerous arson schools and began investigating fires in 1981. The investigators were assigned to Station 1.

The evidence locker was the "Gold Room" upstairs in the dormitory, used a decade earlier by the Services Division for uniform storage. The evidence locker was later moved to a room beside the main bathroom.

Before the creation of the team, fire causes were determined by captains or chief officers, or members of the Fire Prevention Division.

The original members of the fire investigation team were Capt. Carlton B. Wall (A), Lt. Eddins (B), Capt. L. Jack Hamilton (C), and Capt. Dudley L. Gill (Fire Prevention). Later fire investigators included David W. Boyette, Timothy N. Duke, Percy V. Evans, Michael W. Franks, John C. Ford, Adam S. Perry, Robert W. Rogers, and C. Bailey Scarborough.

The fire investigators received no additional pay during the early years. In 1992, they began receiving a five-percent salary bonus upon state certification. Their first vehicles included a 1980s Ford Crown Victoria and a 1994 Dodge 250 van. It was numbered Car 98 and later Car 198.

On June 3, 2000, the fire investigators and Car 198 were moved from Station 1 to Station 9. On August 18, 2007, the first full-time fire investigators were placed in service: Capt. Tim Duke (A), Lt. Tim Wilson (B), and Lt. Adam Perry (C).

On January 30, 2008, Car 198 was renamed Car 20. It operated a 2008 Ford F-350 pick-up with a work cap. Car 21, as reserve, was assigned the former investigator's vehicle, a 2004 Ford Excursion. On June 1, 2012, the fire investigation team was moved back to Station 1.

Operations Division

The Operations Division (originally named the Suppression Division) was created as part of an administrative reorganization in 1971. At that time, the fire department responded primarily to fires and rescue calls. By the end of the decade, they were also responding to medical emergencies, as part of a First Responder Program.

In 1984, the first haz-mat unit was placed in service. In 1993, specialized technical rescue training started, for con-

fined-space rescue followed by high-level rescue two years later. In 2003, the first USAR units were added.

The division's command staff has expanded over the decades. In 1971, the first Battalion Chiefs (then called District Chiefs) were created, two per platoon. In 1977 and 2004, a third and fourth were added on each platoon. In 1992, a Division Chief (then called Battalion Chief) was added on each platoon to supervise the battalions.

Support Services Division

The Services Division was created in 1971, as part of an administrative reorganization of the Raleigh Fire Department. The division originally managed uniforms and station supplies, with apparatus maintenance added during that decade. In Fiscal Year 1980, the Services Division was created as a separate budget division of the fire department. Its three positions—Assistant Chief and two mechanics—were previously part of the Suppression Division. The functions of apparatus ordering and purchasing and fire station construction were performed by the Fire Chief's office, and were transferred to the Services Division around 1990.

The fire department's first maintenance facility was located at Station 2 at Memorial Auditorium, which opened in 1932. The shop was in the rear of the apparatus bays. In FY54, funds were approved for a "storage compartment" to house parts and equipment and provide a workshop. At that time, most of the tools were "in the open," with no place to store them.

Early mechanics (who were also firefighters) included Elmer L. Knight (1926 to 1941), May T. Parker (1939 to 1972), and James C. Ellis (1950 to 1976). As early as FY49, two mechanic positions were part of the budget. In the 1950s, positions were added for fire alarm technicians and a radio technician. The positions were removed in the 1960s (radio) and 1970s (alarm).

In 1963, Station 8 was completed on 5001 Western Boulevard. The fire station featured a full basement equipped with two apparatus bays. Reserve and retired apparatus was stored underneath and behind the station. Equipment was housed in open rooms in the basement. The Assistant Chief of Services and their inventory of uniforms and supplies were located at Station 1.

In 1969, the fire department shop was moved to a new building behind a new Station 2 at 263 Pecan Road. The 2,304 square-foot garage was large enough to hold four small vehicles or two pieces of apparatus. The shop was staffed by two full-time mechanics, who were often assisted by the personnel of Engine 2. Mechanics during this time included Charles R. Medlin (1976 to 1994), J. Lynn Medlin (1977 to 2000), and Richard J. Spangler (1977 to 2012).

The first maintenance vehicle was a pick-up truck approved in FY54. Previously, materials, equipment, and even furniture was transported using a chief's car or fire apparatus. In the mid-1970s, a tow truck was added to the fleet. Shop personnel built a medium-duty wrecker on a 1950s Mack chassis. Also at that time, a 1975 Dodge fuel truck was purchased.

Fuel pump locations included Station 1 (later removed), Station 2, Station 6 (later removed), Station 7 (later removed), and Station 16. The fuel truck was driven on Saturday mornings to stations without fuel pumps. It also responded to major fires, where apparatus was operating for extended periods of time. Three decades later, a fuel card program was started, and apparatus began fueling at service stations.

In 1987, the Services Division moved into the basement of Station 8. The office of the Assistant Chief was moved, along with the inventory of uniforms and supplies. The inventory was previously housed in the old alarm house behind Station 1. The chief's office had been located

at Station 1, followed by the alarm house in the 1970s, and the Municipal Building in the 1980s.

On October 8, 2004, the Services Division moved into a new Support Services Center at 4120 New Bern Avenue. The 13,018 square-foot expansion of the city's heavy equipment depot cost \$1.1 million. The fire department had been looking for a larger space for over ten years. The maintenance garage was relocated from behind Station 2, and the offices and storage areas were moved from Station 8. The facility was expanded in 2012 with a four-bay garage building for storing reserve apparatus and vehicles awaiting repairs.

The Services Division has expanded from three people in 1971 to nine positions today. In FY77, a third mechanic was added. In FY82, one mechanic's position was reclassified as Garage Supervisor. In 1994, a Fire Services Assistant (named Fire Equipment Technician) was hired to assist with a variety of duties.

In FY02, a Fire Services Coordinator (named Office Assistant IV) was added to provide administrative and operational support for the growing needs of the division. In FY03, a third mechanic was added. In FY04, a Senior Support Specialist was added to provide administrative assistance. In FY07, a Facility Manager was added to re-

lieve the Assistant Chief of routine facility maintenance and repair responsibilities.

Assistant Chiefs of Service have included Clarence R. Puryear (1964 to 1973), C. T. May (1973 to 1981), E. Buck King (1981 to 1990), R. Kenneth Lane (1990 to 1997), Phillip C. Woodlief (1997 to 2007, 2010), L. Bryant Woodall (2007 to 2010), Samuel A. Richards (2010 to 2012), and Garry A. Spain (2012 to present).

Training Division

Training has been an integral part of the Raleigh Fire Department since its creation as a career fire department in 1912. Fire Chief Sherwood Brockwell attended a fire school in New York City, and trained the city's first paid firefighters using those methods.

As early as FY51, a Drillmaster position was budgeted. It was later named Fire Training Supervisor and Fire Training Chief. As larger groups of firefighters were hired to staff new stations, formal recruit academies were created two decades later. The day room at Station 2 served as a classroom until the Keeter Training Center building was completed in 1982.

The Training Division was created as a separate budget division in FY06. Training staff positions were previously part of the Operations Division.

ROLL CALL

1. Darrell L. Adams (98-present)
2. Kevin P. Adams (96-present)
3. Kim D. Adams Sr. (10-10)
4. Milton A. Adams (70-82)
5. William E. Adams (67-68)
6. Kevin A. Adcock (04-present)
7. Ray E. Adcock (?-72)
8. Ebenezer B. Adesiyani (10-present)
9. Eugene J. Alford (46-75)
10. Michael S. Alford (74-03)
11. Stephen M. Alford (79-09)
12. William C. Alford (80-98)
13. Dena M. Ali (08-present)
14. Jameel A. Ali (78-82)
15. Candy Allen (67-?)
16. Famious A. Allen (91-present)
17. Jack W. Allen (?-60)
18. James H. Allen (78-94)
19. Joesph S. Allen (22-63)
20. Johnny F. Allen Jr. (02-present)
21. Jordan L. Allen Jr. (?-53)
22. Michael D. Allen (81-89)
23. Rachel Allen (?-?)
24. L. W. Allgood (26-26)
25. Lee C. Allred (97-present)
26. Barry E. Alston (10-present)
27. Samuel T. Alston (10-present)
28. Connie M. Altman (70-99)
29. Hubert Y. Altman (61-87)
30. Gary G. Amato (83-present)
31. Bobby G. Anderson Jr. (00-present)
32. Arturo V. Andino (10-present)
33. Courtney R. Andrews (08-present)
34. Richmond W. Andrews (25-28)
35. William J. Andrews (?-?)
36. Ronald C. Arch (04-05)
37. Philip F. Arevelo (05-present)
38. Mark A. Armstrong (97-present)
39. William C. Artis (80-09)
40. Alex A. Artze (11-present)
41. James M. Askew III (93-present)
42. Todd D. Aspden (97-present)
43. Fernando J. Astacio (01-02)
44. Charles R. Atkins (93-present)
45. Christopher J. Atkins (96-present)
46. James L. Atkinson (56-82)
47. Ronnie C. Atkinson (56-97)
48. Constance L. Austin (78-84)
49. Donald W. Auteri (81-95)
50. Plummer L. Averett (26-43)
51. Benjamin J. Averette (99-present)
52. Larry D. Averette (71-92)
53. Paul L. Averette (69-03)
54. Raymond A. Averette Jr. (81-92)
55. Clarence F. Ayscue Jr. (68-89)
56. Matea S. Baffaro (77-84)
57. David G. Bagwell Jr. (04-present)
58. George R. Bagwell (78-present)
59. James E. Bagwell (74-81)
60. Dorothea Bailey (99-00)

