

Happy Birthday Station 7!

01/01/10 272 W, 1 I - + 10 - 9

On December 30, 1959 at 12:00 p.m., the city of Raleigh placed its seventh fire station in service at 1300 Glascock Street, later renumbered 2100 Glascock Street. As the story goes, construction started on the wrong lot. The intended site was on the opposite side of Raleigh Boulevard, and the city had to purchase a second lot. Need to to verify that story. The \$65,000 station opened with a five-man engine company and two-man squad truck. Engine 7 operated a 1953 American LaFrance pumper. The squad was a 1948 Ford with a pump and tank.

Truck 7 was placed in service on October 25, 1960, and the squad relocated. They operated a 1922 American LaFrance service ladder truck, which was replaced three years later with a 1963 Ford built by firefighters and with the old truck's ladder rack. Truck 7 operated until 1982. The station also housed a rescue unit from 1982 to 1998, and again from 2001 to present. Rescue 7 was placed in service with a 1975 Chevrolet/Murphy ambulance. Rescue 7 was renumbered Rescue 2 this year.

Engine 7 presently operates a 2002 Quality/Spartan pumper. Rescue 2 operates a 2002 International/SVI rescue. Both Engine 7 and Rescue 2 personnel are members of NC USAR Task Force 8, and three-pieces of tractor-drawn USAR apparatus have been parked behind the station.

Station 7 was the first of a type of single-story design that was repeated some two dozen times over the next forty years. However, Station 7 is unique in a couple regards. It's only one of that design with separate sleeping quarters for officers. It also has two front doors, one on each side of the bay. Others can tell about other "features" and associated stories. Happy birthday, Station 7! [See more photos.](#)



The first personnel:

"A" shift

Engine

Capt. C. T. May

V. H. Marshburn

C. B. Dixon

J. S. Warren

W. K. Beasley

Squad

M. D. Williams
C. C. Narron

“B” Shift

Engine
Capt. O. Summers
A. S. O’Neal
G. S. Harrison
W. L. Mitchell
L. A. Wood

Squad
N. S. Conyers
K. B. Smith

Legeros - 01/01/10 - 00:55

Mike don’t forget that the radio room or “watch room” is located on the dorm side not the living room kitchen side of the station. The locker room is not private it is open to the watch room! An last it is the only station of it’s design that has a bathroom in the bay area! Happy New Year! Brothers be safe in 2010!

Jason Lane - 01/01/10 - 02:51

It’s amazing how ‘spacious’ those bays looked back then...

DJ - 01/01/10 - 08:13

Mike, What year did raleigh stop useing the open can Fire Trucks?
What was the reason for doing away with the open cab apparatus?

Chris King ([Email](#)) - 01/02/10 - 14:19

Still wishing I knew why there were ever open cab Engines. Trucks I understand, but Engines?

KOM - 01/03/10 - 08:33

Guys loved the feeling of the wind in their hair as they cruised down the street...I kid, I kid. I wonder the same thing. My brothers department up north had one (Hahn) years ago, with an aftermarket wooden cab. Yes, that’s right, they built a wooden roof and cab to protect the crew due to rioting in Plainfield, NJ back in the 70’s.

Silver - 01/03/10 - 11:37

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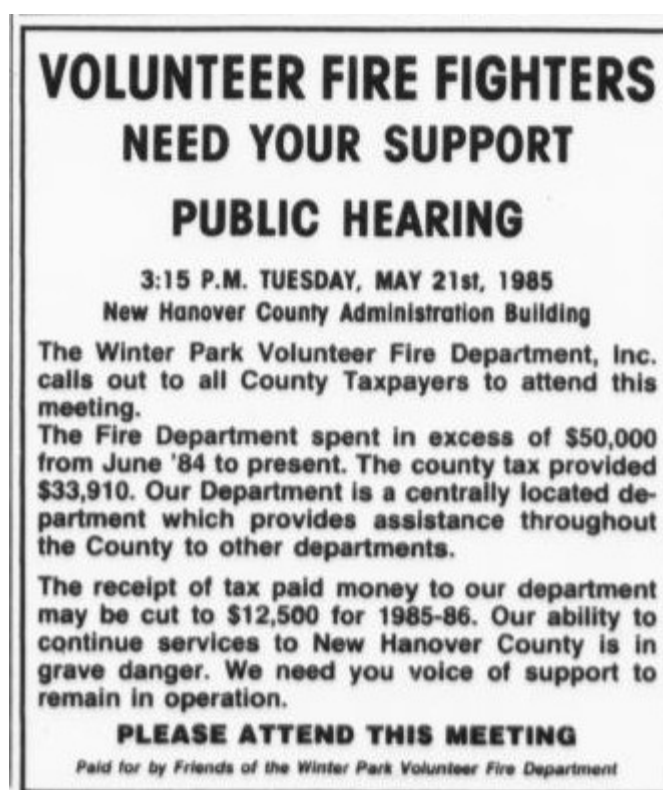
What are the FIRST TWO LETTERS of the word 'fire'?

Legeros Fire Blog Archives 2006-2015 - Winter Park Public « Happy Birthday Statio... » Monday's Major Fire i... Hearing Notice, 1985

Winter Park Public Hearing Notice, 1985

01/01/10 90 W, 1 I - + 16 - 6

Here's a random artifact from the classified section of the Wilmington *Star-News* on May 19, 1985. The Winter Park Fire Department asking all county taxpayers to attending a public hearing relating to fire tax allocations. WPPD served areas outside Wilmington from 1951 to 2005. Their station-- or last station location-- was at 4601 Park Avenue. They had a 6,000 gallon tractor-drawn tanker that was hard to miss, when passing through town. Still researching that area's former fire departments. More later.



One other interesting bit about Winter Park. After closing, the department donated their remaining funds (\$114,527!) to Cape Fear Community College, to purchase firefighting equipment for the college's new Public Safety Training Center that was built in 2007.

Legeros - 01/01/10 - 16:28

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Yes

No

/ [Textile](#)

Monday's Major Fire in Lexington

01/02/10 216 W, 5 I - + 8 - 8

[FireNews](#) has posted some dramatic photos from Monday's massive structure fire in Lexington. They're courtesy of [Lexington Fire Department](#)-- three stations, three engines, one ladder-- which battled the blaze at the old United Furniture plant at 151 Elk Street. The alarm was transmitted about 5:00 a.m. and the defensive operations were underway for a number of hours.

The fire was contained by 2:00 p.m., and most crews cleared about 4:30 p.m. LFD was assisted by other departments including Central, Holly Grove, Midway, North Lexington, South Lexington, Thomasville, and West Lexington. (Anyone have a list of units?) One official said it was the city's first major fire since 1998. The building was used as storage, and had three tenants. Police closed a six-block area around the structure. Sources: [FireNews](#), [WGHP](#), [WFMV](#), [Winston-Salem Journal](#).

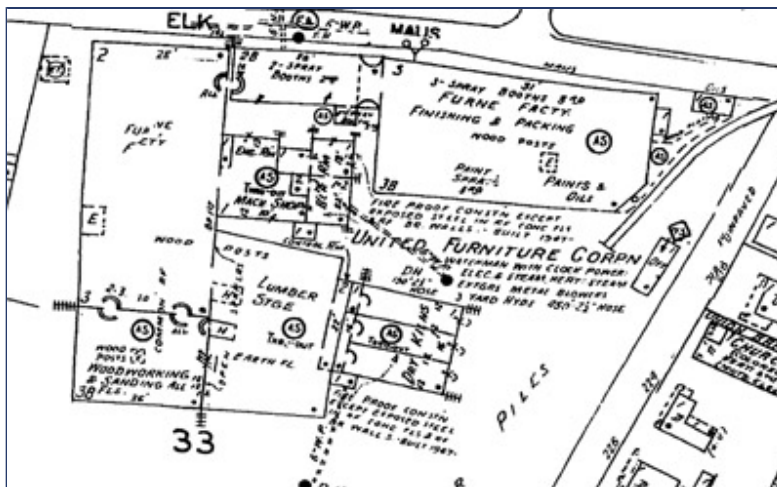
Below are also a Bing Maps aerial photo, and [Sanborn Maps](#) images of the location from 1948 and 1929. United Furniture occupied a plant just east of the present structure. It was destroyed in a 1936 fire, and the company moved into its present site, the old Elk Furniture Company plant. By that time, the street was also named Elk Street. Click to access/enlarge:



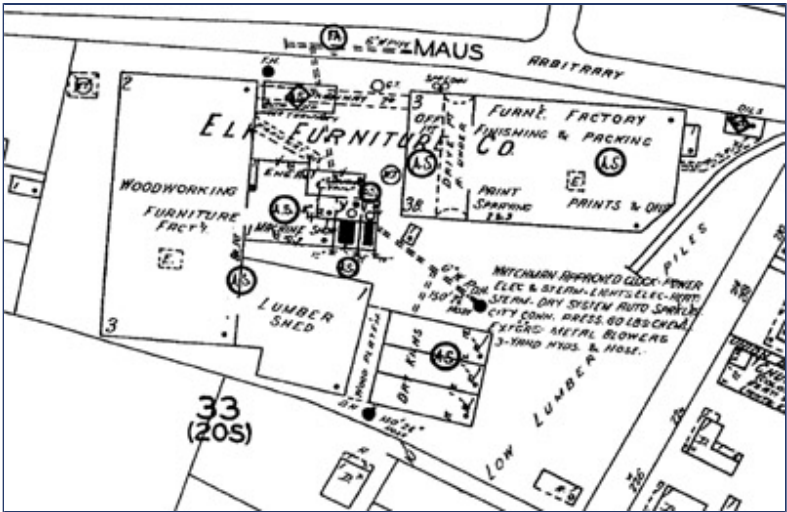
Maurice Hodges/FireNews Photo



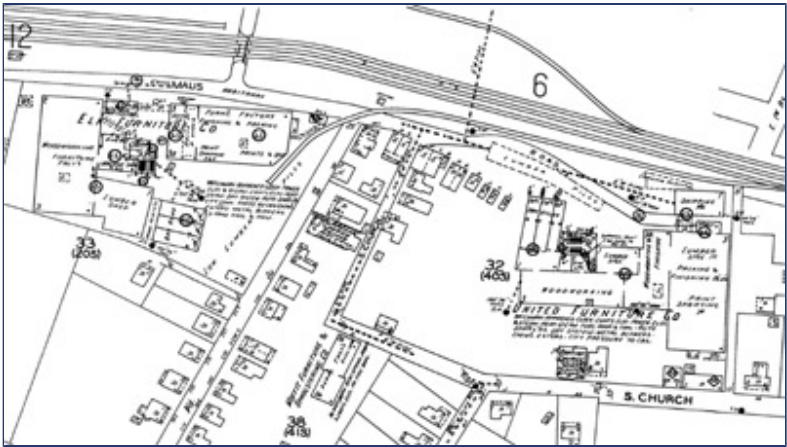
Bing Maps photo



Sanborn Maps image, 1948



Sanborn Maps image, 1929



Sanborn Maps image, 1929

Some details on the 1936 fire. The estimated damages were near \$400,000. Some firemen thought it was the worst in the city's history. They battled the blaze for over 12 hours, using every piece of fire equipment, and finally calling for help from Thomasville, which sent a truck.
Source: <http://news.google.com/newspapers?id=bXk..>

Okay, more information. The United Furniture plant was **not** rebuilt, but moved to the former Elk Furniture Company plant, which was next door, after the 1936 fire. Okay, need to update my posting above. Sigh. Source: <http://news.google.com/newspapers?id=S4E..>

Sanborn says LFD in 1929 had one station, one part-paid Chief, four full-paid men, and 16 part-paid volunteers. Two presumably American LaFrance Type 75 pumpers, each 750 GPM. One Hudson "auto service truck."

Legeros - 01/02/10 - 09:45

Posting updated, with historical info. and maps corrected.

Legeros - 01/02/10 - 10:24

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Remember personal info?
Yes

Then & Now Demographics - 2010 & 2000

01/02/10 76 W - + 9 - 6

This is an open thread for posting department demographics, comparing this decade to last decade. Here's Raleigh:

Raleigh Fire Department

	2000	2010
City Size	118.71	142.90 ¹
Population	276,093	385,507 ¹
Fire Stations	21	27
Engines	22	28
Ladders	5	8
Rescues	2	3
Battalions	3	4
Fire Chief	Sandy	McGrath
Calls	24,076	36,807 ²
Positions	460	568
Budget	\$24,346,502	\$50,481,355

¹Data for 2009.

²Data for 2008.

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What are the FIRST TWO LETTERS of the word 'fire'?

South Wilmington / North Wilmington Fire Departments

01/02/10 431 W, 1 I - + 9 - 12

Though a holiday trip to Wilmington wasn't in the cards, Google provided a fine alternative to library research this week. Here's what we learned about a pair of former fire departments there...

South Wilmington Fire Department was incorporated in August 1956, and protected unincorporated (and largely industrial?) areas south of the city. By 1965, their station was located on Vance Street. That year, an annexation absorbed the station and much of their district.

Around 1968, their station was relocated to the unpaved Titanium Road¹, midway between Carolina Beach Road and River Road. Around April 1984, another annexation absorbed more of South Wilmington's district. That same annexation also consumed about a third of Winter Park's territory.

By 1987, though perhaps much earlier, South Wilmington also had territory *north* of Wilmington along Highway 421. In the spring of that year, Cape Industries donated an acre of land on Highway 421 for a second fire station. The lot was located next to Sneed's Trading post, and near Cape Industries. Say, around the 4600 block?

Though Cape Industries had its own fire protection-- including an engine, personnel, and a pond for water supply-- they also relied on SWFD. The response time for the department to the north side of the city was 12 to 20 minutes (!), as they had to travel through the city. In 1987, SWFD had 28 members that, along with equipment, would be divided between the two stations.

In April 1990, South Wilmington Fire Department was renamed North Wilmington Fire Department. By this time, their second station north of the city was likely operational. Perhaps annexation consumed the remainder of the southern district, and the department moved north and renamed accordingly.

In April 1993, North Wilmington Fire Department members voted to dissolve the department. The county had cancelled its contract with the department, which was expiring that month. They had been facing dwindling numbers of membership, cancellation of commercial protection contracts, and other issues. The department still had debts, including money owed on two of five fire trucks, and its station.²

North Wilmington's rigs ended up at departments outside the county. The station was later used by New Hanover Fire Department. ~~Is the building still standing today? Still serving as a fire station?~~ It still serves today, and here's a Google Street View photo:



Sources:

- North Carolina Corporation Records
- Wilmington *Star-News*, October 8, 1972; August 12, 1980; April 14, 1984; April 29, 1987; November 26, 1992; March 1, 1993; August 18, 1993

- ¹Titanium Road was paved and renamed Independent Boulevard around 1997
- ²This appears to have been a turbulent time for the county and funding and its volunteer departments. Was New Hanover County FD created soon after?

It is being used by New Hanover County St. 51 and is located at the corner of Hwy 421 North and Sutton Lake Road which is North of Wilmington. I remember years ago the station when it was named North Wilmington FD and when NHC started its own FD I believe this was one of the first stations. I do know they run alot with Pender County, especially Long Creek Grady FD. They have district by road miles which is 14 miles from there station but only 5 miles from NHC St. 51. Talk about response time!

car3550 - 01/02/10 - 22:57

Thanks Benjy! I added a Google photo.

Legeros - 01/02/10 - 23:06

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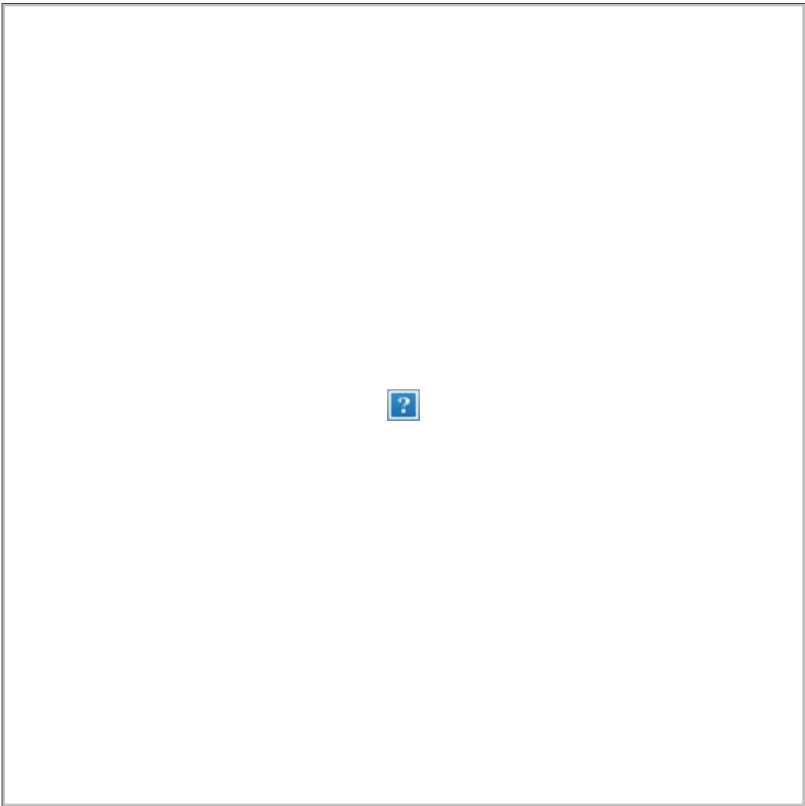
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The History of Open-Cab Fire Apparatus?

01/03/10 612 W, 4 I - + 24 - 12

In our thread on Station 7, two readers have asked questions about open-cab apparatus. When did Raleigh stop using open-cab apparatus? Why did Raleigh stop using open-cab apparatus? And, for that matter, why was fire apparatus open-cab to begin with? Let's try to answer these questions, last to first. Readers, please correct me as needed.

My copy of *This Was Trucking - A Pictorial History of the First Quarter Century of the Trucking Industry* by Robert A. Karolevitz (1966) shows quite a few cabs and canopies on trucks of all types in those early decades. Some cabs were fully enclosed, with doors made of cloth or heavier material (wood, metal). Fire apparatus, though, had neither. The apparatus of the 1910s and 1920s were entirely exposed. No cabs, no covers. Why was that?