61. Jackie G. Bailey (80-10)
62. Jonathan P. Bailey (97-present)
63. Kenneth R. Bailey (74-81, 86-10)
64. Kevin T. Bailey (06-present)
65. Charles L. Baker III (11-present)
66. Charles T. Baker (61-66)
67. Christopher Y. Baker (02-present)
68. Jason A. Baker (10-present)
69. Oris H. Baker (60-76)
70. Spruill M. Baker Jr. (82-11)
71. Amarbir S. Bakhshi (06-07)
72. Stephen M. Baldwin (74-77)
73. Edward G. Ball (88-94)
74. Timothy R. Ballard (08-present)
75. W. B. Bandy (?-?)
76. Rafael Bango (99-01)
77. James S. Barber (00-present)
78. Joshua L. Barbour (01-present)
79. Roderick D. Barden (60-83)
80. David G. Barefoot (93-present)
81. Jeffrey L. Barefoot (01-present)
82. Matthew J. Barker (12-16)
83. Gary J. Barnes (63-64)
84. Jimmie R. Barnes (82-11)
85. Lloyd Barnes Jr. (76-91)
86. Michael J. Barnes Jr. (00-present)
87. James E. Barnett (62-90)
88. Reginald Barnette (56-83)
89. Christopher J. Barrows (00-present)
90. Bill Bartholomew (52-79)
91. Lewis E. Bartholomew (63-78)
92. Lewis Y. Bartholomew (66-90)
93. Steven P. Bartholomew (90-present)
94. Brian A. Batten (99-present)
95. Jimmy C. Batten (99-present)
96. Michael E. Beach (79-96)
97. Frank A. Beacham (?-51)
98. Fred A. Beacham (?-?)
99. Ellis H. Beasley (60-90)
100. Ellis T. Beasley (82-12)
101. Frankie L. Beasley (98-present)
102. Wilbur K. Beasley (58-92)
103. Garvin L. Beck (26-27)
104. J. C. Beck (23-24)
105. Larry W. Beck Sr. (65-87)
106. James R. Bell (71-97)
107. Jody A. Bell (10-present)
108. Laurie R. Bennett (85-86)
109. Christopher T. Benvenuto (08-present)
110. Stephen E. Berry (06-present)
111. Thomas W. Best (60-93)
112. Timothy M. Bethea (86-12)
113. Arthur G. Beveridge (65-66)
114. Dwight M. Beverly Jr. (04-07)
115. Chadwick S. Bissette (05-present)
116. Franklin D. Black III (00-present)
117. D. C. Blackwood (36-?)
118. Timothy R. Blaisdell (08-present)
119. Chuck R. Blake (81-88)
120. Edward W. Blake (12-?)
121. Flenttrill L. Blake Jr. (53-79)
122. James P. Blake (32-64)
123. Ollie L. Blake Sr. (55-82)
124. W. A. Blake (24-?)

125. Linda G. Blalock (85-89)
126. Richard N. Blalock (70-96)
127. Robert B. Bland Jr. (?-56)
128. Thomas E. Blandshaw (96-present)
129. Anthony E. Blinson (78-79)
130. Justin T. Bolduc (04-present)
131. James R. Bond (67-?)
132. Kathy S. Boone (98-present)
133. Shirley A. Boone (82-03)
134. Calvin R. Boseman (50-78)
135. Ray A. Boseman (55-56)
136. Edmond R. Bowden (60-64)
137. William G. Bowen (02-present)
138. Joseph A. Bowling (58-82)
139. Kevin M. Boxberger (08-10)
140. David W. Boyette (83-present)
141. Wade M. Boyette Jr. (61-90)
142. Travis W. Boykin (02-present)
143. Wesley K. Boykin (86-present)
144. Arthur R. Bradford (66-94)
145. Charlie B. Bradshaw (67-73)
146. Cedric L. Branch (10-present)
147. James R. Brandt (71-80)
148. David L. Brannan (40-67)
149. William A. Brantley Jr. (99-present)
150. William S. Brantley (66-67)
151. Robert C. Braxton (97-present)
152. Herbert T. Bray (33-41)
153. John L. Breeden (74-97)
154. Aaron C. Brents (02-present)
155. Lonnie F. Bridgers Jr. (78-89)
156. Ollie L. Bridgers (78-00)
157. Thomas M. Bridgers (18-19)
158. E. M. Bridges (?-23)
159. Ernest M. Bridges (?-?)
160. Frederick E. Bridges (70-95)
161. Gregory R. Bridges (89-present)
162. J. E. Briggs (?-62)
163. Thomas H. Briggs (43-48)
164. Clarence G. Briley (79-05)
165. William P. Bristle (90-present)
166. James L. Britt Jr. (10-present)
167. Kristine C. Britt (90-present)
168. Scott P. Broaddus (05-present)
169. Peter J. Brock (85-present)
170. Sherwood B. Brockwell (12-14)
171. Bruce B. Brooks (18-19, 22-?)
172. Marvin L. Brooks (91-present)
173. R. L. Brooks (20-?)
174. Thomas W. Brooks (80-86)
175. Vernon E. Brooks (91-91)
176. William E. Brooks (74-95)
177. Joe A. Broughton (69-73)
178. Bobby H. Brown Jr. (80-98)
179. Donnie L. Brown II (11-present)
180. Donnie L. Brown (90-present)
181. Edward K. Brown (79-82)
182. James S. Brown (74-80)
183. Jason E. Brown (10-present)
184. Lawrence W. Brown (80-00)
185. Timothy C. Brown Sr. (82-92)
186. Titus L. Brown (71-05)
187. William M. Bruner (71-77)
188. Louis S. Bruno (86-96)

189. Clyde M. Bryan (26-26)
190. Palmer L. Buck (89-90)
191. Eugene B. Buffaloe (24-?)
192. Robert J. Bullock (74-76)
193. Ronald N. Bunch (71-99)
194. Bobby G. Bunn (56-58)
195. Cloyce B. Bunn (70-91)
196. David A. Burcham (00-present)
197. Zeb V. Burchette Sr. (55-84)
198. Nathan C. Burgess (02-present)
199. William S. Burgess (76-93)
200. Robert A. Burnett (05-09)
201. James M. Burnette (28-71)
202. Amber J. Burns (06-present)
203. Kelly C. Burns (10-present)
204. Shawn P. Burns (96-present)
205. William Burns (97-99)
206. Emil D. Burris Jr. (90-present)
207. Wayne L. Burton (75-03)
208. Mary S. Butler (80-10)
209. William R. Butts (26-47)
210. Gregory C. Buxton (83-present)
211. Johnny C. Byrd (97-present)
212. Roy E. Byrd (94-present)
213. Edgar C. Byrum Jr. (91-present)
214. Ann M. Cadman (10-present)
215. Joel B. Callahan (67-78)
216. Joseph C. Callender (06-present)
217. Theodore J. Calvert (83-90)
218. Hector T. Cameron (20-24)
219. Christopher L. Campbell (08-present)
220. Corey D. Campbell (06-present)
221. Douglas B. Campbell (97-present)
222. Junius C. Campbell (20-28)
223. Ronald S. Campbell (07-present)
224. Darrell R. Canady (81-09)
225. Patrick S. Canady (04-present)
226. Gary L. Cannon (04-present)
227. Anthony J. Cantin (97-present)
228. Anthony E. Capps Jr. (02-present)
229. Kenneth S. Capps (68-97)
230. Richard M. Capps (08-present)
231. Richard D. Carlson (06-present)
232. Rodney N. Carpenter (90-03)
233. David B. Carroll (06-present)
234. Edward L. Carroll III (90-present)
235. James E. Carroll (46-77)
236. Joseph A. Carroll (91-present)
237. Susan R. Carroll (74-85)
238. Timothy G. Carroll (83-present)
239. Wyatt Carroll (18-18)
240. Clyde R. Carter (50-83)
241. Donald L. Carter (81-10)
242. Dale O. Casey (77-96)
243. A. J. Casper (55-?)
244. Anthony V. Cassone (08-present)
245. Durwood E. Caudle (26-?)
246. Derick P. Cauthren (99-present)
247. Mae A. Caviness (66-?)
248. Theodore R. Cecil Jr. (74-83)
249. Gregory R. Ceisner (06-present)
250. Jason D. Ceisner (97-present)
251. Jan C. Chamblee (96-present)
252. Coy L. Champion (33-36)

253. Damon O. Chapel (90-present)
254. Charles C. Chappell (49-81)
255. Arthur L. Cheek (39-?)
256. Matthew W. Chestnut (00-07)
257. Elton Choplin (?-?)
258. Lewis V. Choplin (52-81)
259. Willis L. Choplin (14-?, 20-49)
260. Micah S. Christian (85-97)
261. Robert L. Christian (76-01)
262. James M. Clayton (83-09)
263. Thomas P. Clemens (49-50)
264. Robert L. Clifton Jr. (71-73)
265. Willie H. Clifton (52-85)
266. George R. Coats (62-81)
267. Richard L. Coats (86-present)
268. Shirley T. Coats (64-?)
269. Harvey L. Cobb (82-84)
270. Terry G. Colbert (82-98)
271. Andrew B. Coley (04-present)
272. Jimmy A. Collie (98-present)
273. Dempsie D. Collins (29-64)
274. Grady P. Collins (11-present)
275. Jeffrey P. Collins (94-96)
276. C. E. Compton (24-24)
277. Carrol M. Conrad (19-20)
278. Francis M. Conyers (56-91)
279. Norman E. Conyers (49-81)
280. Tony M. Cooke (77-77)
281. Melvin L. Cooley Jr. (02-present)
282. Allan R. Cooper (83-12)
283. Michael W. Cooper (91-05)
284. Benjamin T. Cope (91-93)
285. Marcus W. Copeland (97-present)
286. Kevin L. Coppage (94-present)
287. Michael R. Core (86-89)
288. Stephen J. Corker (02-present)
289. Robert A. Coughter (05-present)
290. Swannie N. Council (18-?)
291. Joyce C. Coupe (82-87)
292. Vivian L. Cox (66-?)
293. Jack C. Crabtree (22-24, 33-62)
294. James R. Crabtree Jr. (64-66)
295. Norman L. Crabtree (26-?)
296. Travis L. Crabtree (00-05)
297. Charles Craig (74-75)
298. William G. Crawford (73-95)
299. Michael D. Creech (93-present)
300. R. A. Creech (25-25)
301. Rellis B. Crews (?-?)
302. George E. Crocker (02-08)
303. R. L. Crocker (18-?)
304. Angie L. Crockett (97-97)
305. Travis N. Cruse (06-08)
306. Charles A. Curtis (97-98)
307. Ryan C. Cutright (08-present)
308. Carl D. Dahle (88-97)
309. Roger C. Dail (p.t. 12-present)
310. Homer B. Daniel (70-99)
311. Linwood E. Daniels Jr. (74-02)
312. Douglas M. Davidson Jr. (92-present)
313. Kent A. Davies (00-present)
314. George M. Davis (81-10)
315. Howard C. Davis (75-93)
316. Richmond Davis Jr. (64-94)

317. Robert G. Davis (30-40)
318. Timothy L. Davis (99-present)
319. Connie W. Dawkins (?-72)
320. Walter F. Deal (09-present)
321. Perry E. Dean (91-present)
322. Raymond L. Dean Jr. (78-04)
323. William F. Dean (90-90)
324. Corey D. Debnam (10-present)
325. Ray S. Debnam (69-83)
326. Stuart A. Denning (04-present)
327. William H. Denning (18-25)
328. R. W. Denning (24-?)
329. Charles B. Dent (66-93)
330. Allan B. Denton (74-93)
331. Benjamin B. Dew (68-96)
332. Johnie M. Dew (65-82)
333. Donald L. Deyo (89-present)
334. A. J. Dickens (35-36)
335. Gettys B. Dillard (12-present)
336. William B. Dillard Jr. (82-12)
337. William B. Dillard (10-present)
338. Lyman K. Dills (16-?)
339. Charles B. Dixon (52-80)
340. Evan D. D'Meza (11-present)
341. Charles A. Doan (53-56)
342. David S. Dockery (77-07)
343. Randall E. Dodd (05-present)
344. Eric J. Donaldson (08-present)
345. Archie A. Doolittle (12-18, ?-23)
346. Reginald G. Dorsey (61-67)
347. William N. Doster (62-65)
348. Johnny L. Dotson Jr. (94-present)
349. Melvin D. Dove (81-82)
350. Bernard C. Dowd (33-45)
351. James L. Drew Jr. (78-82)
352. James R. Driver (66-95)
353. Timothy N. Duke (90-present)
354. R. L. Dunlap (18-18)
355. Wilbert Dunn (74-03)
356. Wilbert Dunn Jr. (81-08)
357. Wilbert E. Dunn (86-12)
358. Theardis L. Dunston (88-06)
359. Bertram V. Dupree (81-08)
360. Leron W. Durden (49-51)
361. Lanny E. Eaddy Jr. (00-present)
362. Clinton H. Earp (98-present)
363. Charles E. East (91-present)
364. William T. East (71-77)
365. Danny M. Eatmon (68-96)
366. W. E. Edans (46-?)
367. Jerry W. Eddins (70-99)
368. Jimmy W. Eddins (65-76)
369. Richard M. Eddins (68-85)
370. Robert L. Edge (26-26)
371. Tony Edmundson (89-present)
372. Aldridge A. Edwards (?-?)
373. Andrew M. Edwards (01-04)
374. Boaz A. Edwards (20-62)
375. Charles H. Edwards (?-56, 60-65)
376. Creighton B. Edwards (62-91)
377. J. T. Edwards (?-55)
378. Jason B. Edwards (98-present)
379. Jimmy E. Edwards (64-93)
380. Keith A. Edwards (00-00)

381. Louis B. Edwards (39-44)
382. Robert L. Edwards (61-82)
383. Randall J. Egsegian (78-80)
384. Roy W. Elks (74-80)
385. Octavious K. Ellen (33-44)
386. Phillip I. Ellen (66-67)
387. Charles L. Ellis (71-82)
388. Herman G. Ellis (08-present)
389. James C. Ellis (50-76)
390. Jerry W. Ellis (73-05)
391. Joshua J. Ellis (00-present)
392. Raymond C. Ellis III (76-96)
393. Kevin J. Ellsworth (01-present)
394. Ernest C. Emory (44-78)
395. David K. English (04-present)
396. Kevin C. English (10-present)
397. Carlos H. Ennis (24-25)
398. Daniel L. Ennis (10-present)
399. H. R. Ennis (?-?)
400. John A. Ennis (53-81)
401. Ulysses M. Ennis (25-58)
402. Wayne T. Ennis (04-present)
403. Leonard A. Epps (98-present)
404. Frank M. Epting (24-25)
405. Shelton T. Eudy (72-99)
406. Burley R. Evans (20-25)
407. Kevin A. Evans (98-present)
408. Marvin Evans (91-present)
409. Percy V. Evans (81-10)
410. Warren F. Evans (63-65)
411. Dale M. Ezell (94-94)
412. Michael D. Ezzell (94-present)
413. Harold R. Faison (70-84)
414. James H. Faison (71-99)
415. Jay R. Faison (85-present)
416. John P. Fanning (93-present)
417. James Farantatos (73-03)
418. Jerry J. Farantatos (02-present)
419. Charles D. Farmer (12-19)
420. Marvin K. Farmer (73-78)
421. Wilmer E. Farmer (71-77)
422. Jerome T. Faulkner Jr. (91-present)
423. David S. Feller (88-present)
424. Derrick F. Fells (08-present)
425. Barry C. Fennell (10-present)
426. Adam C. Ferguson (02-present)
427. Eric L. Ferguson (96-present)
428. Avelino M. Fernandez (10-present)
429. Christopher W. Ferrell (08-present)
430. Walton T. Ferrell (55-75)
431. Carlton S. Fields (?-56)
432. Felipe I. Fierro (08-11)
433. Teddy C. Finch (71-78)
434. Walter A. Finch (20-?)
435. Daniel L. Flinn (93-96)
436. John C. Fogg (94-96)
437. John C. Ford (98-08)
438. Leotha Forte (74-89)
439. Claude A. Foster III (04-present)
440. Billy T. Fowler (51-86)
441. Earl F. Fowler (71-05)
442. James E. Fowler (44-49)
443. Daniel P. Fox (01-present)
444. James R. Foy (48-77)

445. James L. Franks Jr. (75-05)
446. Jermaine I. Franks (08-present)
447. Michael W. Franks (78-06)
448. Scott P. Franks (00-present)
449. Gregory T. Frazier (00-03, 06-present)
450. Lealon T. Frazier (53-75)
451. Maylon J. Frazier (55-82)
452. Keith D. Frederick (83-07)
453. David J. Freeman (97-present)
454. Michael T. Furr (98-present)
455. Charles W. Gaddy (25-25)
456. Dennis A. Gaither (89-present)
457. Daniel B. Gardner (96-present)
458. John W. Gardner (61-90)
459. William E. Gardner (94-06)
460. William J. Gardner (?-?)
461. Wallace P. Gaster (99-present)
462. Charles F. Gaston (13-27)
463. Thomas O. Gates (?-50)
464. John T. Gattis (69-99)
465. William T. Gautier (98-present)
466. Daniel F. Gay (62-70)
467. Jamie C. Gay (00-present)
468. John P. Gay (?-60)
469. Larry D. Gay (?-69)
470. Brandon A. Gayle (97-present)
471. Michael R. Gerke (05-present)
472. Peter A. Giambattista (83-89)
473. Christopher K. Gibbons (97-present)
474. Richard H. Gilbert (55-80)
475. Linda G. Gilchrist (68-?)
476. James L. Giles (63-69)
477. Dudley L. Gill (67-97)
478. Randy T. Gill (86-87)
479. Kenneth G. Gilson (99-present)
480. Christopher R. Glarum (04-11)
481. Rodney L. Glass (93-present)
482. Arthur E. Glazier (?-60)
483. Jesse B. Glenn (69-76)
484. Lawson H. Glenn (26-?)
485. Lonnie O. Glover (94-present)
486. Rommie R. Glover (18-?)
487. Todd A. Glover (00-present)
488. William N. Glover (67-96)
489. David B. Godfrey (70-95)
490. Billy M. Godwin (74-81)
491. Eric A. Godwin (11-present)
492. George S. Godwin (67-95)
493. John W. Godwin Jr. (39-72)
494. Kevin W. Godwin (08-present)
495. Lucius Q. Godwin (42-68)
496. Timothy H. Godwin (94-present)
497. Adger O. Goodman (20-25)
498. Joel D. Goodrich III (97-00)
499. E. B. Goodwin (17-18)
500. Henry L. Gosnell Jr. (50-81)
501. Shane A. Gouge (08-present)
502. Jeffrey S. Gower (86-present)
503. David A. Grady (10-present)
504. Henry J. Grady III (11-present)
505. James W. Gray (71-72)
506. Bryan P. Graziani (07-present)
507. B. H. Green (?-?)
508. Guy T. Green (88-99)