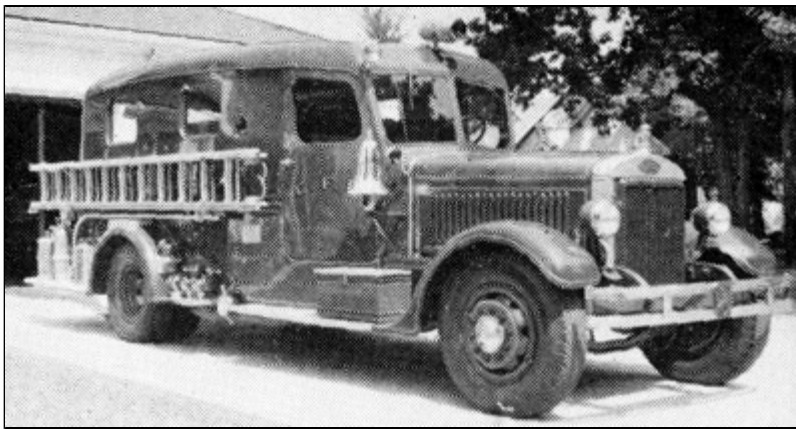


Don't know, but am willing to speculate. Maybe ease of access was an issue, or thought to be an issue. Firefighters perhaps didn't want any impediments to quickly climbing into or onto the engine, or from quickly climbing from front to back. Perhaps space was an issue. Fully-dressed firefighters took up more space, and cabs or covers were thought to be too constricting.

In any city with tall buildings, firefighters needed the ability to spot smoke. Thus, a cab or cover would prevent those riding up front from simply looking up, and seeing the smoke. Ditto for arriving on scene. There are tales of ladder truck operators bemoaning the arrival of covered cabs, which made positioning apparatus that much harder. The operator couldn't look up.

Sound logical so far?

Fire apparatus developed covers and cabs soon enough. The first fully-enclosed fire engine was delivered to Charlotte, in fact, in 1935. That Sedan-style was made particularly popular by Seagrave, which offered the style on its 70th Anniversary Series. Detroit had a bunch of those, I believe.

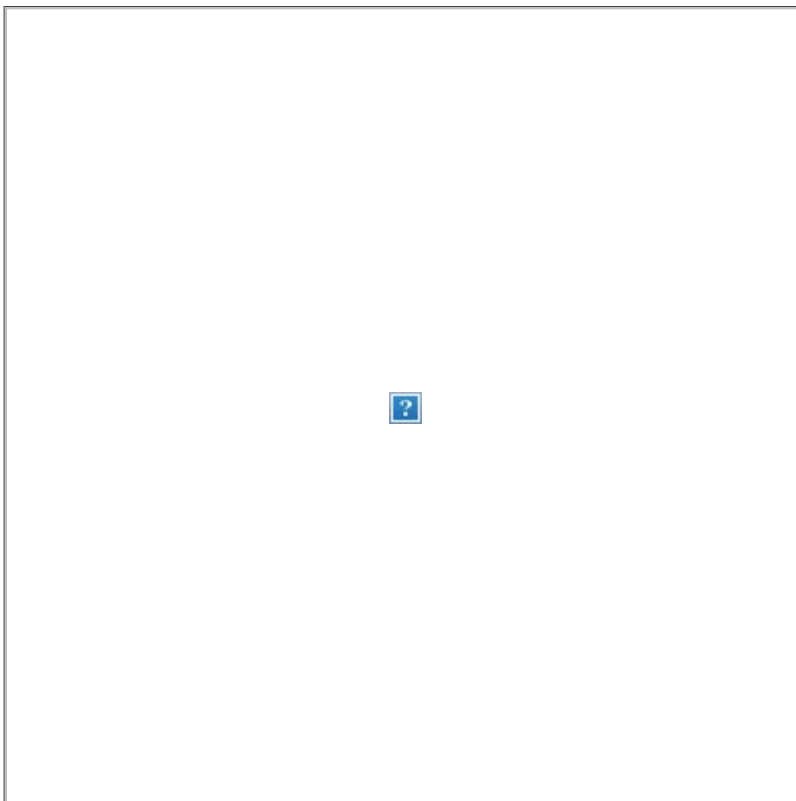


Seagrave also were selling many open-cab rigs, as were other manufacturers. By now, though, open-cab mean open-top. The trucks had windshields and doors. And any apparatus built using a commercial chassis was probably closed-cab, as both automobiles and trucks didn't stay "open" too terribly long.

Why then did closed cabs develop for all apparatus? Speculation now. First, obviously, were safety issues. Cabs protected the crews in the event of an accident. Was the civil unrest of the late 1960s also a factor, do you suppose? Protecting crews from rocks, missiles, etc.? Next, cabs protected against the elements. This certainly helped with operating the trucks in heavier rain and snow. It was probably an improvement on maintenance costs, from equipment damaged by rain and snow. It likely improved safety. No freezing rain forming ice your turnout coat, at least in winter climates. And so on. Readers, please additional speculation, or, gasp, even facts!

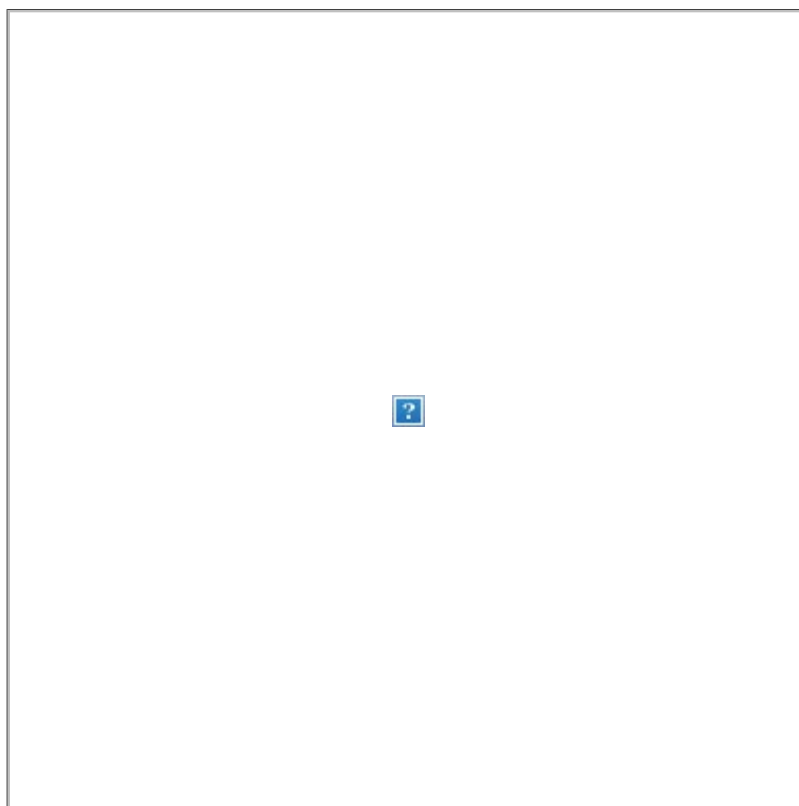
Interestingly, fire apparatus in Europe was consistently covered a good couple decades earlier.

Finally, for the last question that was really first, when did Raleigh change from open to closed cabs? The city's last open-cab apparatus was delivered in 1968. That was a 1968 American LaFrance 900 Series that last served as Engine 19. In fact, Mr. Blogger rode the thing twenty years later.



In the late 1970s or early 1980s, a fiberglass roof was added, along with clear acrylic windows. Cabs were built for a number of open-cab

engines, and one ladder, a 1961 American LaFrance.



Jeff Harkey photo

[See more photos of those trucks.](#) And a memo to self, research and find the exact dates for those cab conversions.

So what's the verdict, do the above explanations make sense? Maybe I'll get brave and post a query to the Firehouse forums.

Updated with photos.

Legeros - 01/03/10 - 11:39

Variation posted to Firehouse forums, <http://www.firehouse.com/forums/showthre..>

Legeros - 01/03/10 - 11:47

There were a lot of commercial apparatus that were open cab, either with a windshield and doors or no doors. I have seen both. Smithfield had an open Ford (no doors), and I believe Angier had an open Chevrolet (no doors). Apex has an open Ford, as does Clayton. Oren built a lot of open commercials, as did Howe.

There was the belief that doors slowed firefighters down. I have never heard about why they had no roofs, other than what Mike mentioned about a 'fireground view'.

Safety concerns aside, riding around in a open (topless) cab fire truck is the ultimate cool.

DJ - 01/03/10 - 17:22

What about the history of our gear? What were the first sets like? If any? When did we stop using 3/4 length coats and pullup boots, did we ever?

KOM - 01/03/10 - 17:36

Easy, easy. Let me catch my breath and I'll see what I find on turnout gear history.

Legeros - 01/03/10 - 18:32

From the Firehouse thread, some additional information:

One reader read once about a large city department with covered cabs in the 1920s, but reverted to open cabs after an officer couldn't find a fire scene as there was smoke in the sky. They also remember reading that FDNY covered to canopy cabs specifically due to urban violence in the 1960s.

Another reader added the "macho factor" as a reason that cabs stayed "topless" for so long. Perhaps officers or crews wanted open cabs, despite the availability of canopy cabs. He recounted a story heard of an apparatus committee that ordered an open cab because "if the guys on the tailboard were getting wet and cold, then the driver and officer needed to as well."

Another reader added that open tops were popular due to corner pull boxes. Fires were reported by box numbers, not street address. So, arriving at a pulled box, the officer had to look around for smoke, or the person who pulled the box. The open top helped the officer and drive find and follow the smoke.

Legeros - 01/03/10 - 18:40

I really enjoyed this post, especially the "examples in this post" portion which made it really easy for me to SEE what you were talking about without even having to leave the article. Thanks

kandy ([Web Site](#)) - 07/07/10 - 03:01

AFAIK, open cabs allowed the LT or Capt. to stand & assess the scene, as the unit arrived. This was known as "the look". The old-timers had to unlearn this practice, when cabs became covered, or get their bell rung!

anon - 04/05/12 - 04:05

KOM, we do not use 3/4 coats or roll-up boots due to 1. Safety reasons as the first Scott backs were donned the bottom portion of the coat "bloused" leaving the users legs opened to a backdraft to his whole body this is what helped the killing the Worcester 6 and roll ups are still in for fire ground (seen in clip 2 of beacon street fire) also medics usually have a Only a coat and helmet so they use them to make entry to a hall way to recover a fire fighter we stopped the combo in the early 90s there has been talks of company's producing PBI (current nomex but nomex is only used in white coats because PBI is not able to be tied white) 3/4 coats because they offer lots of protection and more pocket space

Connor ([Email](#)) - 04/14/14 - 11:09

To comment on the previous commment about sedans: Detroit did indeed have some number of them in the their fleet at one time. A group of guys got one completely restored and it is now available as a hearse for funerals. The pall bearers ride in the back with the casket. It is a phenomenal restoration and I believe that they replaced the original engine with a Mercedes diesel engine for reliability. I have some photos that I could post if anyone is interested.

Brad ([Email](#)) ([Web Site](#)) - 06/11/15 - 20:28

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What are the FIRST TWO LETTERS of the word 'fire'?

Cold

01/03/10 22 W, 1 I - + 8 - 9

This morning's house fire on Bridford Place with Durham Highway and Raleigh. More later.



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This Morning's Fire / Bridford Place

01/03/10 275 W, 1 I - + 17 - 11

House fire at [5532 Bridford Place](#). Durham Highway Pumper 1 arriving at two-story, wood-frame structure with 1,702 square-feet, with heavy smoke and fire coming from the garage and extending to the roof. House built in 1991. Due to cul de location and parked cars, Battalion 4 directed careful placement of both apparatus and supply line. Arriving units staged both on Bridford Lane, and on North Exeter Way.

Fire also entered the attic, and damaged a room above the garage. Ladder 6 was raised and readied as a precaution. Car 10 assumed command from Battalion 4. Special hazards included live electricity-- due to extended response from power company-- and ice forming on many surfaces. A second, small fire started next door at 5536 Bridford Place, though on the opposite side of the structure. Engine 18 extinguished with another line.

After the fire was controlled, apparatus were backed from the cul de sac, and salt was applied from a Public Works truck. Relief companies included Engine 1, Engine 27, Ladder 5, and Rescue 2. The ladder was extended and used to enter the second story during overhaul, due to structural instability. Rescue 2 personnel also utilized a hydraulic jack to further stabilize a section of the structure. By this time, however, your humble photographer had departed.

No injuries, including from ice. No occupants, who were out of town. Cause determined as electrical. Units on scene included Durham Highway P1, P2 P4; Raleigh E23, E24, E18, E17, E9 (?), L6, R3, B4, B3, B1, C10, C20, A1, Six Forks EMS 123, 122, 124, D4, and Wake EMS T1. Relief companies: E1, E27, L5, R2. View [preliminary photos by Legeros](#). Or [read the WRAL coverage](#).



Does anyone know if Bethesda was dispatched? i think the fire was just around the corner for their station 2, which is contracted to the area by Raleigh?

Bethesda - 01/03/10 - 21:24

Bethesda has no contract into this side of Harrington Grove. This was on the Wake County side, which gets DHVFD response as well as being in E-23 / L-6 first due.

RFD - 01/03/10 - 22:43

DHP2 did not respond it was P1 and P4, MIke just a small correction.

DHFD - 01/03/10 - 22:59

It would make too much sense if Bethesda had been dispatched....

2Bethesda - 01/03/10 - 23:00

Did anyone need an IV

IV - 01/04/10 - 08:21

As the crow flies, Bethesda Station 2 looks about a half-mile from the fire. Add road distance, says Google Maps, and it's 2.5 miles.

Legeros - 01/04/10 - 08:41

whatever happened to closest station response?

charlie - 01/04/10 - 08:54

The closest Wake County engine **was** dispatched, DH.

New Year, New Horse - 01/04/10 - 09:22

Why can't everybody just get along and not bicker/armchair QB? This is the main reason I don't volunteer anymore. A system is in place for a reason. Some may think that it's not the best, some may think otherwise. Give all the guys (and gals) props for busting their butt in freezing conditions without getting injured.

charlie3 - 01/04/10 - 12:11

There were some very funny and acrobatic moves made by many of the guys there on the ice (LOL). Maybe we can help out the Hurricanes? Thankfully no one was hurt and we had some laughs. Cold is not even a good word to describe how it felt!!

A.C. Rich - 01/04/10 - 12:50

no...there was no medical treatment needed...those that fell on the ice were not injured...rehab was routine and everyone was glad for that. Job well done to all the crews that were out there....yes, Capt Rich, it was beyond cold...you are correct!!

abc - 01/07/10 - 15:38

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Forest Hill Fire Department Old Photo

01/03/10 80 W, 1 I - + 9 - 10

Here's a scan of a photocopy of a picture of the Forest Hill Fire Department in Forsyth County, circa about 1955. That's a Jeep and trailer, a short aerial ladder (!), an ambulance (?), and a 1953 Mack pumper. The department served in Winston-Salem from 1953 to 2005, and then relocated to Stokes County. [Read an earlier posting and comments about their history](#). The image appeared in a Forsyth County Volunteer Firemen's Association booklet published in 1985. Click to enlarge:



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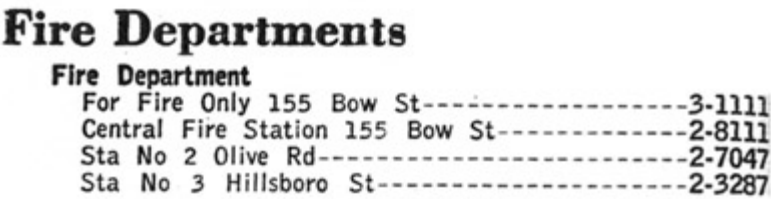
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Fayetteville Phone Book, 1952

01/03/10 25 W, 1 I - + 13 - 8

Random historical artifact from the "yellow pages" of a Fayetteville phone book in 1952:



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Private Fire Protection in Fayetteville, 1953

01/03/10 220 W - + 18 - 12

From the National Board of Fire Underwriters Committee on Fire Prevention and Engineer Standards report on Fayetteville in May 1953. Says a notice on the cover: "Please consider this report, including the map, as *confidential information* and exercise due care that it becomes available only to those person who are entitled to this information." Under Private Fire Protection, two interesting things are found:

- Fire protection at the Fayetteville Municipal Airport consists of a Willys jeep equipped with a tank containing 300 pounds of nitrogen-expelled dry chemical and two 20-pound dry chemical hand extinguishers. The apparatus, manned by maintenance personnel at the field, is kept out of doors exposed to the elements.
- A 1940 Howe 500-gallon pumper, loaded with 500 feet of 2 1/2-inch hose, is provided at the Veteran's Administration Hospital and would be be manned by guards at the hospital when necessary.

The hospital was located just outside the city limits. Another veteran's hospital in North Carolina, Oteen Hospital in Asheville, also had their own fire department. The aforementioned report also contains information about the Fort Bragg Fire Department:

[They have] a full paid department under the direction of Chief Park L. Vickery. One Ford-LaFrance utility truck and four 1942 American LaFrance 750-gallon pumpers are in service in three stations. All apparatus and chiefs cars are radio equipped.

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

[\(Register your username / Log in\)](#)

- Notify:

Yes, send me email when someone replies.
- Hide email:

Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Legeros Fire Blog Archives 2006-2015 - *Four Houses Burn in* « Private Fire Protecti... » Still More Mystery Hi... *Cabarrus County*

Four Houses Burn in Cabarrus County

01/04/10 101 W, 1 I - + 10 - 8

WSCO-TV has posted [this arresting image](#) of today's quadruple house fire in Cabarrus County. Same was shot by viewer Rob Pyrock and shows an Odell Fire Department engine operating a master stream on one of two apparently well-involved houses. Seven departments were reportedly on scene. FireNews is also covering the incident, and has [posted photos from the scene](#). More photos are pending. The fires occurred on [Bampton Drive](#) in Concord. Two homes were heavily damaged. Two others had less damage. Tax records show the homes sized between 2,800 to 1,900 square-feet.



Rob Pyrock/WSCO-TV photo

I'm honestly surprised no one has commented on this story. From the radio traffic and pics I've seen, it sounded like water supply and apparatus placement were two big issues than other depts could learn from.

BFD1151 - 01/06/10 - 13:34

Please proceed with your perspective of what happened...

Commence - 01/06/10 - 14:01

Clearly exposures were not protected. Sacrifice 1 and save the other 3 or go aggressive and risk exactly what happened? Does anyone know what the weather conditions were like...windy?

Begin - 01/06/10 - 15:54

Yes, it was a windy day. According to the Charlotte Observer, the first unit arrived 7 minutes after the initial 911 call. Seven different departments responded (a mix of both Cabarrus and Mecklenburg county departments).

Native Charlottean - 01/06/10 - 18:01

As a disclaimer, I was not there and I'm not trying to arm-chair quarterback but know several FFs who were there and I was monitoring ops on the radio. First off, yes it was windy that morning but nothing over 16mph according to weather underground. First arriving units went into a combination attack, initially having one house (where the fire originated) with 60% involvement and the house next door with 20% involvement. Crews flowed several 2 1/2" lines to protect exposures and a deck gun on the main house. Soon thereafter, someone calls

command saying they are out of water (I'm guessing they tried a blitz attack on 2nd house but did not secure a water supply). Later on, a ladder pipe was flowing and in all, 3 hydrants were utilized for the incident. Anyone that is familiar with hydraulics knows this is a big strain on the system but crews were still calling for more pressure. As to apparatus placement, the first arriving ladder blocked any chance of starting a water shuttle and was overshooting the house anyway with the ladder pipe per a fire officer on-scene giving a radio report. I guess the two big things to be learned are think about where you are setting up the ladder, LDH, etc so it doesn't block others from getting to the scene and know the limitations of your water supply. If someone was there, enlighten me further if something was not described correctly.

BFD1151 - 01/06/10 - 18:28

More details.

Fire started in the back of 8402 Bampton Drive, possibly at a hot tub, and quickly spread through the house. The fire also quickly spread to 8406 Bampton Drive.

From photos, Concord and Huntersville aerals were deployed. CFD in front of 8402 and HFD between 8406 and third building.

Both houses were gutted, and homes on either side suffered damage. Third house had a master bedroom destroyed. Fourth house had heat damage to side.

The homes were about 15 feet apart. They were built in 1997.

Fire was reported at 10:50 a.m. The first unit arrived seven minutes later. Winds gusted up to 15 mph at time of blaze, and relatively humidity levels were extremely low.

Fire departments: Odell, Concord, Harrisburg, Mallard Creek, Huntersville, Cornelius, Kannapolis, Davidson.

Fires were out by 1:00 p.m.

One firefighter suffered steam burns. No other injuries.

Distances to scene from Google :

- 2.3 – Concord #6
- 3.5 – Odell
- 6.4 – Mallard Creek
- 8.8 – Huntersville
- 9.2 – Kannapolis #4
- 11.1 – Davidson
- 13.5 – Cornelius #1

Photos by Mike Porowski: <http://www.flickr.com/photos/firenews/42..>

Sources:

- <http://www2.independenttribune.com/conte..>
- <http://www.charlotteobserver.com/local/s..>

Legeros - 01/06/10 - 21:50

Name: (real name preferred)	Remember personal info?
E-mail: (optional)	Yes
Web Site: (optional)	No

Still More Mystery History

01/04/10 42 W, 1 I - + 13 - 11

This one's probably easy. Can you place the exact position of the photog? Picture appears courtesy of the Elizabeth Reid Murray Collection at [Olivia Raney Local History library](#).



I’m going to guess in front of Memorial Auditorium...

rfburns - 01/04/10 - 22:33

I'll go along with rfburns and guess South St, more specifically I'd say looking up Fayetteville St years before it was converted to a pedestrian mall.

HF - 01/05/10 - 09:36

I concur. Looks like the Wake County Office Building on the left....

H2O - 01/05/10 - 14:04

Yup, looks like the Capital at the other end.

Silver - 01/05/10 - 20:57

Correctamundo. That’s Fayetteville Street looking north, and standing at the site that the Civic Center would be built. Which leads to our newest posting, just added...

Legeros - 01/05/10 - 21:17

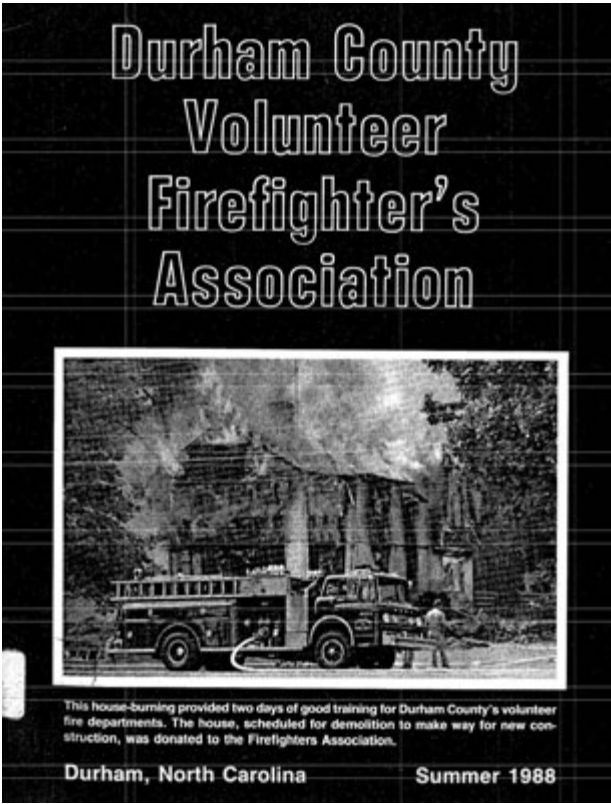
Sweet. On a related note, when doing a Google search, it seems like every city/town in the Southeast has an “old BB&T building”.

rfburns - 01/06/10 - 10:41

Name: (real name
preferred)
E-mail: (optional)

Remember personal info?
Yes

Here's a blast from the past, excerpts from an information booklet prepared by the Durham County Volunteer Firefighter's Association in 1988. Photocopied and scanned are pages featuring the Fire Marshal's office, the Forestry Department, and history and photos of Bahama, Bethesda, Lebanon, and Parkwood fire departments. The booklet also included safety tips, and advertisements from sponsors. This copy is cataloged at the downtown Durham County Public Library. [View the booklet](#), or click the cover below:



Thanks for the posting of this Mike. I might actually have a copy of this somewhere as that was the year that I started in the fire service. I served as an officer of the association in the early 90's. Everyone ought to take a look at the fire marshal page to see a young Charles Ottoway before he came to WC for a WC-1 position.

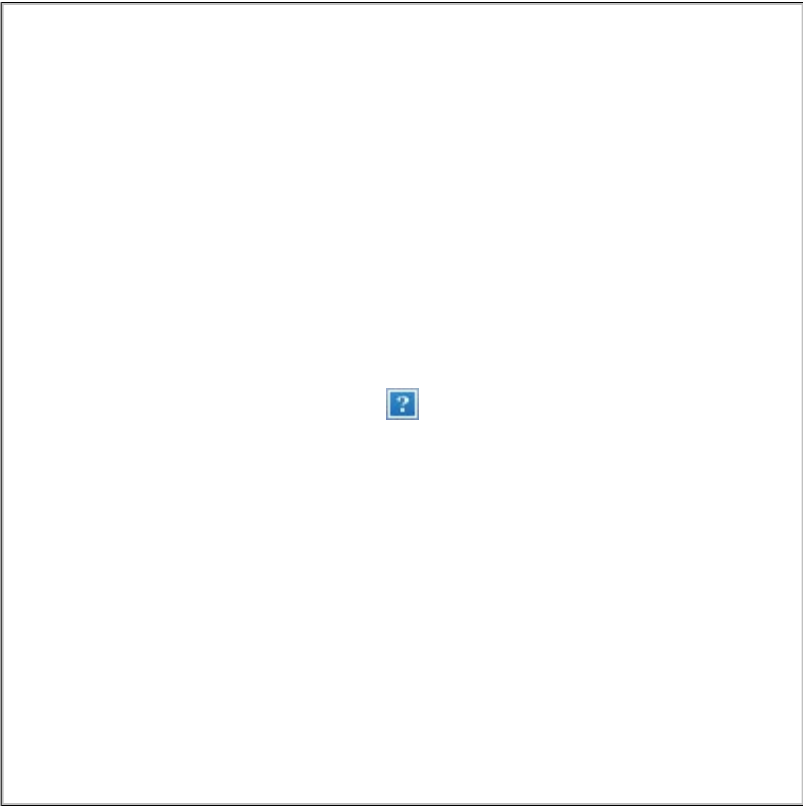
D.Cates - 01/05/10 - 13:09

Name: (real name preferred)	Remember personal info? <div>Yes</div> <div>No</div>
E-mail: (optional)	
Web Site: (optional)	
Comment:	

Fire Truck Blueprints

01/04/10 47 W, 1 I - + 8 - 11

Mrs. Blogger recently found a nifty site of blueprints that includes quite a few of fire apparatus. Low-resolution versions are available to all users. High-resolution require free registration. Below is a drawing of a 1922 American LaFrance triple combination. Check out [The-Blueprints.com](#).



Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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01/04/10 72 W, 1 I - + 17 - 12

A highly detailed and colorful mind map centered on a cartoon character wearing glasses and a bow tie. The character has 'H' on the left lens and 'L' on the right. The mind map branches out into numerous categories, each represented by a different color and containing various sub-topics. The categories include: Music (Pop, Rock, Jazz, etc.), Movies (Superhero, Horror, etc.), TV Shows (Cartoon, Anime, etc.), Video Games (RPG, Action, etc.), Sports (Baseball, Football, etc.), Food (Fast Food, Desserts, etc.), Technology (Social Media, Gadgets, etc.), and Hobbies (Reading, Gardening, etc.). The map is extremely dense with text, showing a wide range of interests and connections.

Diagram of Geek Culture

Name: (real name preferred)	Remember personal info?
E-mail: (optional)	Yes
Web Site: (optional)	No
Comment:	

[/ Textile](#)

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

Vintage Kinston Badge

01/05/10 56 W, 1 I - + 8 - 14

Here's a nifty artifact [for sale on eBay](#), a Kinston Fire Department badge from an age ago. Same also suggests a nifty future project. Collect actual or photos of old badges from around the state. Maybe in 2020, when my project list has dwindled to nil.



Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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Vintage Sunny Point Badge

01/05/10 68 W, 1 I - + 12 - 14

You know how this works. First he posts on a topic. Then his mind moves along in the same direction and he finds something else to blog about, related to the prior posting. Ergo a second [vintage badge for sale on eBay](#), this one from Sunny Point Fire Department at the coast. Let's stop while we're ahead.



Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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Most Popular Postings of 2009

01/05/10 270 W - + 7 - 9

Ranked by number of comments, this is the list:

1. [Wake County Fire Station Closure Update](#)
One of several postings this year about Wake County fire station closures - 71 comments - October
2. [Wake County EMS to Roll Out Advanced Practice Paramedic Program](#)
Debut of APP program - 46 comments - January
3. [This Morning's Apparatus Accident / South Dawson Street](#)
Raleigh Ladder 4 overturns - 41 comments - July
4. [New Pierce Pumpers for Raleigh](#)
Apparatus deliveries - 36 comments - April
5. [Learning Your Ladders](#)
Raleigh rennumbers ladders and other units - 33 comments - July
6. [Apparatus Updates](#)
Updates on apparatus deliveries - 30 comments - November
7. [This Afternoon's Fire in Wake Forest](#)
House fire - 30 comments - September
8. [Raleigh Fire Station Goes Green with New Roof](#)
Station 9 gets a green roof - 29 comments - September
9. [Post Your Rosters!](#)
Apparatus rosters posted by readers - 28 comments - August
10. [Beep Beep?](#)
Questions about Locution - 26 comments - August

Ranked by number of views, the list is somewhat different:

1. [Raleigh Fire Units Renumbered July 7](#) - 2,346 views - June
2. [Raleigh Firefighter in Critical Condition After Vehicle Accident](#) - December
3. [Wake County EMS to Roll Out Advanced Practice Paramedic Program](#) - January
4. [This Morning's Apparatus Accident / South Dawson Street](#) - July
5. [Fire Commission Meeting Highlights, July 16](#) - 1,269 views
6. [This Afternoon's Major Fire / East Millbrook Road](#) - September
7. [New Video Shows Ladder Truck Crash](#) - August
8. [New Pierce Pumpers for Raleigh](#) - April
9. [Saturday's Major House Fire in Fuquay](#) - June
10. [Apparatus Updates](#) - 853 views - November

What might are ranks per topic, across multiple postings? Where we posted several times on the same topic? Now that's an interesting question!

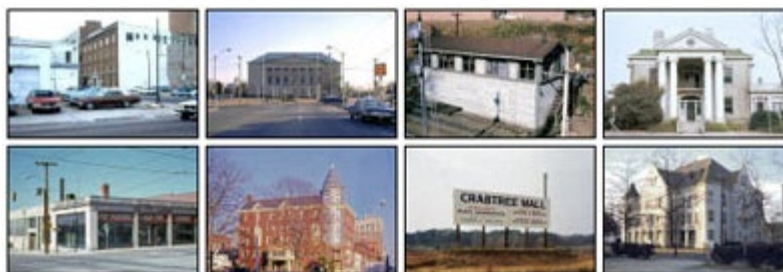
Updated.

Legeros - 01/05/10 - 08:42

More Vanished Raleigh

01/05/10 76 W, 1 I - + 8 - 10

We've uploaded another mess of vintage photos from the Elizabeth Reid Murray Collection at the Olivia Raney Local History Library. More houses, more businesses, more Fayetteville Street. You'll see a fresh Rex Hospital in there, Cameron Village back in the day, Falls Lake dam being built, and even the nuclear power plant under construction. View them at [Vanished Raleigh](#).



Elizabeth Reid Murray Photos / Courtesy Olivia Raney Local History Library

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?

Yes
No

Comment:

/ [Textile](#)

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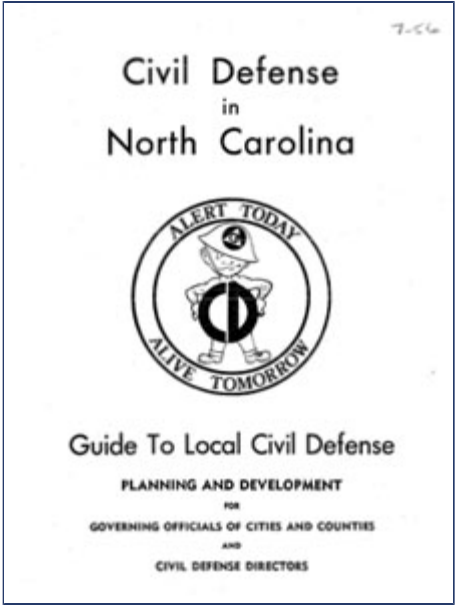
[\(Register your username / Log in\)](#)

Notify: Yes, send me email when someone replies.

Hide email: Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Looks like it's document week here at Blog Central. Next out of the archives is this 1956 state planning guide for Civil Defense. That was the forerunner of modern emergency management, and born out of civilian defense activities during World War II. For background, read Mike's [musings on the subject](#). Otherwise, click the below cover to [read this 47-page document](#)  (PDF, 3.3M).



Name: (real name preferred)	Remember personal info? <input type="radio"/> Yes <input type="radio"/> No
E-mail: (optional)	
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Comment: / Textile	

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Duplicate Fire Department Names?

01/06/10 177 W - + 16 - 6

How many fire department names are duplicated in North Carolina? Here's a starter list, built from this [big honkin' list of departments](#) that we posted. Thanks to Jeff Harkey for parsing. What's missing?

- Antioch [- Fishing Creek] (Granville)
- Antioch (Johnston)
- Antioch (Wayne)
- Bethany (Johnston)
- Bethany (Rockingham)
- Bethany (Stanly)
- Bethany Rural (Cumberland)
- Bethel (Pitt)
- Bethel Community (Perquimans)
- Bethlehem Community (Alexander)
- Bethlehem (Cleveland)
- Burnsville (Anson)
- Burnsville (Yancey)
- Cleveland (Cleveland)
- Cleveland (Johnston)
- Cleveland (Rowan)
- Cleveland Community (Rowan)
- Corinth (Granville)
- Corinth-Holders (Johnston)
- Fairview (Buncombe)
- Fairview (Union)
- Fairview Rural (Wake)
- Franklin (Macon)
- Franklin (Rowan)
- Franklin (Surry)
- Little River (Caldwell)
- Little River (Transylvania)
- Little River (Wayne)
- Mineral Springs (Forsyth)
- Mineral Springs (Union)
- Mountain View (Catawba)
- Mountain View (Wilkes)
- New Hope (Gaston)
- New Hope (Orange)
- New Hope (Randolph)
- [Wake] New Hope (Wake)
- New Hope (Wayne)
- Pilot (Davidson)
- Pilot (Franklin)
- Piney Grove (Forsyth)
- Piney Grove (Sampson)
- Providence (Caswell)
- Providence (Granville)
- Providence (Union)

- Red Oak (Nash)
- Red Oak (Pitt)
- Salem (Burke)
- Salem (Nash)
- St James (Brunswick)
- St James (Columbus)
- Union (Hertford)
- Union (Lincoln)
- Union (Rowan)
- White Oak (Bladen)
- White Oak (Onslow)

There is an Antioch in Granville Co as well. Mike next to Corinth it is Granville not Gramville

Mike - 01/06/10 - 12:53

The one in Granville is "Antioch-Fishing Creek"

harkey ([Email](#)) ([Web Site](#)) - 01/06/10 - 13:00

Their is a Piney Grove in Sampson County and Piney Grove in Forsyth County.

car3550 - 01/06/10 - 16:51

Not that they are the same but there is a Mooresville and a Morrisville. We get truck drivers all the time in Morrisville looking for Mooresville. I fell bad telling them they are about three hours apart but the look on their face is priceless.

Spanky - 01/06/10 - 19:09

there is new hope in orange county

charles - 01/07/10 - 03:33

And that New Hope in Orange County is listed above!

Legeros - 01/07/10 - 06:57

Name: (real name
preferred)

E-mail: (optional)

Web Site: (optional)

Remember personal info?

Yes

No

Comment:

/ [Textile](#)

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([Register your username](#) / [Log in](#))

New Vehicle For District 1

01/06/10 66 W, 4 I - + 8 - 14

[Wake County EMS](#) placed a new District Chief vehicle in service yesterday. District 1 downtown received this 2009 Dodge Ram truck to replace the long-familiar Suburban. This is the third truck-style chief's vehicle for the Wake County EMS System, after District 5 (Cary EMS) and District 4 (Six Forks EMS). Better photos from Lee, later. Yours Truly quickly shot these this afternoon. Click to enlarge:



Why the change from the Suburban?

Adam - 01/06/10 - 23:39

- 1) More storage room.
- 2) More importantly, it's safer than all that equipment flying around the cab of the Suburban.

CJS ([Email](#)) - 01/07/10 - 07:18

A lot of departments that utilized the Suburban and Explorer are now switching to pickups due to the diesel not being available in the SUV's.

stretch - 01/07/10 - 09:33

Yep, and with the weather we are having lately, keeping the meds cold should be NOooo problem! I agree – they are very nice and a reasonable/safer alternative to the suburbs. The diesel can definitely withstand more use than the gasoline engines. I like the “goat” too! Congrats WCEMS!