509. James Greene Jr. (63-81)
510. Grady M. Gregory (63-66)
511. John W. Gregory (41-42, 46-?)
512. William A. Gregory Jr. (96-present)
513. David M. Gresham (99-present)
514. Thomas E. Gresham (53-57)
515. Robert G. Grice (67-77)
516. Allison G. Griffin (96-99, 00-09)
517. Donald W. Griffin II (02-present)
518. Ian D. Griffin (08-present)
519. James V. Griffin Jr. (74-99)
520. Steven G. Griffin (02-present)
521. William S. Griffin (67-91)
522. John D. Grimes (30-?)
523. Bryan B. Grisel (93-present)
524. Dennis B. Grubbs (47-48)
525. Raymond J. Guidi (94-present)
526. Preston L. Guidry (06-present)
527. Bettie J. Gulley (85-86)
528. Betty Gupton (?-?)
529. Alexandra O. Gutierrez (06-present)
530. Charles L. Hackney Jr. (94-present)
531. Shannon L. Haeck (01-present)
532. Darrell Hagans (03-06)
533. Ralph R. Hailey (53-77)
534. Daniel H. Haines (89-present)
535. William J. Haliko (11-present)
536. Grant R. Hall (97-present)
537. Jason E. Hall (08-present)
538. Thomas D. Hall (48-51)
539. Walter B. Hall (31-37)
540. Carl B. Hamilton (28-28)
541. Jason S. Hamilton (04-present)
542. Luther J. Hamilton (68-85)
543. Stephen D. Hamilton (72-81)
544. William B. Hamilton (49-71)
545. John T. Hamlet (?-?)
546. Roy T. Hamlet (46-56)
547. Edward S. Hampton (98-00)
548. Ross D. Hamrick (78-99)
549. Robert G. Hand (08-present)
550. Carl B. Hardee (86-present)
551. Carl L. Harper (74-78)
552. Robert J. Harper (98-present)
553. Charles B. Harrell (35-37)
554. Raymond E. Harrell (91-present)
555. Phillip L. Harrington (83-01)
556. Randy L. Harrington (91-present)
557. Blaise E. Harris (06-present)
558. Chester J. Harris (?-?)
559. Darrell L. Harris (05-present)
560. Edward D. Harris (74-01)
561. King D. Harris Jr. (78-08)
562. Robert M. Harris (37-37)
563. Bryant C. Harrison (39-?)
564. Glenn S. Harrison (46-67)
565. James E. Harrison III (08-present)
566. Jeffrey L. Harrison (00-present)
567. John G. Harrison (24-61)
568. William L. Harrison (?-78)
569. Bradley R. Harvey (90-present)
570. Joel V. Harwell (86-12)
571. Michael L. Hawkins (86-present)
572. Willie A. Hawkins (60-67)

573. Leamon C. Hawley Jr. (74-91)
574. Charles L. Hayes (31-71)
575. Harold Hayes (97-98)
576. Michael T. Hayes (91-present)
577. Timothy T. Haynes (94-97)
578. Kempton L. Healey (11-present)
579. David A. Heath (96-99)
580. Donald C. Heath (83-87)
581. Harvey W. Heath Jr. (64-66)
582. Stan L. Heath (78-06)
583. David P. Hebert (88-present)
584. William G. Hedrick (56-82)
585. Timothy R. Henshaw (06-present)
586. C. M. Herma (20-?)
587. Ricky B. Herring (00-present)
588. Richard L. Hess (71-96)
589. Donna Hester (82-86)
590. John A. Hester (61-81)
591. Oka T. Hester (?-?)
592. Hikaru L. Hewitt (10-present)
593. Michelle M. Hickman (04-present)
594. Bobby W. Hicks (60-87)
595. Daniel G. Hicks (96-04)
596. Franklin C. Hicks Jr. (96-present)
597. Justin W. Hicks (96-present)
598. Lewis F. Hicks (13-17, 23-26)
599. Ronald W. Hicks (00-present)
600. Timothy H. Hicks (?-71)
601. George W. Higgins (?-?)
602. Grady W. Higgins (13-?)
603. Kristin M. Higgins (04-present)
604. Roy R. High (41-72)
605. Brian C. Hill (01-present)
606. James H. Hill (99-present)
607. William W. Hill (12-?)
608. Lance E. Hines (00-present)
609. Henry Hinson Jr. (78-97)
610. Charles R. Hinton (62-92)
611. Thurman Hinton (70-96)
612. Joe M. Hobby (37-71)
613. Franklin C. Hobson Jr. (91-present)
614. Kendall T. Hocutt (92-present)
615. Marcus R. Hocutt (85-12)
616. Charles A. Hodge (89-03)
617. Davey F. Hodge (00-present)
618. Donald A. Hodge (56-60)
619. Gardner C. Hodge (56-83)
620. George A. Hodge (72-96)
621. Julius C. Hodge (41-49)
622. Robert T. Hodge (96-present)
623. Thomas R. Hodge (70-89)
624. Christopher C. Hodges (10-present)
625. Craig C. Hodges (83-present)
626. Jerry K. Hodges (66-95)
627. Alfred L. Hogan Jr. (83-present)
628. Christopher S. Holcomb (05-present)
629. Wayland E. Holden (81-10)
630. Wayland N. Holden (08-present)
631. Ila W. Holderfield (18-?)
632. William D. Holland (83-11)
633. William E. Holland (13-39)
634. Alan T. Holleman (97-present)
635. William J. Hollifield (78-86)
636. Stephen W. Holloman (99-present)

637. Bruce D. Holloway (24-27)
638. John W. Holmes (41-?, 51-77)
639. Keith P. Holmstrand (88-12)
640. Clarence L. Hombaugh (24-24)
641. Joseph T. Honeycutt (38-68)
642. Marcus B. Honeycutt (51-66)
643. Willis O. Honeycutt (73-73)
644. Brandon K. Hopkins (00-present)
645. Dallas W. Hopkins (74-74)
646. Robert M. Horne (08-present)
647. Charles R. Horton (06-present)
648. Graham G. Horton III (82-85)
649. Hubert H. Horton (12-?)
650. Maurice V. Horton (78-79)
651. Paul W. Horton (23-24)
652. W. C. Horton (?-?)
653. Zebulon V. Horton (?-18)
654. J. H. House (49-49)
655. J. W. House (18-18)
656. James R. House (50-80)
657. Kenneth C. House (49-49)
658. Talmadge W. House (52-81)
659. Chatmon T. Houston (04-present)
660. Halbert W. Howard (74-86)
661. Roy C. Howard (02-present)
662. Searcy R. Howard Jr. (10-present)
663. Clem R. Howell (?-21)
664. Harold A. Howell (33-38)
665. Vernon W. Howell (?-71)
666. Craig C. Hoxie (?-09)
667. Lemuel O. Hubbard (06-present)
668. George E. Hudson (61-88)
669. Louis F. Hufham IV (99-present)
670. Dennis P. Hughes (65-94)
671. Ulius M. Hughes (65-66)
672. B. M. Hunnicutt (?-?)
673. Herman W. Hunnicutt (26-?)
674. Jameston H. Hunnicutt (67-96)
675. Alvin N. Hunter (78-07)
676. Donnell R. Hunter (06-present)
677. Ryan C. Hunter (01-05)
678. Bobby L. Hussey (70-91)
679. Addison Ingram (78-78)
680. Thomas L. Inscoe (81-85)
681. Clara P. Irurita (08-present)
682. Delia Issacs (43-?)
683. Robert M. Jackowski (90-present)
684. Gary W. Jackson (85-98)
685. Horace E. Jackson (70-80)
686. John W. Jackson (73-98)
687. Leon R. Jackson (53-78)
688. Michael D. Jackson (01-present)
689. Wilber K. Jackson (82-11)
690. William T. Janke (06-present)
691. William L. Jefferies (78-03)
692. Jerry B. Jeffreys (02-present)
693. M. M. Jeffreys (55-55)
694. G. J. Jenkins (25-?)
695. Phillip W. Jernigan (92-present)
696. Boneda E. Jervis (86-86)
697. Andrew J. Johnson (05-09)
698. Benjamin A. Johnson (51-80)
699. Bobby R. Johnson (55-59)
700. Cecil L. Johnson (?-58)