A.C. Rich - 01/07/10 - 21:12

That's a nice looking rig, and from the looks very functional as well. I rode back from the hospital in the old DC-1 one night and was scared that if the brakes were hit too hard we'd be crushed by the amount of stuff that was behind us. Nice choice on going with a single rear wheel setup to keep with width down for better maneuverability. I've seen a lot of Battalion Chiefs around the country going to a similar type set up as well, even seeing one that came with a slide-out command board out of the rear with a pop-up tent that was built into the body. Way to think outside the box. I'm going to be interested to see how the Dodge chassis holds up.

CFP 7021 - 01/08/10 - 11:17

Its a nice looking ride. Are they going replace the rest of the DC SUV with this type a vehicle? With all of the equipment out of the cab it looks to be much safer. How are they keeping the meds at the right temp.?

Mystery Stations

01/07/10 13 W, 1 I - + 15 - 11

Thursday morning. Temperature 25 degrees.



Top right is Redwwod Station 3, Hwy 98 Durham NC

Guessing? - 01/07/10 - 09:31

Bottom right is Butner public Safety?

Hope i'm right - 01/07/10 - 19:39

Both are correct! Durham County... Granville County...

Legeros - 01/08/10 - 07:59

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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Today Show Story on 911 Operators

01/07/10 144 W - + 12 - 7

From a reader, from [The Secret List](#), comes this provocatively titled Today Show story [911 Emergency: Are Operators Ready For Your Call?](#) The seven-minute segment opens with an incident in Texas, where a frantic mother called 911 to report her young son's choking. The 911 operators attempted to calm the caller and process the call, but did not provide medical instruction. Nor were they trained nor required to. As NBC found, the requirements for 911 operators vary nationwide.

The segment talks about other issues facing the nation's 911 systems. It's an interesting, if perhaps alarmist segment. But then again, we have it pretty good in Raleigh and Wake County. Those guys and gals at the ECC do *great* jobs in the bowels of City Hall. And as the host concludes, if nothing else, the story should compel every to learn CPR. Do it now!

Our RWECC brothers and sisters are fantastic! We have much to be thankful for locally!

A.C. Rich - 01/07/10 - 21:47

I would like to extend that to the Johnston County Communications Center who's training standards mirror those of RWECC as some of the top in the nation!

BW - 01/08/10 - 07:40

Let's extend that to all of our Comms. centers in Wake County! We truly are blessed in our area when it comes to TC's.

CFP 7021 - 01/08/10 - 11:13

Name: (real name preferred)

E-mail: (optional)

Web Site: (optional)

Comment:

Remember personal info?

Yes

No

/ [Textile](#)

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Notify: Yes, send me email when someone replies.

Hide email: Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Jack

01/07/10 36 W, 1 I - + 13 - 10

Last week was quiet, this week's become busy. Here's Ladder 4 at this morning's high-rise apartment fire at 116 St. Mary's Street. [See more photos](#) and read more about it.



In the photo section of this call it was written that "EMS Command" was established. Not to be technical, but with accountability and unified command being increasingly important, there should only be one command established with EMS Operations being a branch under Command. Could have just been a typo though...?

rookie - 01/08/10 - 06:52

Thanks for calling to my attention. The phrase in question reads "EMS command and apparatus staging on St. Mary's Street." And it can imply that EMS command was established. More accurate language might read "EMS command staff and apparatus staging on St. Mary's Street." Or "Medical branch and apparatus staging on St. Mary's Street."

Now, that particular sentence can also be read that **EMS** apparatus only was St. Mary's Street. I originally wrote same as "EMS command on St. Mary's Street. Apparatus staging on St. Mary's Street."

And, really, each sentence could be written a number of different ways. And, and, each summation reflects my knowledge (or ignorance) of what happened on scene, and how things typically work on scene. Well, plus any typos, omissions, or oops.

Thanks for your note, Rookie.

Legeros - 01/08/10 - 07:37

I think knowledge would prevail over ignorance in your case, just thought I would mention it to keep everyone, including my use of terms honest.

rookie - 01/08/10 - 08:49

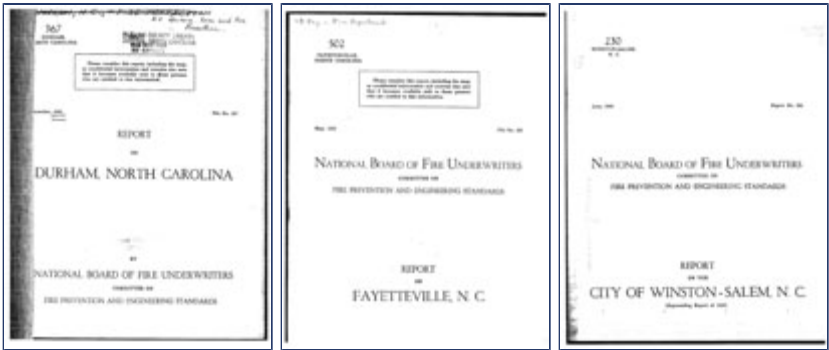
I appreciate it. Thanks again.

Legeros - 01/08/10 - 08:53

Fire Underwriters Reports: Durham, Fayetteville, Winston-Salem

01/07/10 81 W, 6 I - + 9 - 7

For your weekend enjoyment, here are a trio of National Board of Fire Underwriters report excerpts for [Durham](#) , [Fayetteville](#) , and [Winston-Salem](#) . They're dated 1953 to 1959, and the included sections review the fire departments and fire alarm systems. These are super-detailed time capsules that cover everything from apparatus to working hours. To read underwriters reports on Raleigh, from 1924 and 1931, visit [this history site](#). Links in the lower-right corner. Enjoy!



Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
☐ Yes
☐ No

Comment: / [Textile](#)

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Recording the Big Ones

01/08/10 218 W - + 16 - 5

[As we blogged about earlier](#), the question of "what were Raleigh's biggest fires" has been haunting a certain Hawaiian Shirt wearing historian for years. A related issue to that issue is how to record and present that information. Simply, what do one's notes look like containing such a list? And what does a printed or computer page of such a list look like? Mike's notes on the city's major fires are presently contained in an Excel spreadsheet. And it's a mess. For Legeros consumption only.

Every major fire is also indicated on my [fire department timelines](#). Plus a mess of notable or unusual fires. Some of the major fires listed in the timelines have just a date and address. Others have additional details. The entries-- like the timeline itself-- are reasonably consistent in format and appearance. But they could be better. Cleaner, perhaps. More standardized.

One system that I've admired-- observe the changing tense there, first-person from third-person-- is this [extra alarm database](#) that's maintained by the Extra Alarm Association in my hometown of the Twin Cities. That buff club's been around for decades, and has tracked major fires in Minneapolis and St. Paul for ages. And attended, and photographed. That database is pretty cool. Maybe I'll create something similar someday.

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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Legeros Fire Blog Archives 2006-2015 - Yesterday's Fire on « Recording the Big One... » Scotts Hill Fire Depa... Neuse Banks Court

Yesterday's Fire on Neuse Banks Court

01/08/10 91 W, 6 I - + 22 - 4

From a reader, here are a couple pics from yesterday's house fire at [3200 Neuse Banks Court](#). Raleigh E28 arrived at a two-story, wood-frame house, down a long path in the woods, and approximately 75% involved. Had 3,800 square feet, was built 1995. Command requested five additional tankers for shuttle operations. Rolesville E151, P153, Tanker 153; Wake Forest E2, E3; New Hope Tanker 10, Tanker 12; Wendell Tanker 117; Hopkins Tanker 227; EMS 15, EMS 64, District 4 were among units on scene. Thanks to Gary Cannon for the pics. Click to enlarge:



Gary Cannon Photos

2-1-2 From Falls Responded

FFD - 01/11/10 - 22:52

[Comment removed, supposed from a Falls Fire Department member. Not true. Please play nice.]

[**Removed**] - 01/12/10 - 12:13

WTF?

Rauer - 01/12/10 - 13:11

Mike- Can you please delete this?

Would greatly appreciate it.

Stupid games need to stop. This @#%\$ really isn't funny any more. I'm not laughing. at all.

S.P. SIMON - 01/12/10 - 23:57

All the more reason to have everyone register with a legit email address and username.

Silver - 01/12/10 - 23:59

Simon didn't post that.

Freaking ridiculous.

FFD/RFD FF - 01/13/10 - 00:13

Can one get in trouble with their full-time employer for posing as someone else on a blog?

Investigating - 01/13/10 - 00:15

I doubt it, probably too hard to prove.

Silver - 01/13/10 - 00:33

Please send me private mail, if you have concerns or requests about a particular posting. <http://www.legeros.com/mail>

Legeros - 01/13/10 - 05:04

Hello.

I am the homeowner. I would like to thank all of the hard-working firefighters who risked thier lives preventing this disaster from spreading to my neighbor's houses. They thank you, too. Lessons to be learned include: (1) use brick, stone, or block, when building houses, (2) don't store ANYTHING flameable next to a house, including yard wste and scrap lumber, (3) back-up all important documents – paper and electronic – off-site, (4) don't keep cash at home, (5) get a fire safe and use it, (6) keep a fire extinguisher outside the house as well as inside, and (7) store ashes away from your house and don't empty the can until summertime.

If any of the firefighters would like to contact me offline with comments or questions, please do so here: Gordon@GSHudson.com

And thanks for rescuing my kayaks, too.

G. S. Hudson

G. S. Hudson ([Email](#)) - 01/14/10 - 13:59

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

[\(Register your username / Log in\)](#)

Notify: Yes, send me email when someone replies.
Hide email: Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

01/08/10 364 W - + 17 - 13

Postscript. In December, residents of Scotts Hill met and agreed to petition the county for better fire protection. Specifically, they want their own fire station, and support for construction of same. Since they're over five miles from other fire stations, they pay higher insurance costs. Read that story in this [Star-News article](#).

[\(Register your username / Log in\)](#)

Five-Year-Old Sets Home on Fire

01/09/10 84 W, 1 I - + 9 - 6

That's the headline on [this WTVD story](#) of last night's house fire in Holly Springs at [221 W. Ballentine Street](#). "I got the lighter and the house just burned" said the boy to ABC11 Eyewitness News. No injuries, and the house is a total loss. Holly Springs E2, E1, E3, R1, B1; Apex E4, L4, R4; EMS 17, 42, D2 were among the units on scene. The article also features four photos from Thomas Babb.



Thomas Babb/WTVD photo

Good gob by dad getting everyone out! That boy is lucky, nationwide stats show that over 50% of juveniles involved in fireplay are burned. Lesson here? Absolutley! Will the right people take the appropriate course of action and make this a "teachable moment"? I hope so, the news has already helped with half of that aspect. I hope someone follows up with the family and the boy for some target education, if the family is willing to participate.

Im sure most of you who know me are not suprised to see me commenting on this blog entry, but its just a reminder that fire prevention should be a year-round effort; not just one month out of the year. Firefighters either enjoy doing pub-ed or hate it with a passion, commonly griping that "we're putting ourselves out of a job". That really bothers me when I hear that...consider a different outcome with this story-"Father and 2 Sons Perish in Fire". Many of us would grunt and call that a tragedy, but is it? Tragedies are rarely preventable. Hurricane Katrina was a tragedy, the great pacific tsunami was a tragedy. Instances such as the one above are preventable; with proper education, and legislative efforts such as the ban on novelty lighters. Children look up to firefighters and we should take advantage of that while we can, with comprehensive educational programs, and teachable moments such as these. For the ones who think we are putting ourselves out of a job with sprinkler initiatives and public education, remember- you cant prevent lightning or acts of nature, and unfortunatley there will always be negligence and acts of malice.

J.Boggs - 01/09/10 - 23:11

Well said Jason.

D.Cates - 01/09/10 - 23:32

Name: (real name preferred)	Remember personal info? Yes
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Causes of Fires, 1962

01/09/10 24 W, 1 I - + 14 - 9

From the annual report of the Winston-Salem Fire Department. Children with matches? Third most frequent cause in 1962. Click to enlarge:

CAUSES OF FIRES—1962						
IN BUILDINGS:		Fires		Damage		Deaths
Rank	Cause	No.	%	Total	%	No.
1	Careless smoking	76	16.9	\$ 79,355.	15.6	
2	Electric appliances and motors	64	14.3	14,161.	2.8	
3	Children and matches	39	8.7	18,153.	3.6	
4	Heaters, circulators, furnaces	36	8.0	57,637.	11.4	1
	Defective	—27 (\$17,759.)				
	Careless					
	operation	— 9 (\$39,878.)				
5	Combustibles near heaters	29	6.5	15,383.	3.0	
6	Food unattended on/in stoves	26	5.8	9,619.	1.9	
7	Defective or overheated chimneys					
	and flues	25	5.6	4,163.	.8	
8	Electric wiring	24	5.3	19,719.	3.9	
9	Suspicious origin	12	2.7	20,402.	4.0	1
10	Sparks from friction from machinery	11	2.5	14,410.	2.8	
10	Gas appliances	11	2.5	240.	.1-	
11	Careless use of cutting torches	10	2.2	24,876.	4.9	
11	Open lights, flames	10	2.2	318.	.1-	
12	Accumulated grease on stoves	9	2.0	34,462.	6.8	
12	Lightning	9	2.0	8,877.	1.8	
13	Incendiary	7	1.6	7,982.	1.6	
14	Thawing pipes	6	1.3	1,578.	.3	
15	Defective oil cook stoves or					
	careless operation	5	1.1	5,079.	1.0	
16	Spontaneous ignition	4	.9	5,750.	1.1	
17	Improper use of flammable liquids					
	(cleaning, etc.)	3	.7	—	—	
18	Starting fires with kerosene,					
	gasoline, etc.	2	.4	125.	.1-	
19	Carelessness with hot ashes	1	.2	134.	.1-	
19	Sparks on roofing	1	.2	—	—	
	Miscellaneous known causes	15	3.3	422.	.1	
	Undetermined causes	14	3.1	165,472.	32.6	1
	Total Fires in Buildings	449	100.0%	\$508,317.	100.0%	4
OTHER FIRES:						
	Automobiles	220		\$24,719.		
	Outdoor machinery and equipment	73		9,237.		
	Grass, leaves, brush, rubbish	366				
	Total Other Fires	659		\$33,956.		
GRAND TOTAL FIRES		1108		\$542,273.		

Name: (real name preferred)
E-mail: (optional)
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This Morning's Major Fire / St. Giles Street

01/09/10 190 W, 1 I - + 9 - 11

Two alarms at [6149 St. Giles Street](#). Engine 17 arriving at a three-story, brick-and-frame apartment building with 5,076 square-feet. Built 1981. Heavy smoke showing from second floor on arrival. Interior attack commenced. Battalion 4 assumed command on arrival and requested second alarm within a couple minutes. Fire spread through third floor and into attic. Ladder 3 positioned in front of structure, and first utilized for roof access. Ladder 6 positioned behind structure. Both flowed after fire broke through roof.

Ten apartments damaged, and eight people displaced. One resident transported with smoke inhalation. Two hydrants used, and a third connected with supply line laid but not opened. Investigators determined that unattended cooking caused the fire. Salt truck special called for ice hazards.

Dispatched about 9:28 a.m. Fire units on scene included: E17, E16, E14, L3, R3, B4 (first alarm), E9, C10, C20, A1, (working fire), E6, E8, E18, L6, R1, B3 (second alarm), B1, C21, C71, (also on scene), E5, E19 (special called/relief), E13, E21 (stand by/firewatch). EMS on scene included: EMS 121, EMS 124, EMS 123, EMS 3, D4, D1, M95, Truck 1. Read [WRAL coverage](#). See [preliminary photos by Legeros](#).



So i will jump first because I know a lot of people are talking. Will someone who was on the first alarm please elaborate as needed. It looks like a good knock down was made on the initial fire as seen by the steam conversion. Next a photo shows a PPV fan running in the hallway, I presume in to the fire apartment. So, does anyone know if the attic was checked before this was done? Also, I see the guys going to the roof, any idea if the ventiation was successfully completed? We never get a shot of the hole or fire coming out of it? Were the crews surprised by the amount of fire that jumped to the attic?

Engine 20 - 01/10/10 - 15:40

I would just like to know...Why does Raleigh NEVER put anyone on the ladder? Every picture the truck is up, but yet no Firefighter? What gives? It's simple ladder company ops! If you can see where place a nozzle it helps put the fire out!

Steve - 01/10/10 - 17:26

Waiting on you, Silver

Steve - 01/10/10 - 18:07

Thanks for your comments and questions, both Engine 20 and Steve. While await input or discussion from others, Steve, let me invite you to tell more about ladder ops, including your experience, perspective, and passion for same.

Legeros - 01/10/10 - 18:40

I just want to say it is difficult and unproductive to critique a scene that I was not on or participated in. I have been on scenes that was "monday morning quarterbacked" and the information those people had about the incident was either incomplete or inaccurate. The only people that know how it went and what could have been done differently are those people that was apart of the call. Even though I don't work for Raleigh I enjoy this sight to hopefully learn from the pictures, productive discussions and commentary. If the fire went out and nobody got hurt thats what ultimately matters.

Spanky - 01/10/10 - 19:22

Thanks Spanky!!! I feel the same way. Raleigh does put people on the ladder. It depends on the call, company officer/command or whatever. Looking at a picture is only half the story!!

Smitty - 01/10/10 - 19:55

Spanky, your comment "if the fire went out and nobody got hurt" is the type of mentality that people who are afraid to say it didnt go as good as it could have use. That is such a narrow minded comment it makes me feel sorry for your department. You know that was the motto in Charleston for a long time. You have to learn from every fire, good, bad, perfect or horrible. If you want to learn from the pictures then give the people who were there a chance to comment.

Engine 20 - 01/10/10 - 22:11

Engine 20, please don't feel sorry for my department, I feel I work for a small progressive municipal department here in Wake County that is nothing like Charleston. Charleston used antiquated and outdated training and tactical practices. I do learn something at every fire (or call for that matter) I go on. I am sure these fine men and women that went to this call do not want to air their dirty laundry in this setting. I am sure there will be a critique and that is the time to discuss what went good and bad. Saying what went wrong in this arena would be unprofessional and possibly career suicide. If you would like to discuss what seemed to go right then lets do that. It seems ladder placement was good. Having two ladders placed where they were seems productive. It sounds like two or possible three hydrants where used. I am sure accountability was set up. Two alarms where utilized. Rehab was set up. This sounds nothing like Charleston to me. I find this blog a good place to share anything unique to this call. Maybe people found something unique about this buildings construction, ways they removed occupants from the structure, or some other PRODUCTIVE conversation. If you would like to discuss the negatives then I will leave that to you.