701. Claude W. Johnson (56-76)
702. Elijah E. Johnson (11-present)
703. Erika D. Johnson (08-present)
704. Ervine J. Johnson (23-28)
705. Ivon L. Johnson (06-present)
706. J. C. Johnson (25-25)
707. Jeffrey D. Johnson (06-present)
708. John T. Johnson (70-80)
709. John W. Johnson (08-present)
710. Lloyd C. Johnson (93-present)
711. Lynn P. Johnson (74-03)
712. Marvin J. Johnson Jr. (88-present)
713. Michael S. Johnson (78-95)
714. Mitchell C. Johnson (85-present)
715. Paul D. Johnson Jr. (78-05)
716. Raymond C. Johnson (80-88)
717. Robin R. Johnson (89-present)
718. Rondal Johnson (66-95)
719. Sherrill I. Johnson III (93-present)
720. Thomas I. Johnson II (99-present)
721. Thomas S. Johnson (71-84)
722. W. H. Johnson (22-23)
723. Wayne R. Johnson (71-83)
724. William H. Johnson (18-23)
725. Alexander D. Jones (97-present)
726. Alfred M. Jones (00-10)
727. Badger G. Jones (71-78)
728. Becky P. Jones (78-06)
729. Charles E. Jones (82-10)
730. Daniel K. Jones (?-74)
731. Edwin H. Jones (76-84)
732. Eugene E. Jones (12-?)
733. George E. Jones (77-89)
734. George E. Jones Jr. (99-10)
735. Glenn B. Jones (82-present)
736. Harold D. Jones (52-82)
737. Herman S. Jones (80-08)
738. James L. Jones (05-present)
739. Jerry E. Jones (93-present)
740. Jimmy W. Jones (68-77)
741. John D. Jones (13-18)
742. John H. Jones (74-96)
743. Kenneth R. Jones (74-90)
744. Robert E. Jones Sr. (71-95)
745. Rodney M. Jones (99-present)
746. Samuel M. Jones (71-05)
747. Todd E. Jones (89-present)
748. Welton Jones (63-88)
749. William N. Jones (65-91)
750. B. C. Joyner (12-?)
751. Jerry W. Joyner (10-present)
752. Kontar O. Joyner (06-07)
753. W. P. Joyner (12-?)
754. W. L. Justice (12-?)
755. Zachary N. Kahan (11-present)
756. Darwin M. Keaton (26-?)
757. John B. Keeter (31-73)
758. Timothy A. Keeter (82-12)
759. Andrew M. Keil (88-present)
760. Adam L. Keith (00-present)
761. Rufus E. Keith (51-53, 55-82)
762. Walter L. Kelbaugh (76-91)
763. Charles E. Kelley (61-78)
764. Mark F. Kelling (97-present)

765. Daniel W. Kelly (83-present)
766. Floyd A. Kelly (71-80)
767. James C. Kelly (26-41)
768. James V. Kelly (60-87)
769. William Kelly (?-?)
770. Michael F. Kemmeries (94-present)
771. Doane F. Kemp (36-37)
772. Tarmel L. Kennion (06-present)
773. Richard L. Ketchie (97-present)
774. Bryan J. Kilmer (99-present)
775. Michael L. Kimbrell (82-10)
776. Edmund B. King (61-90)
777. Ellis D. King (16-20, 21-41)
778. J. R. King (18-19, 22-24, 25-26, 32-?)
779. Linwood C. King (26-?)
780. Phillip R. King (10-present)
781. Ralph M. King (61-95)
782. Thomas N. Kinney II (91-present)
783. Charles B. Kirk (99-present)
784. James W. Kirk (49-56)
785. Keith P. Kirton (00-present)
786. Kevin R. Kirton (98-present)
787. Harry P. Kissinger VI (97-09)
788. Charles B. Kneeshaw (04-present)
789. Elmer L. Knight (26-41)
790. Ole D. Koehmstedt (05-present)
791. Dweyne R. Krauser (10-present)
792. Thomas A. Kuster (83-85)
793. Lyman C. Lambert (?-?)
794. Kelly L. Lamotta (08-present)
795. Nicholas J. Lamotta (11-present)
796. Andrew L. Lancaster (?-17)
797. Judson B. Lancaster (61-88)
798. R. L. Lancaster (17-?)
799. George F. Lane Jr. (66-70)
800. Jason R. Lane (96-present)
801. Joseph A. Lane Sr. (89-present)
802. Nicholas G. Lane (00-present)
803. Roy K. Lane (65-97)
804. Teresa B. Lane (04-present)
805. Charles W. Langston (08-present)
806. David C. Lanier (76-77)
807. David A. Lanphere (86-97)
808. Eugene A. Lasater (12-30)
809. George E. Lasater (?-?)
810. Grodott E. Lasater (18-?)
811. Royce C. Lassiter (33-73)
812. James C. Lawrence (05-present)
813. Christopher D. Laxton (02-present)
814. Kevin A. Laxton (99-present)
815. Richard H. Lea (79-85)
816. John B. Ledbetter (33-41)
817. Clinton Lee Jr. (74-82)
818. D. E. Lee (?-53)
819. Fred H. Lee (49-50)
820. Gershon L. Lee (08-present)
821. Jason W. Lee (11-present)
822. Jerry A. Lee (90-present)
823. Michael J. Legeros (89-91)
824. Jorge F. Leiva-Penate (04-present)
825. Daniel M. Lemon (36-42, 45-?, ?-64)
826. Alfred G. Leonard (73-78)
827. Clyde T. Leonard (80-88)
828. William P. Leonard Jr. (96-present)

829. Earl J. Lester (71-00)
830. Tara N. Lester (p.t. 08-12)
831. Thomas J. Lester (70-96)
832. Delbert D. Leutwyler (08-present)
833. Caleb J. Lewis (06-present)
834. Jerry W. Lewis (65-68)
835. Lynne S. Lewis (82-10)
836. Patricia A. Lewis (65-?)
837. Derek J. Liles (04-present)
838. William J. Lindsay (33-?)
839. Carther L. Liverman Jr. (60-66, 66-?)
840. Alvin B. Lloyd (19-55)
841. Charles A. Lloyd (56-79)
842. Duncan C. Lloyd (12-?)
843. E. J. Lloyd (?-?)
844. Hughie V. Lloyd (23-?)
845. Wester B. Lloyd (?-63)
846. Zeno L. Lloyd (?-?)
847. Marc A. Lockley (11-present)
848. Jeese J. Love (25-?)
849. Lewis D. Lovell (11-present)
850. Harry L. Lovic Jr. (06-present)
851. Paul W. Lowery (81-00)
852. Robert L. Lugani (71-00)
853. Alfred E. Lynn (72-06)
854. Beverly A. Lynn (80-05)
855. David E. Lynn (00-present)
856. Walter R. Mabrey (49-83)
857. Donald E. Macon III (11-present)
858. Jonathan E. Maddrey (93-present)
859. Johnny A. Maidon (67-92)
860. Ben O. Mallard (08-present)
861. B. V. Mangum (16-?)
862. Darryl E. Mangum (02-present)
863. John W. Mangum (?-?)
864. Timothy M. Mangum (18-18)
865. William J. Mangum (26-28)
866. Charles S. Mann (71-02)
867. William R. Manshack (68-76)
868. Tony B. Marcom (04-05)
869. Patrick B. Marks (06-present)
870. Dennis C. Marshall (94-present)
871. Donald L. Marshall (74-04)
872. Frank T. Marshall (74-78)
873. George R. Marshall (74-78)
874. John R. Marshall (26-55)
875. K. J. Marshall (?-?)
876. Robert H. Marshall (?-?)
877. Adam B. Marshburn (11-present)
878. Christopher K. Marshburn (00-present)
879. J. R. Marshburn (66-70)
880. Ralph J. Marshburn (27-37)
881. Tommy L. Marshburn (74-00)
882. Vernon H. Marshburn (49-81)
883. William R. Marshburn (81-05)
884. Andrew J. Martin (12-18)
885. Edsel M. Martin (82-present)
886. Harold L. Martin (25-34)
887. Ryan V. Martin (00-present)
888. James B. Mason (?-71)
889. Dwayne L. Massenburg (10-present)
890. Jeffrey L. Massey (99-present)
891. Joseph F. Massey (85-10)
892. Nelson L. Massey (97-present)

893. James L. Matthews (74-86)
894. Jimmy W. Matthews (66-?)
895. Norwood L. Matthews (25-26)
896. P. A. Matthews (24-25)
897. Robert L. Matthews (26-63)
898. Thomas H. Matthews (83-07)
899. Thomas M. Matthews (71-01)
900. Tony D. Matthews (78-03)
901. Claude T. May (49-81)
902. Richard H. May (53-74)
903. Roger W. Maye (72-96)
904. Robert B. Maynard (12-?)
905. Randall E. Mayo (89-present)
906. William L. Mayo III (96-06)
907. Arthur L. McAllister (70-82)
908. Terence W. McCabe (99-present)
909. Lawrence McCallop (?-71)
910. Joseph F. McCarthy (08-present)
911. John E. McCaskill (97-98)
912. David M. McCloud Jr. (76-01)
913. Clesiastes McCullers (71-84)
914. Jerel McGeachy (08-08)
915. Corey V. McGee (97-present)
916. Freddie M. McGee (78-82)
917. Roy T. McGee III (94-present)
918. Edward G. McGhee (23-59)
919. Brian C. McGinnis (08-present)
920. John T. McGrath (06-present)
921. Sammy G. McIntyre (90-12)
922. Michael J. McKnight (08-present)
923. William A. McKnight (?-20)
924. Edna J. McLamb (59-?)
925. James H. McLamb (02-present)
926. Morgan J. McLamb (04-present)
927. Franklin G. McLaurin (82-present)
928. Reginald J. McLaurin (08-present)
929. Bernard C. McLean Jr. (76-80)
930. David A. McLeod (70-78)
931. Joesph M. McLeod (26-?)
932. Troy T. McLeod (76-78)
933. Leroy McRae Jr. (83-present)
934. Michael E. McRoy (92-03)
935. Judith A. Mealer (89-89)
936. Billy T. Medlin (80-08)
937. Charles R. Medlin (76-94)
938. Joe L. Medlin (77-00)
939. Wesley W. Medlin (78-07)
940. Andrew S. Meier (99-present)
941. William J. Melina (88-present)
942. Jameia W. Melton (08-present)
943. Jerry L. Melton (65-95)
944. Doug T. Melville (89-03)
945. Mark A. Mendoza (97-98)
946. Travis J. Menges (00-present)
947. Julio M. Mercado (11-present)
948. Leigh T. Merchant (80-10)
949. David M. Messer Jr. (p.t. 12-present)
950. Jasper J. Mial III (74-88)
951. Timothy L. Miller (97-present)
952. C. D. Mills (34-?)
953. Jason W. Mills (98-01)
954. Harry R. Mimms (52-77)
955. Paul A. Mimms (51-65)
956. Virgil G. Mims (29-63)