Spanky - 01/10/10 - 23:54

Ahhh, a shout out from "Steve". Well "Steve", we have no idea of your experience but your comment of putting someone on the end of the ladder says enough. I'll use the term "hot dog on the end of a stick". This is what putting a member on the end of the ladder is like. Dramatic wind direction affecting change of the thermal column and next thing you know, you're visiting a member in the burn unit for a building that was "written off" because they were locked in to a f'in ladder. This is why those expensive ladder trucks have remote nozzles, they can be controlled from the ground. Other departments which see a lot more work than around here, even in the old days, wouldn't put someone on the end of a ladder. They'd man the ladder pipe by using ropes from the ground (Baltimore is an example off the top of my head). When the ladder is up and flowing, your risks (ladder failure, thermal shift) outweigh the rewards. You have written it off, but, IF you can go back in and make a stop you might. If members have a bucket, things change a little, as they can control where they themselves move and they also have heat protection beneath them.

My friend, and I use that term loosely, basic ladder ops stretches further than putting someone on the end of a ladder. It has to do with aggressive hook work, getting dirty and dropping the ceilings. It's about having some members get to the rear and give a progress report. It's about getting primaries done quickly when it's your assignment then moving on to the next task. It's venting opposite the fire horizontally so our engine Brothers and Sisters can move in and get it done. It's about knowing when the roof should be opened and where, and doing it quickly with safety in mind. It's about throwing ladders for egress, and decorating the house with so much aluminum it looks like there's ten paint crews painting the outside. That's ladder ops sir, not just putting someone on the end of a stick to flow water.

Before you chastize us for not knowing ladder ops, I suggest you look back just ten years of our history and see where we were when I first came here. We have come a LONNNNNNG way. The old mentality of a ladder being good for just an elevated stream and a fan are over (that was the focus ten years ago). The truckies grabbing a line and beating an engine to putting out the red stuff are a thing of the past. We all have our roles on the fireground; engines, ladders and rescues.

Coming up in February, those roles will be enhanced a little to help us operate a little more efficiently, and frankly I can't wait. Training rolls

out and will continue every month, covering different topics each month and exposing our ladder, engine, and rescue members to company specific tasks, tactics and objectives versus just showing up and putting the fire out. Since you seem to be such an expert on ladder ops, we'd love to have you come out as a guest instructor and tell us how YOU think we should do it.

Engine 20, I'm with you.

Hope I didn't hurt feelings, as I tried to be as p.c. as possible while dealing with this knucklehead. Stay safe Brothers and Sisters, I'm out (drops the mic)....

Silver - 01/11/10 - 00:38

(Picking up mic)....one more thing; Ladder placement wasn't good, it was frickin' AWESOME!!! FOR BOTH OF THEM. Ten years ago, that rig would have been sitting down the street. Chief officers coordinated this job well, with the aide position being a huge asset. Hopefully, one day, we'll have them as a regular position so the Chief officer can have consistency and know his "partner" and his partner can know him. Perhaps for justification, calling them a "Incident Command Technician" versus just "aide". Who cares, call them puppy dogs, as long as we get them!!

That's more than one thing, and now I'm talking in circles AND talking to myself....ok, I'm out now (mic placed on floor).

Silver - 01/11/10 - 00:45

Dang it....here I go again. As far as Charleston goes; I went to the memorial service for the Charleston 9, as well as a seminar on the incident. Two different animals guys, no need to bring them into this and go down that road. How a certain Chief sleeps at night is beyond me, and that's all I'm saying. Training is the main thing guys and girls. Sometimes tradition is a terrible damn thing....

Get off of Facebook/ Craigslist/ ESPN when you're at the firehouse, and surf over to firehouse.com or vententersearch.com and learn something, then try to put your hands on it. It's amazing what you can find on the net, and just open the mind a little.

Silver - 01/11/10 - 00:58

Silver, good job on the mic.

HAND - 01/11/10 - 01:07

Thanks Rob-Base...

Silver - 01/11/10 - 01:14

Silver, Can you tell me when the ladder comapny classes are going to start in RFD?

Smitty - 01/11/10 - 06:40

Sure Smitty, they will begin in February (see above). I'm not sure if they've been posted to the "N-drive" yet, but, we're meeting once a week this month to ensure everything is right for the roll out in February.

Silver - 01/11/10 - 08:59

Mike, I just wanted to say how great the pictures were. They really show a great progression of the scene. I do hope we could hear from those on scene to let us know more of what was going on at various stages of the incident through the use of your pictures.

H2O - 01/11/10 - 09:35

Fascinating... Sometimes you never really know what actually happened unless you were there. Can one truly illustrate the decision making of a command officer from pictures? Who knows. On another note, I'm personally looking forward to the ladder ops classes.... Maybe us engine company folks can teach them something...(Hahaha! – just kidding guys). Great pictures Mike!

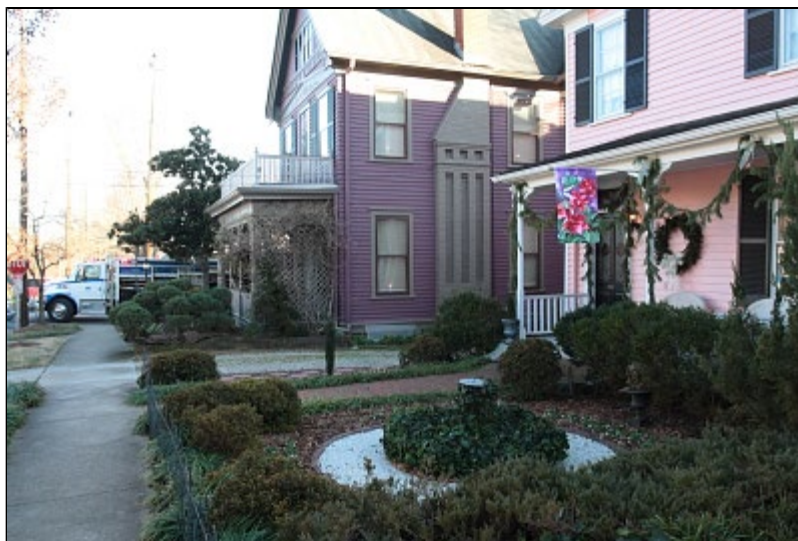
A.C. Rich - 01/12/10 - 00:59

Name: (real name preferred)	Remember personal info? <div>Yes</div> <div>No</div>
E-mail: (optional)	
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Pink House, Purple House

01/10/10 101 W, 1 I - + 8 - 11

Around the corner from this afternoon's house fire on North East Street are these colorful homes in historic Oakwood. 'Twas a busy day for dispatched structure fires in the Capitol City. Seven by my count: Hightower Street, Creedmoor Road (working fire), Glenwood Avenue (high-rise box), Walkertown Drive, St. Giles Street (just steam, no rekindle), North East Street (working fire), and Jackson Street. Plus a couple others in the wee hours this morning. Just one in the county today, on Smithwood Street in Fuquay-Varina. Been a busy week, for that matter. Wonder how many fires we've had?



Ahhhh, ground ladders thrown all around!! Way to represent L-4.

Silver - 01/11/10 - 01:49

I agree! Question: was it at N. East St or S. East St?

rookie - 01/11/10 - 16:37

Not sure, I'm just happy to see ladders thrown.

Silver - 01/11/10 - 16:46

Looking at the houses, I would quickly say N East St. Besides it says N East St on the posting.

Mike - 01/13/10 - 13:29

yes, it does say N. East st on the posting but on the fire photos page, it is listed as s. east st therefore resulting in my curiosity. Thanks for reuterating though.

rookie - 01/13/10 - 14:02

The correct address was 405 N. East St.


AP - 01/13/10 - 15:23

Thanks for the heads-up that the headline on my photo gallery is wrong. I'll change to North East Street.


Legeros - 01/13/10 - 21:05

Winston-Salem Fire-Police, 1958


01/11/10 263 W, 4 I - + 12 - 8

Here's [another random historical doc](#) , this time a 1958 report on Winston-Salem's fire-police, a program that predated the better known public safety officers of the 1970s. Let's turn the clock back to January 1, 1957, when a large annexation was effective. The acquired territory included everything from high-dollar homes to a college to a few small industries. A new fire company was thus planned, Fire Company No. 8.

Meanwhile, the City Manager had an idea. He did some studying on a concept of combining firefighters and police officers. He proposed creating a fire-police patrol along with the new fire company. Fourteen men, four on duty at any time. Two at the station, to drive/ride the engine. Two patrolling the district, engaged in law enforcement duties, but ready to respond to fires when called.

The program was approved, the fire-police force was created, and a six month-later evaluation was planned. [This document](#) , copied from the Forsyth County Public Library, is that evaluation.

What were the report's observations? There were some seeming benefits: performing size-up, controlling fires themselves, extinguishing two separate fires simultaneously, locating fires visually, public relations value, and five fewer personnel required than separate entities. What were the report's findings? That the fire-police patrol continue, and that studies of future fire companies, to determine if more fire-police patrols should be organized.

What happened next? Don't know. To be determined. However, two decades later, Winston-Salem operated a public safety officer program from 1973 to 1987. As did other cities, such as Butner, Chapel Hill, Durham, and Morganton. [Read the report](#) , or click the below image:



Legeros Fire Blog Archives 2006-2015 - *Major Fires in* « Winston-Salem Fire-Po... » Annexation Announceme... *Raleigh, 1985-1989?*

Major Fires in Raleigh, 1985-1989?

01/12/10 291 W - + 11 - 10

Calling all old-timers and long-timers! What major fires do you remember in Raleigh between 1985 and 1989? That is, two-alarms or higher? Here's a starter list, please add and edit. I am augmenting my RFD historical information, which is weak on fires for those years. Thanks for any help.

1985

- 03/20/85 - 900 W. Hodges Street - Sparkles Nightclub
- 03/16/85 - 997 & 1104 Harp Street - Two houses in "Mill Hill"
- 03/28/85 - 2401 S. Saunders Street - Saul's Barbecue
- 07/28/85 - 4400ish Six Forks Road - Deli King at North Hills Plaza

1986

- 01/28/86 - 1021 Raleigh Boulevard - Raleigh North Apartments, six units
- 03/07/86 - 119 Newton Road - Sandy Creek Condominiums, six units
- 05/08/86 - 2201 Gorman Street - Kensington Park Apartments, one unit destroyed, five damaged
- 08/29/86 - 704 Navaho Drive - Oakwood Villa Apartments - two units destroyed, two damaged

1987

- 01/13/87 - 1014 E. Chatham Street - The Furniture Square, mutual aid to county
- 03/28/87 - 1436 Rock Quarry Road - Watson's Market Place
- 06/23/87 - 5516 Falls of Neuse - Raleigh Racquet Club
- 08/08/87 - Edwards Mill Road - Apartment buildings under construction, mutual aid to county
- 08/23/87 - Ditto, second fire, same circumstances, did Raleigh respond second time?
- 08/29/87 - 600 N. West Street - Commercial building
- 09/13/87 - 115 St. Mary's Street - Law office
- 12/03/87 - Crabtree and North boulevards - Gateway Shopping Center
- 12/05/87 - 4604 Dansey Drive - Courtney Square Apartments, one fatality

1988

- 04/17/88 - 6017 Shanda Drive - Woods of North Bend, 29 displaced
- 06/09/88 - The Lakes Apartments
- 06/14/88 - Fairview Road - Piggly Wiggly
- 12/02/88 - Fairview Road - Hayes Barton Cleaners

1989

- To be determined

Other major incidents:

- 06/18/87 - Sunnybrook Road, chlorine leak at sewage plant
- 08/08/88 - New Bern Avenue, chemical fire at Post Office
- 08/17/88 - Pullen Park, chlorine leak
- 11/28/88 - Tornado!

Not major fires?

- 07/12/86 - North Ridge Country Club, golf cart shed
- 10/12/87 - Pam's School on St. Mary's Street

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

([Register your username](#) / [Log in](#))

Notify: Yes, send me email when someone replies.
Hide email: Yes, hide my email address.

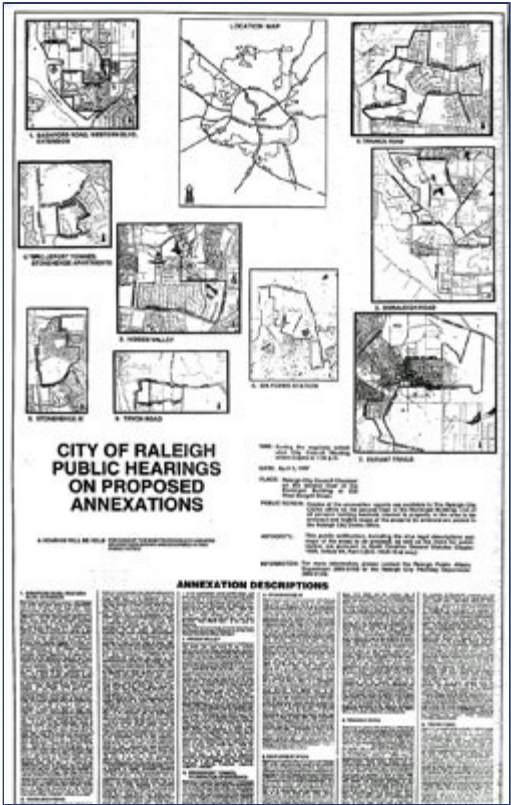
Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.



Annexation Announcement, 1987

01/12/10 36 W, 1 I - + 17 - 9

Remember these annexation announcements that appeared in newspapers back in their day? This one was posted in the classified section of the *News & Observer* on March 31, 1987. Click once or twice to enlarge:



Name: (real name preferred)
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Remember personal info?
Yes
No

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Smoking Patient Causes Fire at Rex, 1984

01/12/10 111 W - + 12 - 14

While we're in time-travel mode, the *News & Observer* on March 27, 1984, reported that a patient at Rex caused a small fire by smoking, and 'twas the hospital's second such fire in one week. The first fire on March 19 was started in a fourth floor room, when a patient's cigarette (!) apparently ignited some oxygen tubing (!!). Second fire was March 25, again started by a cigarette, and causing minor damage to a trash can and a privacy curtain. Quoth a hospital official: "We are looking at ways to pay a little more attention to patients to smoke." Wonder what year/decade same was finally prohibited?

Name: (real name preferred)	Remember personal info? <input type="checkbox"/> Yes <input type="checkbox"/> No
E-mail: (optional)	
Web Site: (optional)	

Comment: / [Textile](#)

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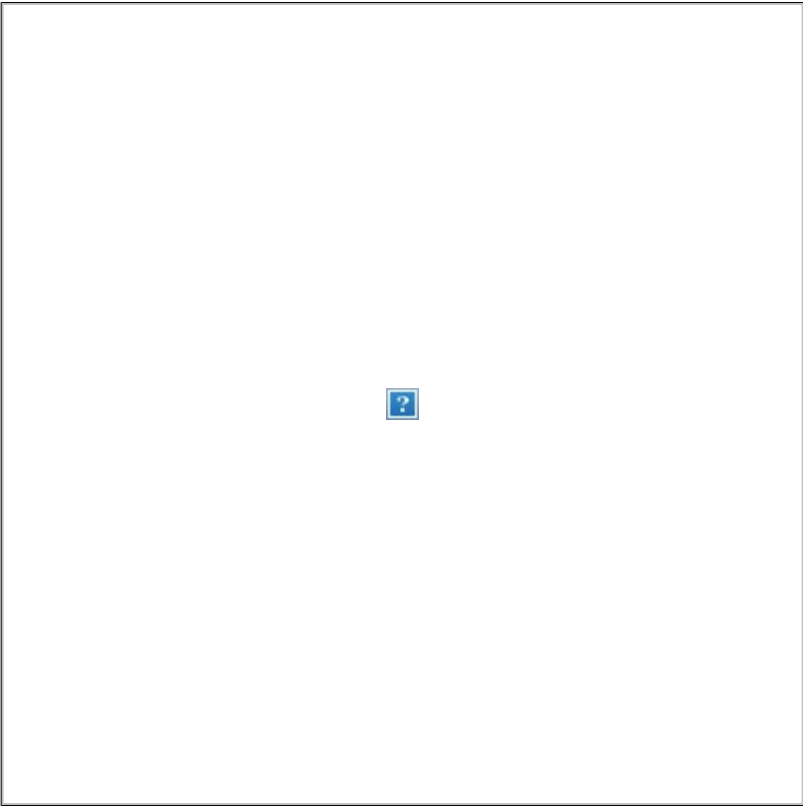
Big Honkin' Haz-Mat in Morehead City

01/12/10 266 W, 2 I - + 13 - 11

What happens when a forklift punctures nine drums containing [pentaerythritol tetranitrate](#), as same are being unloaded at a state port in Morehead City? Precautions with a capital P. Officials closed the port, closed all nearby roads, and urged a half-mile evacuation. The Morehead City Fire Department was notified about 4:45 a.m. of the situation. Agencies that subsequently responded included Beaufort Fire Department, Cherry Point Fire Department, Wilmington Fire Department's Regional Response Haz-Mat Team, an Explosive Ordnance Disposal unit from Cherry Point, the Salvation Army, the US Coast Guard, and US Customs and Border Protection.

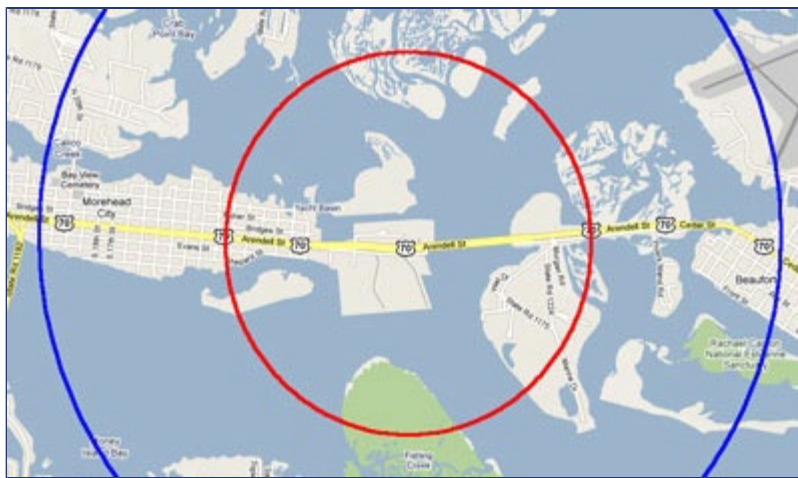
Just before 9:00 a.m., a one-mile safety zone was established around the scene. Same included a portion of Highway 70, including the bridge to Radio Island. A two-mile nautical safety zone was also established. Crews issued their first public statement after 9:00 a.m. County officials also activated a "CodeRed" telephone-notification process to residents about 9:30 a.m. Wilmington's haz-mat team arrived about 2:00 p.m. By the afternoon, the spill had been contained, and crews were cleaning it up, and repackaging the punctured containers. Nearby roads and waterways were reopened shortly after 5:00 p.m. The port is planned to reopen tomorrow at 8:00 a.m.

The material was described as a part-liquid, part-solid slurry. Same was shipped in cardboard (!) drums measuring about two-feet high and one-foot in diameter. The spill occurred at the mouth of a shipping container, and some of the material then spilled onto the dock.



Dylan Ray/Carteret News-Times photo

Map, click to enlarge:



Google Maps image

Sources:

- [Carteret News-Times](#)
- [Star-News](#)
- [WRAL](#)
- [WITN](#)

What sort of run is Wilmington to Morehead? Google Maps says merely 94.7 miles, but 2 hours 24 minutes travel time.

Legeros - 01/12/10 - 20:54

Updated with map. Yeah, I have too much free time.

Legeros - 01/12/10 - 21:08

I used to live and work in Morehead, with Wildwood FD and Emerald Isle EMS. The things that went through that port would make your jaw drop. In addition to the port itself, the rail line that runs to the port traverses right down the middle of town, traveling beside Arendell St. and past the hospital, community college, and right through downtown. So, it's a lucky thing that this was contained inside the port facility.

Can you imagine what would have happened if this had been on a train and derailed right in the middle of downtown?

CJS ([Email](#)) - 01/12/10 - 23:34

Wonder why it took so long for wilmington to respond!? And wonder why Atlantic Beach Fire-Rescue didnt respond?

[ENG3INE] - 01/13/10 - 08:56

Since there's no information provided regarding when WFD was requested, as well as when they left Wilmington, any judgement of their response is moot.

Ditto with ABFD. No information is provided regarding the fire resources that were determined needed, or requested. We can presume that MHFD, BFD, CPFD were sufficient. Again, somewhat of a moot point.

Perhaps you meant to wonder why Wilmington was requested so seemingly much later into the incident, and why were other departments like ABFD also not scene. As written, you place the onus of the question on the agency. As if, WFD or ABFD were deficit in their actions. Tricky language!

LJM - 01/13/10 - 09:26

To maybe enlighten a little bit more on way the RRT team wasnt called as quick as some would have expected. Almost every military post/base/air station/camp has a Hazmat Team assigned to it. With that said, being that Cherry Point was called to assist, they most likely responded with there Hazmat equipment. They are trained to the same standard, if not a more stringent standard, as their civilian counterparts

on the Regional Teams. This is not an official statement on this topic nor should it be accepted as such.

Military Hazmat - 01/13/10 - 12:42

Oh thanks i was just wondering. And yeah I was thinking the same thing. Thanks for answering the question LJM and Military Hazmat.

[ENGINE] - 01/13/10 - 15:20

This may help some. The training standards are essentially the same, but courses may be slightly different – the DOD course standards follow the NFPA too. I would disagree the the DOD is to a higher standard (too much similarity in the courses and standards). Military HM teams may have more experience in dealing with ordinance, some Rad, and jet fuel; but may not have much experience in other industrial chemicals and in transport accidents. Also, there is not much a HM team can do with explosives and these types of issues are left (legally) for the LE or military experts to handle.

In addition, RRTs respond only when requested through the state EOC from the local IC or the local EM coordinator (policy). If the locals do not request them, they are not dispatched. Carteret Co. is in RRT-2's area (Wilmington), however RRT-1 (Williamston) is almost the same distance away. It is the State EOC's call as to who responds. As posted by "Military Hazmat," the local responders in this area rely on their military bases to assist with HM issues due to their locality. They are pre-disposed to call the local HM team resource first. The RRT would be a back-up. Stay safe!!

A.C. Rich - 01/15/10 - 11:43

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Vance County Train Derailment, 1984

01/13/10 336 W, 1 I - + 6 - 9

On the rainy Monday evening of March 5, 1984, about 6:45 p.m., a southbound passenger train derailed along Highway 1 in Kittrell in Vance County. The Amtrak Silver Star was carrying 274 passengers and 19 crew. All of the 18 cars and one of the three locomotives left the tracks. Five of the train cars jack-knifed, and two dropped down a 20-foot embankment.

The accident occurred about a half-mile from the Kittrell Fire Department, where first-aid training was being conducted for 25 to 30 sheriff's deputies and rescue squad personnel. They arrived at the scene just minutes after the accident, and formed human chains to move stretchers and help the walking wounded reach the arriving emergency vehicles on the nearby highway that ran parallel to the tracks.


Duke Medical Center (41 miles south) received one patient with a neck injury. Franklin Memorial Hospital in Louisburg (15 miles south) received a pregnant patient and her 2 1/2-year-old son. They were transported by North Wake Rescue Squad.

Maria Parham Hospital in Henderson (nine miles north) received thirteen patients, mostly with abrasions and bruises. Those with minor injuries were treated by doctors from the surrounding communities.

Uninjured passengers were lowered down the muddy embankment using ropes tied to crossties. They were transported by school bus to the National Guard Armory in Henderson. They then spent the night in three motels in town. The next day, they were taken to Raleigh-Durham airport, Amtrak stations, or bus stations.

Over 100 rescue workers responded to the scene. All passengers had been removed by 8:40 p.m. Some 3,000 feet of track was also damaged. The train was traveling at 79 mph and within the speed limit for the section of track. The cause of the derailment was determined as broken axle on the third locomotive.

Other Silver Star accidents included a head-on collision with a freight train on April 2, 1980, in Southern Pines. More than 100 injured. On August 12, 1974, a Silver Star derailed near Wake Forest, and injured about 28 people. The Silver Star travels from New York to Miami.

Sources: *Raleigh Times*, March 6, 1984; [NTSB report](#) .

It was a site to see, one I will never forget

mln ([Email](#)) - 01/13/10 - 22:20

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Cab and Cab

01/13/10 66 W, 2 I - + 10 - 14

From a reader, here are a couple interesting pictures. Left if the cab frame for a Pierce Contender. Right is same for a Velocity. We have discussed chassis differences before on the blog. Here's a peek at the skeleton of, say, a "county versus city" truck. Click to enlarge, but only if you're old enough to view a naked frame:



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Legeros Fire Blog Archives 2006-2015 - Wake County Fire « Wake County Firefight... » Architect Chosen For ... Commission Meeting, Thursday, January 21 (Updated)

Wake County Fire Commission Meeting, Thursday, January 21 (Updated)

01/19/10 152 W - + 16 - 12

The Wake County Fire Commission holds its next meeting on Thursday, January 21, 2010, at 7:00 p.m. Same location as always, the Wake County EMS training facility in the lower level of the Wake County Commons Building at [4011 Cary Drive](#). We'll post an agenda as it is made available ahead of time. And here it is!

- Call meeting to order
 - Invocation
 - Roll of Members Present
 - Approval of Agenda
- Minutes
 - Adoption of Minutes for November 19th, 2009, Regular Meeting
- Regular Agenda
 - Presentation – 200 Club of Wake County
 - Incident Management Team Concept
 - Facility Committee
 - Update on Fire Station Closure Project
 - Feedback on Eastern Wake Insurance Funding
- Information Agenda
 - Revised Fire Protection Agreement
 - Budget Committee
 - Budget Calendar
 - Issues for FY 11 Budget
 - Fire Tax Financial Report
 - Chair Report
 - Fire/Rescue Services Director Report
- Other Business
- Public Comments
 - 30 minutes maximum time allotted, Maximum 3 minutes per person
- Adjournment - Next Meeting March 18th, 2010.

Updated with agenda.

Legeros - 01/19/10 - 20:03

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Yes

No

/ [Textile](#)

The Winter 2009 issue of *Fire & Rescue Journal* has been published on the web site of the [Office of the State Fire Marshal](#). The numerous articles include 2009 fire safety legislative updates, the National Fallen Firefighter's Foundation's life safety initiatives, questions and answers on ladder/service company requirements, and, catching Mr. Blogger's attention, a historical perspective of the Lowe's Motor Speedway pedestrian bridge collapse in Concord on May 20, 2000. Following an evening race, the bridge collapsed onto Highway 29. The article recounts both what happened and lessons learned at the incident, which resulted in 107 patients treated and transported. [Read the issue](#) , or click the cover below:



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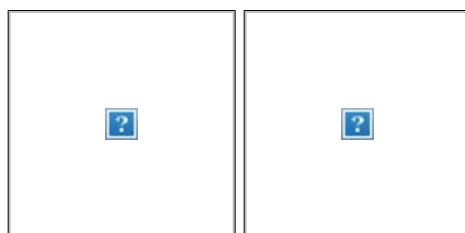
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Who Built Old Truck 11?

01/14/10 134 W, 2 I - + 14 - 10

That's a question from a reader, who's wondering who built the city's [1971 Chevrolet](#) service truck. Same served as Truck 11 from circa 1972 to 1986, and Truck 15 from 1986 to 1988. Then the truck was placed in reserve, and parked at the Keeter Training Center. Chassis by Chevy, but who built the body? The shop? Someone else? The answer appears to be Alexander Welding and Manufacturing Company, a Raleigh company that also built the two tankers on GMC chassis in 1960. They also appear to have built the city's [1964 GMC](#) service truck. The third service truck, a [1963 Ford](#) later rebuilt as a [1980 Ford](#), was shop-built. The ladder rack was from the first service truck, a [1922 American LaFrance](#). Next step, update the above pages with this new information. Signed, Your Historian.



Jeff Harkey, Lee Wilson photos

Not certain if there is a connection but it appears there could be a link to EEI which manufactured fire apparatus in Raleigh from 1983 until their close in 1999. News & Observer articles covering the sudden closure of the manufacturer reference the owner as Louis Alexander. Additionally it adds "In biographical information he provided The News & Observer during his 1989 council campaign, Alexander said he started EEI in 1983 with his brother, Ed. The company, which had about a dozen employees, added hoses and other fire equipment to truck beds that were manufactured elsewhere. It then sold the finished trucks to fire departments."

I had heard that EEI evolved from Atlas Fire Apparatus but I can't verify that. Mike, maybe you can connect the dots. I can certainly envision a case where maybe these two guys were relatives (children/nephews?) of the Alexander Welding & Manufacturing folks. They made some decent trucks for a while before they got in financial trouble and left several departments in a bad way. I have copies of articles in word documents if anyone wants further details.

D.Cates - 01/14/10 - 10:33

I am curious as to how these trucks were dispatched. Were they sent in the know known "first alarm" or "box alarm"? Or were they dispatched similar to RFD Air 1 in a declared "working fire" type situation? How many service/specialty trucks served around the same era? I'm sure the later question could be found by doing some research in the history section of this website, but was looking for a "quick response" from off the top of someone's head. It is nice to see where we all came from and the equipment developments of the present.

rookie - 01/14/10 - 12:44

Raleigh had a service truck on the roster since 1922, and an aerial ladder since 1916. The same company staffed both. I believe the service truck was dispatched instead of the aerial ladder, unless the fire was reported in the high-value district of/around Fayetteville Street. Both trucks might have been dispatched in that case, or perhaps just the aerial ladder. Need to research/learn about that.

Both ladder trucks were housed at Station 1 until the early 1940s, when they were both moved to Station 2. That was a result of Station 1 being relocated to a smaller building. When a permanent Station 6 opened in 1949, the service ladder truck was moved there, and became Truck 6. This gave the city two dedicated ladder companies. Staffing was probably five people.

By the mid 1960s, the number of ladder trucks had doubled. Two aerials, two service trucks. The aerials were at Stations 1 and 5. The service

trucks were at Stations 6 and 7. I believe the service trucks were dispatched by default on first alarm assignments, along with one or two engines. Exceptions were again, I believe, the high-value district downtown, and perhaps other high-risk areas or properties.

The third service ladder was added in 1972 at Station 11. The third aerial ladder was added in 1981 at Station 16. Then the totals reversed in the middle of the decade, with four aerials and two service ladders. Then four and one. Then five and one. Then five and none. The last service ladder was retired in 1990, if memory serves.

The service trucks each had a Captain position until 1976. Those nine positions were eliminated as part of 60 jobs cut during another tough economic time. They might have been three-person companies by that time, cut down to two. Older-timers can advise on that.

The firefighters rode the sideboard, though I think the cabs could seat three, if they scrunched together.

Like the aerial ladders, the service trucks were moved around a bit. Truck 8, Truck 15, and Truck 16 each started as a service truck, and were replaced by aerial ladders. Truck 12 ended as a service truck.

Legeros - 01/14/10 - 18:42

The service trucks were dispatched as ladder trucks in their first dues. I grew up in SE Raleigh, and I remember several house fires over the years. We got ENGINE 3, ENGINE 7, and TRUCK 7. Occasionally, an extra engine at stations 3 that was not fully staffed would also show up. THIS was before Station 12 was built. I had a couple of friends who lived out around North Hills, and TRUCK 6 was the unit that ran first in on house fires out that was during the 70s.

At Enloe High School, we had two fires at the school during the 70s- one a fire in the wood shop that was contained prior to RFD arrival, the other was a fire in the auto shop that heavily damaged the building. That response was ENGINE 7 (Mack CF), TRUCK 7 (Ford service), ENGINE 3 (Mack CF), and RESCUE 1 (Chevrolet/Murphy). ENGINE 12 (ALF 700) arrived later.

David, EEI evolved from Atlas Equipment, which for years was on New Hope Church Road at the railroad tracks. Atlas built a number of fire trucks, including tankers and pumpers, several of which were in Wake County (including Yrac and Fairgrounds). Alexander Welding was out on what was then North Boulevard. The only trucks I ever remember them building were the the two Raleigh tankers, DHFD Unit 3 (a tanker), and a couple of others, all with elliptical style tanks that resembled fuel oil trucks.

DJ - 01/14/10 - 21:29

Were house fire responses ever single engine plus ladder? Maybe in earlier or really early decades. More likely, it was probably two engines and no truck on houses, e.g., non-commercial structures. Memo to self. Research "run cards" for all decades, and look for the pattern of responses.

Legeros - 01/15/10 - 07:44

Thanks for that bit of info Dale we we've been having a sideline discussion on any connection between the two as Mike has another reader who is doing research on EEI. The corporate documents for Atlas list a D.O. Alexander as the registered agent so we were curious if there was some sort of connection. If you know any old timers in the area Jon or even Mike might want to try to contact them. BTW, Parkwood also had an Atlas Tanker. That unit later served Mariah FD in Person Co. Not sure about the others, but it was a wet side tanker, meaning that the outside wall was the tank, quite different than todays tankers (even the elipticals which have a fancy shiny outer shell that is insulated).

D.Cates - 01/15/10 - 09:33

DJ's comment on the other thread, citing Cary's service truck as built by Alexander, confirms that they built service trucks in addition to tankers, which is further supporting evidence that they built Raleigh's trucks.

And - 01/15/10 - 10:09

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Record Year For 911 Calls, But Not All Emergencies

01/14/10 164 W - + 14 - 9

Press release. The [Raleigh-Wake Emergency Communications Center](#) (911) recorded an all-time high of 444,160 dispatches in 2009. The center is burdened with far too many non-emergency phone calls.

The number of calls to 911 was almost 1,000 more each month than in 2008, and close to 100,000 more per year than was handled in 2000. Of these incidents, 310,201 were law enforcement related, 73,946 emergency medical in nature, 59,146 were assigned to fire departments, and the remainder required response from other City departments such as Public Works.

Emergency Communications Center (ECC) telecommunicators and call-takers received or made over one million calls. Calls to the Emergency Communication Center’s seven-digit line declined for the second year in a row. First responders are now provided with methods of accessing data that in the past required a telephone call to the center. Also contributing to the reduction is the use of web technology to provide on-line traffic reports to the media and the public.

[Read entire press release](#)

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FEMA Summary of USAR Activations for Haiti Earthquake

01/15/10 283 W - + 9 - 19

Found on this [Firehouse forums thread](#), the FEMA web site's daily [National Situation Update](#) including information on USAR activations in response to the Haiti earthquake. The update for [Thursday, January 14](#), included this information:

- FEMA NRCC is activated to Level II, 24/7 operations
- Region IV is at Level III Partial Activation due to Haiti evacuees possibly being evacuated to Florida.
- National IMAT West activated and awaiting transportation; scheduled to depart Sacramento at 10:00 a.m. PST in USCG C-130
- Thomasville, GA MERS activated and moving rolling stock to Homestead; currently in Orlando
- Frederick, MD MERS activated in support of US&R operations and is awaiting airlift transportation
- Maynard, MA MERS activated and awaiting airlift transportation
- US&R VA-1 team (Fairfax County) in Haiti: base camp established, initial survey conducted, and priority targets identified
- US&R CA-2 team (Los Angeles County) to arrive at 4:30 a.m. EST, January 14, in Haiti
- US&R FL-1 and FL-2 (Miami-Dade) teams deploying from Homestead, FL on January 14
- US&R VA-2, OH-1, CA-5, CA-7, NY-1, and TX-1 task forces have been activated and are awaiting transportation to Port-au-Prince; tentatively scheduled to arrive at Port-au-Prince today
- A US&R Incident Support Team is preparing to deploy to support US&R operations in Haiti
- Additional US&R teams on stand-by
- Logistics provided Frederick MERS with meals and water for delivery to Haiti; additional meals and water, along with tarps, blankets, cots, and comfort kits have been ordered and will be delivered to Homestead AFB for pre-staging
- Four External Affairs staff to depart today to Haiti to support USAID; one External Affairs staff to deploy to Washington, D.C.

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Who Ran Service Trucks?

01/15/10 179 W, 1 I - + 5 - 11

Open question, who ran service trucks back in the day in North Carolina? Answer: everyone! Or at least any city or town of significant size. Many had one or more service ladder trucks, and as far back as the 1910s. Asheville, Charlotte (three?), Durham, Fayetteville (built from body of school bus!), Goldsboro, Greensboro, Hickory, Hendersonville (I think), High Point, Morehead City, New Bern, Raleigh (see prior post), Sanford, and Tarboro. To name a few. **Got pictures?** Send 'em and I'll compile and post.

Some quadruple combinations-- quads-- were also delivered around the state, and as late as the 1950s. Those were service trucks with pumps, versus the chemical tanks that were standard in the 1920s. Pumpers were classified as triple combinations. Adding a ladder track made a quadruple combination. Adding an aerial device made the thing a quintuple combination. Or, shortened, a quint. Now you know the rest of *that* story.

Below is a Seagrave quad that served New Bern and is displayed at the New Bern Firemen's Museum. [See more photos.](#)



Cary has had a service ladder unit in service for some time. There was one on a mid-50's chassis, complete with a bell, followed by the GMC tilt-cab with a body built by Alexander Welding, followed by the Mack, and I guess you could count the later enclosed body units.

Wilson had what I think was a quad that was an old ALF, I think.