957. Robert V. Minor (71-77)
958. Bradley R. Mitchell (96-00)
959. John R. Mitchell (00-present)
960. Kostas A. Mitchell (97-01)
961. Robert L. Mitchell Jr. (90-present)
962. William L. Mitchell (46-76)
963. Mark W. Mitro (00-present)
964. Ronny D. Mizell (91-present)
965. Issachar N. Modert (05-09)
966. Gregory R. Monroe (00-present)
967. Elliott R. Montague (74-00)
968. Joe N. Montague Jr. (11-present)
969. Brian J. Montgomery (92-93)
970. James R. Moody (54-83)
971. Robert S. Moody (53-79)
972. Shelton A. Moody (89-present)
973. T. E. Mooney (55-55)
974. Alonzo Moore (64-92)
975. Chaz M. Moore (06-present)
976. Eric W. Moore (94-present)
977. James W. Moore (?-18)
978. Malcolm F. Moore (17-18, 24-?)
979. Ricky F. Moore Sr. (78-08)
980. Shawn C. Moore (96-present)
981. Sherley Moore Jr. (83-present)
982. Walter J. Moore (?-?)
983. William M. Moore (26-?)
984. Christopher M. Morales (11-present)
985. Brian K. Morgan Sr. (08-present)
986. Joseph A. Morgan (78-93)
987. Melvin G. Morgan (00-00)
988. Paul L. Morgan (22-27)
989. Philip S. Morgan (93-present)
990. Amada V. Morris (96-present)
991. Jonathan E. Morris (00-present)
992. Michael S. Morris (97-present)
993. David V. Morzella (94-present)
994. Keith D. Moses (02-present)
995. Benjamin W. Motley (92-present)
996. Edward D. Moxin Jr. (97-present)
997. Jeffrey L. Mullen (78-present)
998. Daniel R. Muller (10-10)
999. James C. Munns Jr. (61-99)
1000. Brian P. Murphy (08-12)
1001. Marshall J. Murphy (99-present)
1002. Patrick W. Murphy (00-present)
1003. James T. Murray (71-95)
1004. Michael C. Murray (00-present)
1005. Michael E. Murray (71-93)
1006. Nicholas L. Murray (99-present)
1007. Robert L. Murray Jr. (04-present)
1008. Charles C. Narron Sr. (58-94)
1009. Charles C. Narron Jr. (94-present)
1010. Jimmy D. Narron (00-present)
1011. Jeffrey L. Neal (97-present)
1012. Gregory K. Nelson (86-88)
1013. Cassie L. Neugent (11-present)
1014. Kenneth W. Newton (78-81)
1015. William N. Niblock (12-?)
1016. Ronnie G. Nichols (74-77)
1017. Samuel A. Nichols (12-?)
1018. Jonathan S. Nipper (96-11)
1019. Steven C. Nipper (97-present)
1020. Ted E. Nipper. (69-72)

1021. Michael J. Nixon (94-present)
1022. Roy F. Noble (89-present)
1023. Daren D. Nolan (93-12)
1024. Paul E. Nordan (33-39)
1025. S. J. Nordan (23-23)
1026. Charles W. Norwood (00-01)
1027. Charles E. Nunn (33-66)
1028. Brantley B. Olive (?-?)
1029. Janice K. Olive (78-82)
1030. John E. Olive Jr. (01-present)
1031. Josue Olmeda (08-present)
1032. Arthur E. O'Neal (42-62)
1033. Carl V. O'Neal (?-61)
1034. Dominic R. Orlando (94-present)
1035. Patrick T. Overton (00-present)
1036. Zeb W. Overton Jr. (90-present)
1037. Robert S. Owen (83-90)
1038. James T. Owens Jr. (62-90)
1039. Jerry G. Pace Jr. (83-12)
1040. Bobby J. Page (96-present)
1041. Stephen R. Page (93-present)
1042. Elliott G. Palmer (06-present)
1043. Charles B. Park (?-?)
1044. Aaron C. Parker (08-present)
1045. James W. Parker III (74-01)
1046. Margaret J. Parker (72-72)
1047. May T. Parker (39-72)
1048. Nancy J. Parker (78-07)
1049. Paul W. Parker (02-present)
1050. William N. Parker (88-present)
1051. Durwood H. Parrish (34-36)
1052. Henry N. Parrish (12-18)
1053. Thomas S. Parrish (04-present)
1054. Emily K. Parsons (08-11)
1055. William D. Parsons (97-present)
1056. David B. Parsons-Foresi (11-present)
1057. Herbert E. Partin (50-77)
1058. Josephus D. Partin (56-68)
1059. Terry W. Partin (78-08)
1060. Tyndall Partin (?-?)
1061. Charlie Patterson (85-present)
1062. Jason R. Patterson (00-present)
1063. Jennifer K. Patterson (08-present)
1064. LaByron J. Payton (02-07, 08-present)
1065. Norwood M. Peacock (63-90)
1066. Robert L. Peacock (74-03)
1067. Brian V. Pearce (98-present)
1068. Dexter R. Pearce (10-present)
1069. George E. Pearce (41-43)
1070. James W. Pearce (02-present)
1071. Jeffery L. Pearce (99-present)
1072. Kenneth R. Pearce Sr. (76-06)
1073. Phillip M. Pearce (70-90)
1074. Randolph A. Pearce (82-09)
1075. Robert M. Pearce Jr. (89-90)
1076. Timothy N. Pearce (83-12)
1077. William J. Pearce (06-10)
1078. William J. Pearce (?-58)
1079. John W. Peatross (33-35)
1080. Delphus M. Peddy Jr. (18-19)
1081. Herbert L. Peebles (?-18)
1082. Gladys Pegram (?-?)
1083. Joshua J. Pender (08-present)
1084. Clyde R. Pendergraft (28-37)

1085. David H. Penny Jr. (06-present)
1086. Roy W. Penny (24-?)
1087. Everette T. Pernell (74-02)
1088. A. H. Perry (?-18)
1089. Adam S. Perry (96-present)
1090. Aldred L. Perry (53-81)
1091. Anthony B. Perry (?-72)
1092. Arthur W. Perry (?-18)
1093. Billy N. Perry Jr. (81-11)
1094. Brian J. Perry (97-05, 06-present)
1095. Charles E. Perry (71-92)
1096. Dallas H. Perry (68-84)
1097. Donald L. Perry (70-99)
1098. Florence Perry (?-?)
1099. H. M. Perry (?-?)
1100. Kenneth A. Perry (88-present)
1101. Labon B. Perry (?-58)
1102. Malcolm P. Perry (02-present)
1103. Moses E. Perry (13-18, 20-57)
1104. Ned K. Perry (58-75)
1105. Phil H. Perry (67-97)
1106. R. W. Perry (24-?)
1107. Reginald D. Perry (78-00)
1108. David A. Peruso (91-present)
1109. Maria A. Peterson (05-present)
1110. Joshua A. Petty (05-present)
1111. Eric C. Phillips (06-present)
1112. Michael A. Phillips (99-present)
1113. Bradley S. Phipps (00-present)
1114. Patricia G. Pickard (82-08)
1115. Sherman A. Pickard (86-95)
1116. John W. Pinder (08-present)
1117. Floyd T. Pipkin (42-74)
1118. Nolan L. Pittman (?-51)
1119. Donovan J. Pitz (00-present)
1120. Marty D. Pleasant (04-present)
1121. Martin E. Pochis (96-05)
1122. C. W. Pointer (?-?)
1123. Aaron O. Pollard Jr. (73-84)
1124. J. E. Pollard (?-69)
1125. W. E. Pollard (41-76)
1126. James A. Poole (26-67)
1127. James D. Poole (78-present)
1128. James D. Poole (10-present)
1129. John M. Poole (86-88)
1130. Reginald L. Poole (62-92)
1131. Robert H. Poole (25-41)
1132. Thomas B. Poole (71-92)
1133. Tyree M. Poole (25-39)
1134. Tim L. Pope (94-99)
1135. Michael S. Porter (96-present)
1136. J. A. Powell (?-?)
1137. Jamie E. Powell (05-present)
1138. Jerome W. Powell (66-93)
1139. Bryan Prato (10-present)
1140. Gene C. Preddy (61-?)
1141. Robert W. Prescott (88-95)
1142. David B. Price (86-03)
1143. Dindger D. Price (88-90)
1144. Donald R. Price (67-96)
1145. Marvin K. Price (93-present)
1146. Shelton D. Price (82-11)
1147. Elsie M. Privette (73-74)
1148. W. S. Privette (?-?)