DJ - 01/15/10 - 09:16

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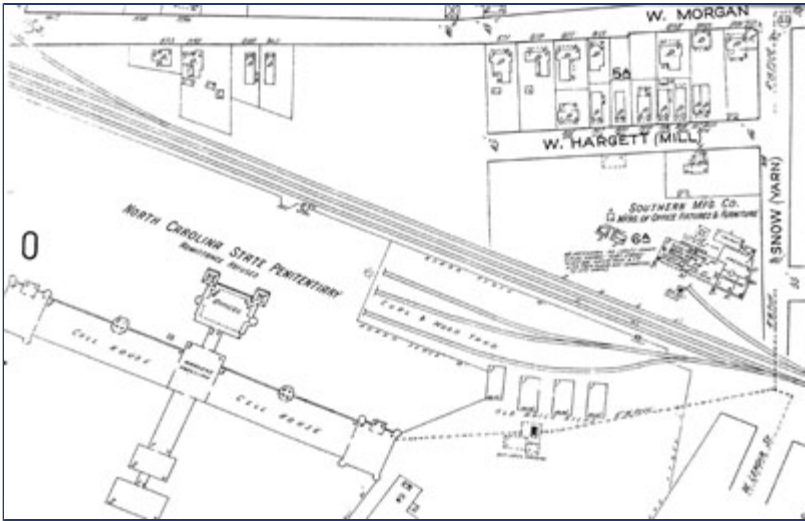
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The Big House

01/16/10 78 W, 2 I - + 7 - 13

Found for sale on eBay, here's a nifty postcard view of [Central Prison](#) circa 1930s or earlier. The structure faced Morgan Street as the second image shows, a Sanborn Map from 1914. The prison was completed in December 1884, and extensively renovated in the 1980s. About the only original sections remaining are stone walls on three sides. Explore [Bing Maps](#) and their Bird's Eye View for a good look at the current prison. Click to enlarge:



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Hino Aerial Ladder

01/16/10 155 W, 1 I - + 7 - 7

Got a new model yesterday. This is a 1980 Hino TC343 aerial ladder replicated in 1:64 scale by [TomyTec](#), part of their Tomica Limited Vintage Neo series. Bought on eBay. The truck is similar to the European design of "appliance only," but adds a pump. And a crew cab. The trademark coiled suction hose is there, two sections, same on each side. Not sure if other hose is carried, maybe in the basket above the pump? No pre-piping on the ladder, but play pipes are carried. No ground ladders, but some irons are there. The ladder length is 35 meters, or 114 feet. Aerial ladders in Japan go as high as 50 meters, don't they? That's a 164 feet. The contraption atop the bottom of the ladder is an elevator/platform, that one (or two?) people can ride. To see actual apparatus photos, [visit this site](#). It's a farm of links. Click to enlarge:



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This Morning's Major Fire in Cary, Updated

01/16/10 119 W, 1 I - + 14 - 9

Two alarms at [108 Steep Bank Drive](#). Two-story brick residence with 3,912 feet. Built 1991. Engine 3 reported heavy fire showing on arrival, followed right behind by Engine 6 and Truck 6. Heavy fire in the rear of the structure. Battalion 1 in command. Dispatched about 4:35 a.m. Units included E3, E6, L6, T6, R2, B1; Swift Creek E1 (first alarm), E2, L5, B2 (second alarm), and R4 (relief). Coverage included L1 as E20 at Station 2, Fairview E_ at Station 3 and replaced by Cary E30, and T7 moved to Station 4. Shift change saw Engine 3 and WC 1, WC 2 on scene with overhaul and investigation. Morning after photos forthcoming from Legeros. Readers, please add additional details as desired.



That was Fairview Engine 8 at Cary station 3
079 - 01/17/10 - 15:49

can anyone explain the numbering system used for the additional apparatus? Cary Engine 20, Cary Engine 30, Cary Ladder 50, etc.....
Is this used when a county unit is covering at a Cary FD station? Thanks....

Numerically Challenged - 01/18/10 - 13:01

That is the identifier for when another unit is filling in at a given station. So say that L1 went to cover district 2 it then becomes Engine 20. If L5 goes to cover district 4 it becomes Engine 40. That way in CAD when the Engine #0 goes in service it is what gets dispatched within that district.

CFP 7021 - 01/18/10 - 14:00

Speaking of Cary...can anyone shed light on when the next hiring process will start. I have heard as early as this month, but since there are only 10 days left, I don't know if that holds water.

rookie - 01/19/10 - 13:42

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Legeros Fire Blog Archives 2006-2015

- CSB Holds Public Meeting Feb. « Hino Aerial Ladder » Fire on the Train 4 in Raleigh on ConAgra Explosion

CSB Holds Public Meeting Feb. 4 in Raleigh on ConAgra Explosion

01/16/10 157 W - + 7 - 6

As today's *New & Observer* reports, the U.S. Chemical Safety Board has announced that a public meeting is planned next month to present preliminary findings from its investigation of the ConAgra plant explosion on June 9, 2009. The meeting is Thursday, Feb. 4, at 6:00 p.m., in the ballroom of the Raleigh Shearton at 421 South Saunders Street. The event is free and open to the public. It'll also be videotaped, and an official transcript published.

The CSB investigators will present preliminary findings to Board members and the public. Testimony will be received from outside experts concerning safety issues raised by the accident, focusing on safe purging of natural gas piping. Following a public comment period, the Board is expected to consider draft staff recommendations for changes to the National Fuel Gas Code, which establishes gas purging practices followed across the country. [Read the CSB press release](#) for more information.

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Fire on the Train

01/16/10 108 W, 1 I - + 7 - 7

As companies cleared this morning's major fire in Cary, a couple units were dispatched to a vehicle fire at the train station around 8:35 a.m. The rolling stock in question was an Amtrak train arriving in a few minutes. Engine 2 was dispatched, and Battalion 2 upgraded the response to include Cary Engine 20 and Ladder 5. There was a reported strong smell of smoke aboard, and crews from the two engines stayed on scene for a stretch, investigating the source. Ladder 5 was quickly cleared. Passengers milled about at the station, and perhaps pondered the soot-stained personnel, still soiled from the morning fire. Pics from Legeros forthcoming.



Do they get to count this as train-ing?

Question - 01/17/10 - 21:50

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Thinking Outside the Viewfinder

01/16/10 104 W, 1 I - + 12 - 7

Use your imagination. What would it look like if the camera was really low? Or really close? Or really high? Then, hold thing there. Waist-level, street-level, over your head, over your head and on tiptoes, etc. No contortions required. Take a couple photos, then check the display. Is the composition as imagined? Do you need to move forward or back? How about tilting? Take a mess of photos, maybe slightly moving the camera each time. Say, starting with the camera level on the horizon, and tilting incrementally after each shot. You'll get the hang of it. Art may result.



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Cary Meet Morrisville, Morrisville Meet Cary 01/16/10 102 W - + 7 - 10

How about a merger of the two towns? That's the discussion [reported by WRAL](#) this morning, among other outlets. Seems some Cary town council members have talked about wanting to talk about merging their municipalities. Wasn't that floating around a while back as a regular ol' rumor?

Wonder what a Cary-Morrisville Fire Department would look like? Nine stations, nine engines, four ladders, two trucks, three rescues, three Battalion Chiefs. Protecting 148,000 people and 50 square miles, or abouts. Given the politics involved, the likelihood of a double town seems slim. But it makes an interesting thought exercise.

Being I work for Morrisville I wonder what they would do with personnel? Seems like it might be pretty serious if they are putting it in the news.

Spanky - 01/16/10 - 16:24

I disagree that "serious" is a criteria for newsworthiness. I suspect the story is more sensational than serious, and that's what's driving coverage. That's my take on reading the stories.

Legeros - 01/16/10 - 16:26

"members have talked about wanting to talk about merging"
That's a lot of talking :) But they are politicians, so that's probably all they'll do.

Paul - 01/16/10 - 16:56

WRAL went for the sensational. I think this N&O article puts it into more perspective:
http://www.newsobserver.com/news/local_s..
It was part of a Town Council retreat exercise "in which council members blurted out ideas and questions." I bet Morrisville wouldn't have known or cared had a reporter not come asking for comments.

[rfburns] - 01/18/10 - 10:36

with so many services already shared by the two, it would only make sense to consolidate.

But alas with most things that make sense they will never happen!

CFP 7021 - 01/18/10 - 11:19

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Alexander Tankers

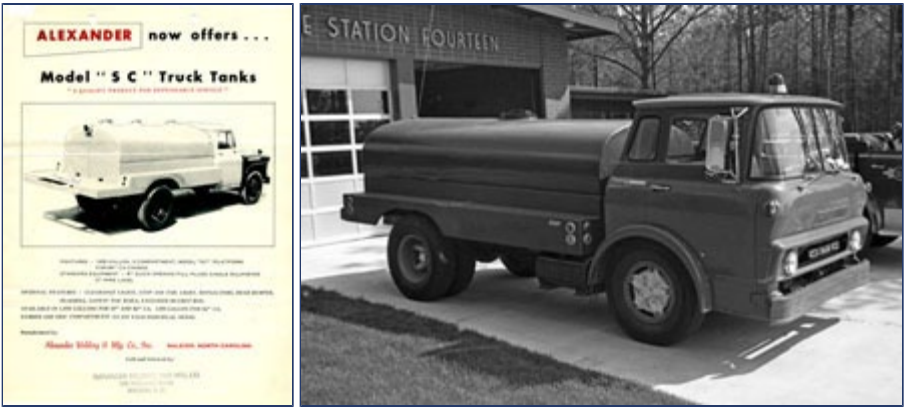
01/16/10 174 W, 2 I - + 14 - 10

Found in my files some more information about Raleigh's tankers that were built in 1960 by Alexander Welding & Manufacturing Company, which we've been discussing. The city was quoted prices for three tanker sizes, 1,000 gallons, 1,500 gallons, and 2,000 gallons. They chose pair of 1,500 gallon tankers.

The orders were placed on March 3, 1960, with delivery in approximately three weeks, and payment due by July 1, 1960. The price was \$756.45, as accepted by Fire Chief J. B. Keeter. The company signature was W. H. Alexander. The specs for the two trucks were:

1,500 Gallon, Single Compartment, Alexander Water Tank to be mounted on Model LV4009 GMC truck (tilt cab) 108" CA. Specifications to include baffles and surge plates, 4" pip drain from center of compartment (tapered sump from front to rear of tank to assure drainage), 2" vent and 6" pipe fill (quick opening), Prime painted, Channel rear bumper, Clearance lights, reflectors, Stop & tail light.

Here is a brochure for their Model SC tanker trucks, and a Public Affairs Department image of Tanker 14. Click to enlarge:



Name: (real name preferred)

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Remember personal info?

Yes

No

/ [Textile](#)

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Yesterday's Apparatus Accident in Maxton

01/16/10 99 W, 1 I - + 12 - 14

Two members of the Queheel Fire Department were injured yesterday afternoon when their tanker overturned on Highway 130. This [Laurinburg Exchange article](#) reports that the top of the cab was sheared off, and the water tank separated from the truck. One firefighter was transported to Scotland Memorial with minor injuries, reports [this FireNews article](#). The other was airlifted to UNC Hospital in Chapel Hill with more serious injuries. The incident occurred at approximately 3:50 p.m. More photos are also found on [this web site](#), located via Google. Another fire news-type site.



Laurinburg Exchange Photo

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
☐ Yes
☐ No

Comment: / [Textile](#)

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

Call For Fire Protection, Edenton, 1789

01/17/10 590 W - + 6 - 9

Turning our time machine to the late 18th Century-- and with [Beethoven's Choral Fantasy](#), composed 1808, playing on the stereo by complete coincidence-- here's a call for citizen fire protection in Edenton in 1789. This notice appeared in the *State Gazette of North-Carolina*, December 10, 1789, on page 3, column 1, and was reprinted in the *North Carolina Historical Review*, Volume VI, Numbers 1-4, January-October, 1929:

A CALL FOR FIRE PROTECTION

A CALL!

To the FREEHOLDERS and others, the *good Townsmen* of EDENTON.

Age dum fentis.

Strike whilst the iron is hot.

THIS is a common, yet an interesting proverb, full of prudence and prevention: In time, with circumspection to prevent a calamity [sic] is wisdom--in some instances, without this attention, the catastrophe is lamentation.

The influence of fire must always be dreaded. Its destructive effects may be greatly impeded by prevention, which science and machinery have prepared for our use.

Our town is fabricated of wood; Bridgetown, of Barbadoes [sic], Kinston, of Jamaica, Charleston, of South-Carolina, were of wood, have all near been totally destroyed by fire; the re-building with wood, have been inhibited by Legislative acts.

To presage or foretell the state or destruction of our homes, by fire, must hurt the feelings of every thinking person; yet the terror and apprehension of the danger, out to induce all of us to act, to prevent, before it is too.

The transaction of last Saturday evening may be called forward--the fire of Mr. Butler's ware-house; a large, useful, and expensive building, from mere chance escaped destruction. A perfect accidental circumstance saved his buildings. If the fire had not happily been prevented, the wind setting full on the town--dry wooden houses, the damage may be imagined, not computed.

This out to rouse, whilst we have power, all our active attentions in a business so truly interesting.

Let us suppose the fire had not been discovered--the damage partial--the ware-house and all other buildings on the wharf consumed--as industrious, frugal honest citizen reduce from opulent circumstances to penury and want--What breast would not have sympathized?--What mind would not have felt distress? The unfortunate, ruined sufferer, would have heard conversations of condolence and pity, the trite feelings of a momentary passion; this would only have augmented his sufferings, well knowing the pity is but one grade removed from contempt and despication [sic].

Let us then, my fellow-townsmen, by a judicious and sensible exertion of our powers, strive to fling the calamities of fire far distant from our habitations, by a well timed action and spirited perseverance. It is a fact, which may be related and depended on, the poor inhabitants cannot bear a tax; it must be ingenuous, spirited, and patriotic efforts of the rich, and those who have property to protect.

To accomplish so interesting and desirable a purpose, I presume to recommend to the freeholders and others, the good inhabitants of Edenton, that a general meeting be called and convened on a certain day, and at a mentioned place, to converse in the above business, that all efforts in their power may be brought forth, that the dreadful influence of fire may, if possible, be obviated. This meeting, with mind disposed to the service of the town, maybe productive of great utility, as many other interesting matters may undergo investigation, and may tend do the decorum, decency, and advancement of the town in general.

Coming forward unbidden, may look something like a Busy Body, but is is to be hoped the goodness of the intention will be

deemed an apology.

EDENTONIENSIS

Dec. 8, 1789,

Name: (real name
preferred)
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Remember personal info?
Yes
No

Comment: / [Textile](#)

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Notify: Yes, send me email when someone replies.
Hide email: Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Sanford Central Fire Station, 1956

01/17/10 130 W, 1 I - + 11 - 10

This image of Central Fire Station in Sanford appeared in the November 1956 issue of *Hose & Nozzle*. The station was part of the Town Hall building at 143 Charlotte Avenue, built in 1909. The building still stands and is listed on the [National Register of Historic Places](#). The fire department relocated to 2220 Woodland Avenue in 1968. Click to enlarge.

And here's a nice page of [Sanford Fire Department history](#), include an extensive page of [historical photos](#). Early and later personnel, apparatus, include, etc. Included are images of Mitchell's Department Store, that burned on March 14, 1980. Sanford firefighter Billy Ray Faircloth died that day, after his air supply ran out, after being trapped inside. That incident was recently recounted in a [Fire & Rescue Journal article](#), in the OSFM's newsletter.



Name: (real name preferred)
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Remember personal info?
Yes
No

Comment: / [Textile](#)

Keep Back One City Block

01/17/10 72 W, 1 I - + 13 - 7

Looking through that great page of [Sanford Fire Department historical photos](#), there are a number of images of their American LaFrance Aero-Chief platform. The 80-foot snorkel looks like a late 1960s vintage. Wonder how many other Aero-Chief's served in our state? Anyway, dig the "keep back" message on the rear! One city block! Click to the access the original image:



Courtesy Sanford Fire Department

Charlotte ran an 80' Aero Chief as platform 1 for a while. It was later destroyed in a wreck on the way to Pierce for a refurb. Greensboro had an 80 footer as well that now serves Franklin,NC. Ocean Isle Beach had a 90' AeroChief that came from Dade County,FL, and is serving its 3rd home in Iberia Parrish Fire District 1,LA. So, in total there were 4 that served NC at one time or another. For the complete list of Aero Chiefs, go to <http://www.aerochief.com>. This site is run by a friend of mine from GA named Dave Organ, definitely worth checking out.

BFD1151 - 01/17/10 - 21:10

The "one city block" is still the law, statewide:

<http://www.ncga.state.nc.us/EnactedLegis>.

(See section B). Good luck on getting anyone to follow that law, however. There aren't enough trees in the world to make all the citations needed...

[rfburns] - 01/18/10 - 10:22

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Sanford Support Vehicles

01/17/10 74 W, 1 I - + 11 - 11

Also on that great page of [Sanford Fire Department historical photos](#) is this picture of a pair of support vehicles. Fire prevention truck on the right, and probably a chief's car on the left. Love those giant sirens. Sunday morning, and Mr. Blogger is approaching the point of convulsion, having found a new cache of compelling historical images. Good job, gang. Click to access the original:



Courtesy Sanford Fire Department

I bet it was plenty loud in either one of those units with those sirens wound out...

DJ - 01/17/10 - 23:04

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☐ Yes
☐ No

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To prevent spam we require you to answer this silly question

Car Versus Cars, Tree, Building in Cary

01/17/10 66 W, 1 I - + 13 - 18

WRAL has posted a photo of this afternoon's [unusual vehicle accident in Cary](#), where a driver struck eight cars, a cart corral, and a tree beside the Harris Teeter at 2080 Kildaire Farm Road. Engine 3 responded with Rescue 2, Battalion 2, EMS 55, and District 5. The driver was the only patient and was transported. Dispatched about 5:15 p.m.



Richard Adkins / WRAL photo

There's also a slideshow, http://www.wral.com/news/local/image_gal..

Legeros - 01/18/10 - 22:02

Name: (real name preferred)
E-mail: (optional)
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Yes
No

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Legeros Fire Blog Archives 2006-2015 - Wilson Station 2, « Car Versus Cars, Tree... » Gastonia Aerial Ladde... 1956

Wilson Station 2, 1956

01/18/10 92 W, 2 I - + 12 - 11

Here's Wilson Fire Station 2 as appeared in the November 1956 issue of *Hose & Nozzle*. Built in 1952 and located at 300 Fairview Avenue, it first housed a pair of 1920s American LaFrance triple combinations. The station was relocated to 1807 Forest Hills Road in 1989, and subsequently served as a Wilson County EMS station. The building was being used as a community resource center when photographed a few years ago. Learn more about [Wilson \(and Rocky Mount\) fire stations](#). Or visit the official site and [read about WFD history](#).