1149. Henry W. Proctor (?-49)
1150. Charles B. Pugh Jr. (?-73)
1151. Cesar A. Pulido (78-78)
1152. David Pullen (95-98)
1153. Benjamin M. Pulley (?-72)
1154. Justin B. Pulley (08-08)
1155. Clarence R. Puryear Sr. (41-42, 45-74)
1156. Terry L. Putman II (05-present)
1157. James R. Radford (70-86)
1158. Kevin E. Radford (96-present)
1159. Terry J. Ragsdale (88-present)
1160. Delmer D. Raines (27-?)
1161. Herbert W. Ramsey Jr. (?-69, 71-76)
1162. Jayson T. Ramsey (00-present)
1163. Mark A. Randall (82-11)
1164. Kasey Y. Randleman (11-present)
1165. Robert L. Randolph (27-33, 40-43)
1166. John B. Rasor (05-present)
1167. Jay D. Rauer (05-present)
1168. Anthony D. Ray (74-77)
1169. Joseph L. Ray (55-76)
1170. Joseph S. Ray (71-96)
1171. Kenneth C. Ray (97-present)
1172. Renee L. Ray (97-?)
1173. Roy L. Ray (65-69)
1174. Wenfred A. Ray (71-77)
1175. William R. Ray (60-64)
1176. William P. Raynor Jr. (74-98)
1177. E. B. Rea (?-51)
1178. Leroy H. Reaves (49-50)
1179. James E. Reeves (88-present)
1180. John D. Rehbock (86-present)
1181. Danny S. Reyes (08-present)
1182. Dewey C. Reynolds (28-?)
1183. Nicholas J. Rhodes (02-present)
1184. Ronald D. Rhodes (75-01)
1185. Suzon J. Rhodes (85-85)
1186. Aubrey C. Rich Jr. (89-present)
1187. Thomas G. Rich Jr. (65-91)
1188. Samuel A. Richards (82-12)
1189. Thomas G. Richards (08-present)
1190. Calvin A. Richardson (74-75)
1191. Clifford R. Richardson (86-12)
1192. Daniel R. Richardson (06-present)
1193. Jerry L. Richardson (00-present)
1194. Jesse C. Richardson (99-present)
1195. Roy E. Richardson (71-79)
1196. Ronald P. Ricks (71-08)
1197. Clyde M. Riddick (86-present)
1198. Joel T. Rieves (90-12)
1199. Nolan P. Rigda (99-present)
1200. Ralph E. Ripper (96-present)
1201. David P. Ritchie (85-present)
1202. Harry L. Rivenbark (26-?)
1203. Leslie H. Roberts (78-04)
1204. Paul A. Roberts (03-present)
1205. John W. Robertson (61-91)
1206. William R. Robertson (79-92)
1207. Brian J. Rodman (01-06, 07-07)
1208. Phillip M. Rogers (02-present)
1209. Robert W. Rogers (74-01)
1210. Simon Rogers (57-78)
1211. William C. Rogers (64-66)
1212. James J. Roof (97-present)

1213. D. Conrad E. Rook (46-?)
1214. Jerry E. Rose (71-89)
1215. Justin D. Rose (02-present)
1216. Erik T. Roslund (00-07)
1217. Marc F. Ross (99-present)
1218. Roy R. Ross Jr. (88-present)
1219. Hal J. Royster Jr. (?-72)
1220. Cynthia R. Rubens (81-10)
1221. John D. Rudisill (98-98)
1222. Donald B. Russell (?-46)
1223. James O. Russell (72-93)
1224. Frank J. Russo (00-01)
1225. Horace N. Sadler (25-51)
1226. Chester L. Sampson (82-07)
1227. Carmelo Sanchez (83-90)
1228. Jonny B. Sandy (64-66, 68-99)
1229. Thurman A. Sandy (?-17)
1230. Sheila D. Sapp (78-79)
1231. Gales G. Sauls (20-27)
1232. M. P. Saunderford (25-25)
1233. Andrew W. Saunders Jr. (02-present)
1234. C. M. Saunders (24-24)
1235. Todd W. Saunders (04-present)
1236. Sean P. Scanlon (11-present)
1237. Charlie B. Scarboro Jr. (83-07)
1238. Carlton L. Scarborough (91-present)
1239. Mark A. Scaringelli (06-present)
1240. Terry W. Schlink (00-present)
1241. Randall E. Schmidt (96-present)
1242. Edwin B. Schneider (18-?)
1243. James J. Schwenk Jr. (02-present)
1244. Paul J. Scott (15-21)
1245. Randall C. Scott (97-present)
1246. Russell C. Scott (05-present)
1247. Ryan A. Scrivner (98-08)
1248. Jonathan Seagroves (11-present)
1249. R. J. Seagroves (?-?)
1250. John H. Sealey III (05-present)
1251. Brett M. Senter (01-02)
1252. Jasper R. Shannon (49-49)
1253. Theron S. Sharber (73-76)
1254. Johnathan P. Sheehan (82-85)
1255. Bobby T. Sheppard (67-68)
1256. Curtis L. Sherian (97-present)
1257. Brian L. Sherrill (93-94)
1258. Brian L. Sherrill (97-present)
1259. Emmett B. Sherron (20-26)
1260. Linwood C. Shingleton (05-present)
1261. L. M. Shirley Jr. (?-60)
1262. Benjamin G. Shook (00-present)
1263. Derek R. Shoup (96-present)
1264. Richard M. Siebel (86-89, 96-present)
1265. Jeffrey M. Silver (00-present)
1266. Phyllis H. Silver (82-88)
1267. Roscoe M. Simmons (12-?)
1268. Ann L. Simon (?-85)
1269. Scott P. Simon (08-present)
1270. Russell E. Singer (71-81)
1271. George H. Sizemore (86-88)
1272. Jeremy R. Skolozynski (08-present)
1273. A. J. Smith (?-49)
1274. Bobby E. Smith Jr. (83-12)
1275. Bobby L. Smith (71-77)
1276. Chad E. Smith (97-present)

1277. Charles A. Smith Jr. (70-82)
1278. Charles E. Smith (01-present)
1279. Christopher S. Smith (00-present)
1280. D. O. Smith (23-24)
1281. Denise M. Smith (80-present)
1282. Earlie B. Smith (18-39)
1283. Horace L. Smith (78-86)
1284. James M. Smith (66-94)
1285. John W. Smith Jr. (76-78)
1286. Kenneth B. Smith (56-62)
1287. Kenneth J. Smith (26-29, 32-?)
1288. Leighton R. Smith (10-present)
1289. Lowell W. Smith Jr. (99-present)
1290. Michelle R. Smith (04-present)
1291. Paul S. Smith (68-00)
1292. R. G. Smith (?-?)
1293. Randy L. Smith (97-present)
1294. Ronald E. Smith (61-65)
1295. Roney L. Smith (76-06)
1296. Timothy D. Smith (91-present)
1297. Vernon J. Smith (42-56)
1298. William B. Smith (08-present)
1299. Grover Snow (?-19)
1300. F. S. Solomon (25-?)
1301. Andre J. Somme' (11-present)
1302. Kirk K. Sorensen (00-05)
1303. Barry D. Spain (89-present)
1304. Garry G. Spain (88-present)
1305. Richard J. Spangler (77-12)
1306. Robert C. Speight (64-66)
1307. C. F. Spence (53-?)
1308. Robert W. Spence (82-02)
1309. Wilbert L. Spence Sr. (74-85)
1310. Ryan C. Stagner (05-present)
1311. Sue Stallings (80-81)
1312. William M. Stanfield (97-present)
1313. Larry Stanford (80-10)
1314. Adam R. Stanley (98-present)
1315. Robert A. Stanley (66-95)
1316. David A. Stanton (00-present)
1317. Albert G. Stell (56-94)
1318. Cecil R. Stell (70-92)
1319. Charlie R. Stell (?-76)
1320. Chester E. Stell (53-83)
1321. David M. Stell (83-05)
1322. Ervin L. Stephens (63-91)
1323. P. H. Stephens (?-49)
1324. Boyd B. Stephenson (24-25)
1325. Carlie J. Stephenson (63-93)
1326. Eric D. Stephenson (06-present)
1327. Harold S. Stephenson (45-72)
1328. John W. Stephenson (33-42)
1329. L. G. Stephenson (37-?)
1330. Thomas A. Stephenson (64-?)
1331. Aaron G. Stevens (11-present)
1332. F. G. Stevens (25-25)
1333. Roger A. Stevens (98-98)
1334. Cleveland F. Stewart (70-91)
1335. Bradley A. Stikeleather (05-present)
1336. Beverly A. Stiles (79-81)
1337. John W. Stiver Jr. (97-present)
1338. Harold E. Stone Jr. (74-80)
1339. Mark A. Stone (99-present)
1340. Darren M. Strapp (99-present)

1341. Daryl C. Strayhorn (83-12)
1342. William M. Stricker (02-present)
1343. Curtis P. Strickland (75-96)
1344. James C. Strickland (49-50)
1345. James L. Strickland (01-04)
1346. Roy L. Strickland (71-98)
1347. Stanley Strother (27-?)
1348. Joseph H. Stuart (79-07, p.t. 09-present)
1349. John D. Sturchio (97-present)
1350. Tommie A. Styons (80-08)
1351. William R. Styons (82-12)
1352. Michael P. Suggs (71-73)
1353. Donald L. Summers (80-10)
1354. Oscar Summers (33-74)
1355. Robert A. Surles (61-67)
1356. Charles C. Sutton (00-present)
1357. Benjamin J. Sweet (10-present)
1358. Donald M. Sykes (74-03)
1359. William J. Sykes Jr. (67-94)
1360. Keith E. Sykora (99-present)
1361. James K. Talton (?-68)
1362. John K. Talton (60-68)
1363. Stephen J. Talton (50-76)
1364. Miguel A. Tamayo (08-present)
1365. Anthony D. Tant (94-present)
1366. Horace L. Tant (79-07)
1367. Dennis B. Tart (91-present)
1368. Milton E. Tart III (93-present)
1369. Bobby D. Taylor (94-00)
1370. Brett C. Taylor (02-present)
1371. Brian W. Taylor (99-present)
1372. Dean H. Taylor (88-present)
1373. Henderson B. Taylor Jr. (53-81)
1374. Henderson Taylor (30-42)
1375. Matthew D. Taylor (02-present)
1376. T. H. Taylor (20-22)
1377. Timothy B. Taylor (86-90)
1378. Jerry W. Terry (?-72)
1379. David M. Tesh (06-?)
1380. Wallace K. Tessinear (91-present)
1381. Ricky L. Tharrington (91-present)
1382. Douglas F. Thomas (69-94)
1383. Ralph M. Thomas (85-86)
1384. Robert E. Thomas (70-79)
1385. Luther C. Thompson (?-?)
1386. Nicholas T. Thompson (08-present)
1387. Danny L. Thornton (68-96)
1388. Edsell S. Thornton (49-83)
1389. Timothy L. Thrower (93-present)
1390. David D. Timberlake (79-00)
1391. Edward B. Tindal IV (93-present)
1392. Brian J. Tirico (02-present)
1393. William A. Tisdale (86-present)
1394. Arthean J. Tobias (80-88)
1395. Margaret P. Toburen (87-08)
1396. Brian E. Todd (04-present)
1397. Glenn A. Todd Jr. (06-present)
1398. Harrison J. Todd (11-present)
1399. John B. Todd (49-51)
1400. Ian S. Toms (97-present)
1401. William H. Toone (78-81)
1402. Christopher N. Townsend (02-present)
1403. Michael K. Townsend (85-present)
1404. Bart W. Travis (98-present)

1405. Carl A. Trice (78-82)
1406. Robert D. Truelove (56-82)
1407. Kathy D. Tuck (?-73, 74-74)
1408. Christopher P. Tucker (01-present)
1409. Preston L. Tucker (?-72)
1410. Velton W. Tudor (73-82)
1411. Barbara J. Turner (78-79)
1412. John Turner Jr. (54-70)
1413. Gerald O. Tuttle (68-96)
1414. James E. Tyner (85-present)
1415. Grover A. Underhill (57-86)
1416. Pamela L. Underwood (77-77)
1417. Charles C. Upchurch (18-31)
1418. Jerry A. Upchurch (67-77)
1419. John S. Upchurch (12-?)
1420. L. E. Upchurch (19-19)
1421. Ralph D. Upchurch (19-?)
1422. Robert I. Upchurch (56-83)
1423. Thomas E. Upchurch (?-17)
1424. Brent A. Upton (06-present)
1425. Luis A. Urbina (10-present)
1426. Terry Usher Sr. (76-05)
1427. William T. Uzzle (27-?)
1428. Jonathan P. Vanore (97-present)
1429. Basil E. Vassilion (81-07)
1430. Martin Velie (06-08)
1431. Roman D. Venegas (08-present)
1432. R. B. Vickers (?-?)
1433. Lorenzo C. Vinson (?-53)
1434. Marvin V. Virgin (75-82)
1435. Kenneth R. Von Der Heide (02-present)
1436. Robert C. Vradenburgh (06-present)
1437. Steven E. Wagner (05-present)
1438. Adam L. Walker (05-present)
1439. Norman W. Walker (52-83)
1440. Alfred R. Wall (77-09)
1441. Carl L. Wall (43-78)
1442. Carlton B. Wall (63-91)
1443. Donnie M. Wall (85-12)
1444. Jack T. Wall (51-80)
1445. Shelton C. Wall (66-92)
1446. Verlon T. Wall (77-10)
1447. Wallace G. Wall (81-00)
1448. Wallace G. Wall (01-present)
1449. William D. Wall (85-present)
1450. William H. Wall (60-87)
1451. Luther A. Walters (81-12)
1452. Phillip A. Walters (06-present)
1453. Willie E. Walters (?-76)
1454. Jason T. Ward (56-83)
1455. Jerry L. Ward (89-present)
1456. Jeffrey E. Wardrick (04-present)
1457. Joesph E. Ware (66-?)
1458. Henry F. Warner (83-12)
1459. Walter F. Warner (10-present)
1460. Christopher L. Warren (08-present)
1461. Edwin T. Warren (28-?)
1462. Elizabeth M. Warren (86-93)
1463. Herman L. Warren Jr. (68-98)
1464. James E. Warren (57-86)
1465. Jeffrey M. Warren (02-present)
1466. Otho J. Warren Jr. (54-63)
1467. Owen D. Warren (71-79)
1468. William F. Warren (06-07)

1469. Anthony L. Warrick (05-present)
1470. Arthur W. Watkins (45-72)
1471. Charles T. Watkins (74-81)
1472. Edward J. Watkins (77-78)
1473. Ernest R. Watkins (28-28)
1474. Henry C. Watkins (?-?)
1475. J. G. Watkins (?-?)
1476. James E. Watkins (?-51)
1477. Johnny M. Watkins (66-94)
1478. Rodney Watson (04-present)
1479. William V. Watson Jr. (92-97)
1480. Susan C. Watts (89-present)
1481. Jackie A. Weathersby (71-06)
1482. Scotty R. Weaver (08-present)
1483. Bobby G. Weeks (65-?)
1484. Stephen M. Welch (02-present)
1485. Richard B. Wells (04-10)
1486. Peter G. Welsh (12-?)
1487. Joel B. West (98-present)
1488. Donna M. Whaley (84-85)
1489. Ronald G. Wheeler (96-present)
1490. Dwayne D. Whitaker (97-present)
1491. Michelle L. Whitaker (04-present)
1492. Antonio D. White (97-present)
1493. James T. White (26-68)
1494. Matilda A. White (78-94)
1495. Nicholas C. White (00-present)
1496. Shelton S. White (00-present)
1497. William W. White (42-?)
1498. David E. Whitehead (70-78)
1499. James W. Whitehead (08-?)
1500. Jason G. Whitford (99-present)
1501. David P. Whitley (93-present)
1502. Robert M. Whittington Sr. (61-91)
1503. Robert M. Whittington Jr. (91-97)
1504. Robert G. Wicker (?-20)
1505. Terrent D. Wiggins (96-present)
1506. Robert G. Wiggs (33-?)
1507. Jerry K. Wilder (86-present)
1508. Orlin V. Wilder (57-83)
1509. Robert D. Wilder Jr. (73-81)
1510. Roma L. Wilder (51-81)
1511. O. L. Wilkerson (?-?)
1512. Jesse G. Wilkins (25-?)
1513. Brandoe Williams (06-present)
1514. Carl D. Williams (61-65)
1515. Carol P. Williams (78-80)
1516. Charles A. Williams III (96-03, 05-present)
1517. Donald R. Williams (04-present)
1518. Drewey H. Williams (52-88)
1519. Grant A. Williams (99-present)
1520. Homer B. Williams (46-77)
1521. James C. Williams (97-present)
1522. James E. Williams (68-96)
1523. Larry G. Williams (63-65)
1524. Matthew T. Williams (08-present)
1525. Melvin D. Williams (50-50, 52-81)
1526. Ronald Williams (80-80)
1527. William R. Williams (72-00)
1528. J. E. Williford (?-44)
1529. Jeffrie H. Williford (85-present)
1530. Christopher W. Wilson (97-present)
1531. James A. Wilson (86-present)
1532. Robert F. Wilson (18-18)

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|---------------------------------------|--------------------------------------|
| 1533. Ronald K. Wilson (80-06) | 1553. Susan E. Woodall (89-98) |
| 1534. Steve E. Wilson (66-96) | 1554. Augustus R. Woodlief (51-79) |
| 1535. Timothy J. Wilson (94-present) | 1555. Phillip C. Woodlief (71-10) |
| 1536. Timothy W. Wilson (91-present) | 1556. Timothy L. Woods (85-present) |
| 1537. William S. Wilson (70-96) | 1557. Alan W. Wortham (92-present) |
| 1538. Brian C. Winn (00-present) | 1558. Wayne M. Wortham (70-01) |
| 1539. Aaron L. Winston (06-10) | 1559. George B. Wrenn (65-93) |
| 1540. H. R. Winston (26-?) | 1560. John R. Wrenn (?-67) |
| 1541. L. E. Winters (23-24, 25-?) | 1561. Everett S. Wright (04-present) |
| 1542. Paul D. Witmer III (97-present) | 1562. Randall L. Wright (82-10) |
| 1543. Charles T. Wood (51-78) | 1563. Regina M. Wright (01-present) |
| 1544. Kathie J. Wood (82-93) | 1564. Paul M. Wyatt (02-present) |
| 1545. Leonard A. Wood (56-68) | 1565. Kenneth T. Yahiku (08-present) |
| 1546. M. A. Wood (25-25) | 1566. Anthony C. Young (06-present) |
| 1547. Vivian Wood (?-?) | 1567. Bonny W. Young (60-87) |
| 1548. J. S. Woodall (?-?) | 1568. H. E. Young (18-?) |
| 1549. Jackie R. Woodall (68-70) | 1569. Irene Young (44-?) |
| 1550. John A. Woodall (80-07) | 1570. Milford L. Young (74-04) |
| 1551. Lawrence B. Woodall (77-10) | 1571. Dawn Zimba (10-present). |
| 1552. Sandra B. Woodall (06-present) | |

This roll call represents all members of the Raleigh Fire Department since 1912. The criteria for inclusion for firefighters hired after 1977 is successful completion of the recruit academy. [The roll call was created by Mike Legeros, and represents the best information available at the time.]