Hose & Nozzle photo



Gastonia Aerial Ladder, 1956

01/18/10 90 W, 1 I - + 11 - 3

And there's this beauty that appeared in the August 1955 issue of *Hose & Nozzle*. It's a Seagrave 70th Anniversary series 75-foot aerial ladder, newly delivered and pictured in front of the new completed Central Fire Station. Looks like the rig was equipped with a pump, or what was called at the time a "booster pump." The next obvious question is how many such ladders served in our state? Charlotte had at least one closed-cab version. Who else? Click to enlarge:



Hose & Nozzle photo

It took me a few days, but according to a delivery list I have, there were only three departments in NC that had mid-mount Seagrave ladders like this: Gastonia, Charlotte, and New Bern. The Seagrave "bullet nose" was more popular as an engine in NC than a ladder.

BFD1151 - 01/21/10 - 10:34

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To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

Ban Street Parking on Glenwood Avenue in Five Points?

01/18/10 94 W, 1 I - + 12 - 8

Alright apparatus and emergency vehicle drivers, what are your opinions of on-street parking on Glenwood Avenue through Five Points? Two columnists [debate the topic in today's News & Observer](#). Myself, as someone who travels that route a number of times each week, allowing for parked cars on a heavily traveled roadway seems entirely asinine. But I am neither a local business owner, nor play one on television. Now if someone would call attention to the rough roads through there, as well...



Google Maps photo

Heck, yes. By banning parking on this stretch, you're only affected 1 or 2 parkers at a time (per business). All the other business patrons already have to find other off-Glenwood parking, so it exists somewhere around there. Traffic is no longer "7-9am and 4-6pm". Traffic is all day long around here.

[rfburns] - 01/18/10 - 10:12

Name: (real name preferred)
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☐ Yes
☐ No

Comment:

/ [Textile](#)

Magic Wand Traffic Solutions?

01/18/10 253 W - + 16 - 2

While we're ranting about Raleigh roadways, how about an informal survey? What are your most desired traffic solutions in the Capitol City. You know, the ones that could be made to happen if a magic wand were waved. Note that the requests apply to infrastructure only. Said wand doesn't affect driver behavior, or even driver presence. e.g., returning all them "northern drivers" back to their home states. Here are Mike's top picks, in no particular order:

- Widen the freakin' Beltline west from Western Boulevard to the Interstate. Four lanes instead of two, each way. At least.
- Widen Wade Avenue at the Beltline and then restore that cloverleaf, or at least the ramp that takes you outbound on Wade.
- Remove driveway access on inbound Glenwood Avenue between Blue Ridge Road and the Beltline. Specifically, no more turns to enter either the gas station or the hotels.
- Remove mall driveway access on inbound Glenwood Avenue between Edwards Mill and Blue Ridge roads. You know, the two turns at Sears and Barnes & Noble. Heck, they close one of them during the holidays!
- Built that mall-only Beltline exit to Crabtree Valley Mall that was talked about some years ago.
- Reconfigure Blue Ridge Road at Crabtree Valley Mall.
- Remove that freakin' stop-sign on northbound Capitol Boulevard, that ends the exit ramp from the outer loop of Beltline. Through lane! Through lane! Put barriers in place as needed, so traffic stays in that lane.
- And maybe more roundabouts. Mikey likes them!

-
- Widen the Beltline to four lanes in each direction around Raleigh.
 - Second level for Beltline for thru traffic, ah la San Antonio.
 - Widen I-540 to four lanes in each direction.
 - Widen off ramp from I-540 to I-40 West to Durham.
 - Ditto the off ramp from Beltline to Capital Blvd north.
 - Three lanes each way for Western Blvd.
 - Four lane Chapel Hill Road from Raleigh to county line, with crossover direct from Western Blvd.
 - Fuquay-Varina bypass from NC55 on the west side to NC55, NC42, and US401 on the east and north side.
 - Widen Creedmoor road from I-540 to at least NC98 or beyond.

And finally-

WIDEN WILLIAMS STREET THROUGH APEX! WIDEN WILLIAMS STREET THROUGH APEX! WIDEN WILLIAMS STREET THROUGH APEX!

DJ - 01/18/10 - 09:57

I was thinking it, but DJ stole my thought: A raised limited access highway for through traffic. Except I wasn't thinking of that for the beltline, I was thinking of that for Capital Blvd, from I-440 to at LEAST I-540. Maybe even out to Wake Forest. I was thinking "a la Austin" instead of San Antonio, though. But Texas definitely has some ideas we need to follow.

Also, a limited access highway through (or near) downtown.

[rfburns] - 01/18/10 - 10:10

TIME THE STOPLIGHTS!! The Gov't is so for gas and energy conservation but yet they can't spend the extra money to help us do it. An idling engine returns 0 mpg's!

RescueRanger - 01/18/10 - 10:24

to heck with Williams St in Apex, finish the dang on Peakway

Remove all stop lights and create ramps from all cross streets on the 55 BYPASS in Fuquay/Holly Springs/Apex, it is a BYPASS btw!

make Ten Ten 4 lanes with a turn lane

Finish 540 all the way around, with either toll booths on it all, or on none.

Chapel Hill Rd / 54 to 4 lanes with a turn lane.

CFP 7021 - 01/18/10 - 11:16

Well...the Peakway would be good, if it was four lane all the way around Apex. But they STILL need to widen Williams St.

I like the idea of limited access road(s) downtown. Richmond has a couple and they help out.

And yes, I-540, finish. And toll-it all the way or none of the way. And if tolling it gets it built, so be it. We'll adapt.

And while we are thinking about making Ten-Ten four lane, might as well do the same for Buffalo, Leesville, and ?.

And we need another route from and to Holly Rock other than Holly Springs Rd. Unless of course, we make it four lane from Tryon all the way.

DJ - 01/18/10 - 13:55

And people say it doesn't exist anymore....

Silver - 01/18/10 - 14:55

I agree with all of the above and lets add a few more since it is magic... ;-)

US 64 from US 1 in Cary to the county line, limited access and access roads on each side.

Davis Drive from US 64 to Cary widened with turn lanes and a clover leaf at the Salem Street, US 64 interchange.

Morrisville-Carpenter road to three lanes in each direction and a turn lane from NC 55 through downtown Morrisville and out Aviation Parkway to the airport.

Airport Blvd to three lanes in each direction with a turn lane.

Complete McCrimmon Parkway from Airport Blvd out to Yates Store Road.

Carpenter Fire Station Road from Morrisville Carpenter Road to Yates Store Road.

401 south to Ten Ten Rd to four lanes each direction, and drop to three from Ten Ten to Fuquay-Varina.

Holly Springs Road to three lanes in each direction from Holly Springs to Tryon Road.

Just to name a few...

Donaldson - 01/18/10 - 19:49

If you guys are wondering what road projects are funded for the next 10 years in Wake County, take a look at this link:

<https://apps.dot.state.nc.us/projects/Search/SearchResults.aspx?SearchText=Wake+County>

Jason - 03/02/11 - 11:21

Easier and cheaper than fixing traffic. Move all the Yankees back home. JK Silver

Scooter - 03/02/11 - 12:23

See my comments above from 1/18/10!!! Hahahaha....plus, I have more years here, and can remember the good ol' days of a two lane Highway 64 in Cary/Apex and US 1 when it was two lanes!! Man, the head-ons we used to have down towards the New Hill exit.

Since we revived this thread, I'd say my most hated street in Raleigh is Capital Blvd. Elevate two lanes for thru-traffic, like DJ recommended above for the Beltline.

Silver - 03/02/11 - 12:49

Up on the Roof

01/18/10 85 W, 1 I - + 9 - 6

Reported structure fire early this evening at [6129 Glenwood Avenue](#). Engine 17 arriving with smoke showing from the chimney at Golden Corral. Ladder 3 with roof access. Lots of people watching as crews investigated inside, and worked topside. Then the safety tape was strung, and the displaced patrons left the scene. Engine 16, Engine 23, Rescue 3, Battalion 4, Car 10, Car 20, EMS 124, EMS __, and District 1 also present. Dispatched around 7:00 p.m. Photos by Legeros later, including this shot about ten minutes into the incident. Click to enlarge:



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No

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What You Didn't See

01/19/10 190 W, 1 I - + 17 - 2

Notes about night photography. First, everything is blurry. But a very still camera and lotsa light helps that. But even when there's good light, the people are usually a blur. Everyone's moving on a fireground, right? Exceptions include the command post, crews awaiting assignments, and so on. That's why there are always a couple good shots of a chief. 'Cause they're standing still. No jokes, please.

On [Glenwood Avenue last night](#), we, meaning me, snapped some 300 photos. Maybe ten percent were usable. Most of those bombed due to blur. And not artsy blur, but bad blur. Some were simply too dark. Some were poorly composed. That is, they look lousy.

How to get better? Camera upgrading could help, with newer camera bodies with higher sensitivities to low light. Adding a flash is another idea, though all that reflective tape starts showing up.

Maybe Mikey needs his own lighting? Some head or helmet-mounted solution, *a la* Bill Murray in *Caddyshack*? Or am I thinking of Dan Aykroyd in that lesser-known but equally funny early 1980s comedy *Neighbors*? Freeze gopher!



underexposing by a massive amount (-3, which must be shot in raw) helps gain speed, but must pre-focus and focus lock (since the camera can't focus with such a small amount of light), and using an f/1.8 or f/1.4 lens is essential – shooting with flash at -2 is another option, again with underexposure to gain more speed

cornerhydrant - 01/20/10 - 18:08

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Wake County Firefighter's Association Quarterly Supper and Meeting, Tuesday, Feb. 9

01/19/10 65 W - + 6 - 5

The next Wake County Firefighter's Association Quarterly Supper / Meeting will be held at 6:30 p.m. on Tuesday, February 9, at Bay Leaf Station 1 at [11713 Six Forks Road](#). That's a B shift day. The remaining 2010 meeting locations have also been posted to the [WCFA web site](#). The meeting agenda will be posted later as made available.

Can somebody provide me with the name and contact information for the President of the association?

Thanks.
CHIEF 100 ([Email](#)) - 01/20/10 - 15:35

Click the above web site, click the Officers button on the resulting site, and the e-mail address for President Lee Price is right there.
See Above - 01/20/10 - 15:43

Thanks for posting Mike! Also wanted to give folks advanced notice, that we will be having a special event for our August 10th meeting (that's a b-shift too) – Dave Dodson, creator of "The Art of Reading Smoke" program, will be our guest speaker. That meeting will be at the Raleigh Convention Center, 500 S. Salisbury Street. We will not be serving a meal that night, and will only have a short business meeting – the rest of the time will be dedicated to Mr. Dodson's presentation. All are welcome to attend!
[ncfirewolf] ([Web Site](#)) - 01/20/10 - 21:28

Thanks for the heads up Sue....I've heard it's an awesome class.
Silver - 01/20/10 - 23:40

I'll announce again in August, a couple weeks ahead of the event. That's always a challenge, figuring the "sweet spot" for announcements. How far ahead should folks be told of stuff? Well, as early as possible, right? Not necessarily. Save the date notices can be great, but only if people (a.) read them, and (b.) take action on them, notably recording the date on their calendars. I've asked public relations people about lead time, and just how far ahead to notify people of events. I've also paid attention to press releases, and when they are issued. It seems like a week or two ahead seems to be what "they" do. Notify too far in advance, and people then forget it. Notify too late in advance, and people don't have time to change plans.
Legeros - 01/21/10 - 07:38

I have been to one of Dave Dodson's presentation and it is an outstanding program. Mark your calendar, it will be worth your time. His program is normally 8 hours or more. Its unfortunate that this will be shorter program. As said earlier, any of his material is worth seeing.
T. Saunders - 01/21/10 - 08:34

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/ [Textile](#)

What's happening with Cary's eighth fire station, to be located at [408 Mills Park Drive](#), on the northwest edge of town near the Chatham County line? As this [Operations Committee report from January 7](#) indicates, the architectural firm has been chosen and awarded. [ADW Architects](#) of Charlotte. Neat portfolio on their site showing stations they've designed in Charlotte, Concord, and other cities. Just over \$4M has been budgeted for the project, with funds for operating and maintenance needs part of the FY2012 operating budget process. You can Google and find a couple other docs related to the project.

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Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Hook and Ladder From Texas

01/19/10 95 W, 3 I - + 13 - 11

Reader Russell Rigouard photographed this classic piece of fire apparatus at the [Institute of Texas Cultures](#) while visiting San Antonio. It saw service with the Comfort Fire Department in Comfort, TX. Observe the hand pump that's mounted at the front of the rig, which is something this historian's never seen before. Said the information posted with the exhibit, the ladder truck was hand-pulled to the scene. The department also had a horse-drawn tanker that supplied the buckets and hand pumps. Very cool. Thanks Russell! Click to enlarge:



Name: (real name preferred)
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Web Site: (optional)

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Yes
No

Fire reports from the 1920s and later. Many but not all have addresses. Some simply include business names. Motor Service Company. Raleigh Roofing Service. Grand Theatre. Etcetera. And some of the business names aren't entirely legible. How does one find those address and enhance their data? The time-intensive solution is going straight to the incident account. The newspaper report, or the arriving company log book. But there's a faster solution.

City directories. They're on the shelves at [Olivia Raney Local History Library](#), and bound in protective covers. The contents are original, though, so you have to be gentle when reading them. These directories are like modern phone books, with alphabetical listings and then business listings. They also have street listings, showing the building number and occupant for every street in the city. That list includes the cross street, which can help when tracking down locations. Ditto for illegible street names, such as what looks like Cammister Street, but that's really Canister Street. That ran south from Cannon Street. Neither exists today.

In the above examples, simply turn to the alphabetical listings and look for, say, Motor Service Company, which had a major fire on January 25, 1925. The city directory from that year lists their address as 115-117 S. Salisbury Street. They also had a major fire in 1936, and the fire report again lists only the business name. So the same address applies? Negative. Check the city directory for 1936, or perhaps 1935, and confirm. The business may have moved after the last fire!

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Web Site: (optional)

Comment:

Remember personal info?

Yes

No

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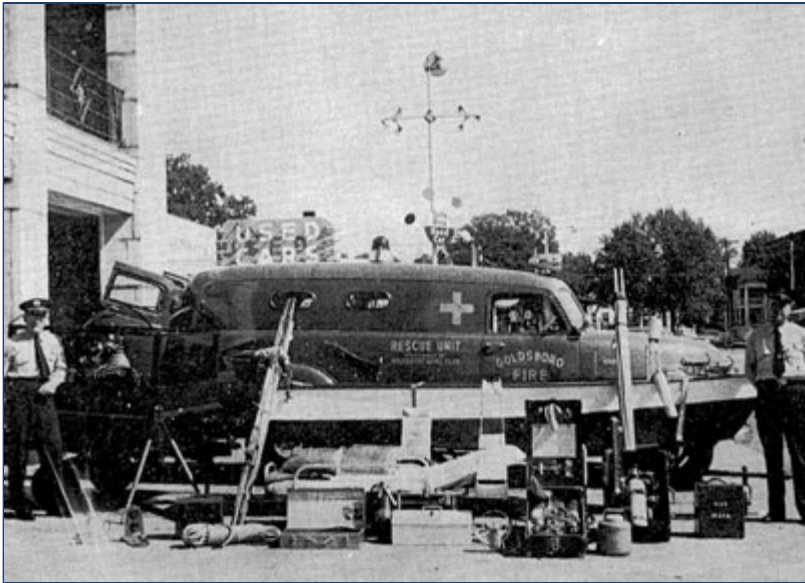
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Goldsboro Rescue Squad, 1955

01/20/10 105 W, 1 I - + 8 - 10

From the August 1955 issue of *Hose & Nozzle*, here's Goldsboro's rescue squad. Same was donated to the city by the Lions Club in 1953, with equipment donated by several civic and fraternal groups, businesses, and individuals. The entire "rescue car" and gear was valued at \$6,500. The volunteer squad was organized in September 1953, with all members holding "standard first-aid cards" as all firefighters did. The officers of the squad, along with ten members, also held instructors certificates in first aid. Didn't the rescue squad subsequent split from the fire department, and operate independently? What's their history? Click to enlarge:



Yes, they did split. Goldsboro FD ran 2 ambulances and covered "City" calls and Goldsboro Rescue, though located in Goldsboro, covered the rural areas outside of the city limits that were not covered by other squads. A few years ago, Wayne County took over all EMS services and the existed rescue squads were allowed to continue; however, they supplement the county service and do not provide first line care. I believe the vehicle pictured or one like it is still at the old Goldsboro Rescue Squad station. Wayne County has made a lot of progress. At one time they had multiple PSAPs with Goldsboro PD "station 1" dispatching police and fire and Wayne Central "station 5" doing the county dispatching. They are all consolodated into one PSAP now. There's ALOT of history in Wayne County – especially on the fire side of things.

JoCo Medic - 01/20/10 - 07:59

Wayne County was one of the first counties in the state to utilize dump tanks, and, as the stories have been told to me, Nahunta Fire Department was the first rural department to receive insurance credit or a higher rating for their water shuttle capabilities.

Legeros - 01/20/10 - 20:38

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Legeros Fire Blog Archives 2006-2015 - *Atlantic Beach Hotel* « *Goldsboro Rescue Squa...* » *Kerr Lake Telesquirt Fire, 1955*

Atlantic Beach Hotel Fire, 1955

01/20/10 342 W, 5 I - + 8 - 8

On the morning of March 31, 1955, about 6:00 a.m., a fire started on the Atlantic Beach boardwalk. Probably in a hamburger stand, where workers had laid a new floor the night before. Flames spread to an adjacent bathhouse, through two concession stands, and then to the Ocean King Hotel.

The three-story structure was filled with guests. This was a year-round establishment. Bellhop James Jones discovered the fire, and promptly called the fire department. That is, the Morehead City Fire Department. The beach town didn't have their own. Mr. Jones then helped some 35 guests to safety, as people dressed and gathered their belongings. Everyone exited orderly and safely as the wind-fed flames spread to the second story.



Five towns responded with fire equipment, including Morehead City, Beaufort, Newport, and New Bern. The latter was located 40 miles away! The Coast Guard station at Fort Macon, just down the road, sent their trucks. So did the fire department at Cherry Point Marine Air Station, some 18 miles away. The Havelock Fire Department hadn't been organized yet.

With a light northwest breeze fanning the flames, the entire eastern end of the island-- with 100 summer cottages-- was threatened. Atlantic Beach also lacked fire hydrants, so water was pumped from both Bogue Sound and the ocean. The former was pumped about a quarter mile from the scene. The latter was handled by the two Coast Guard units.

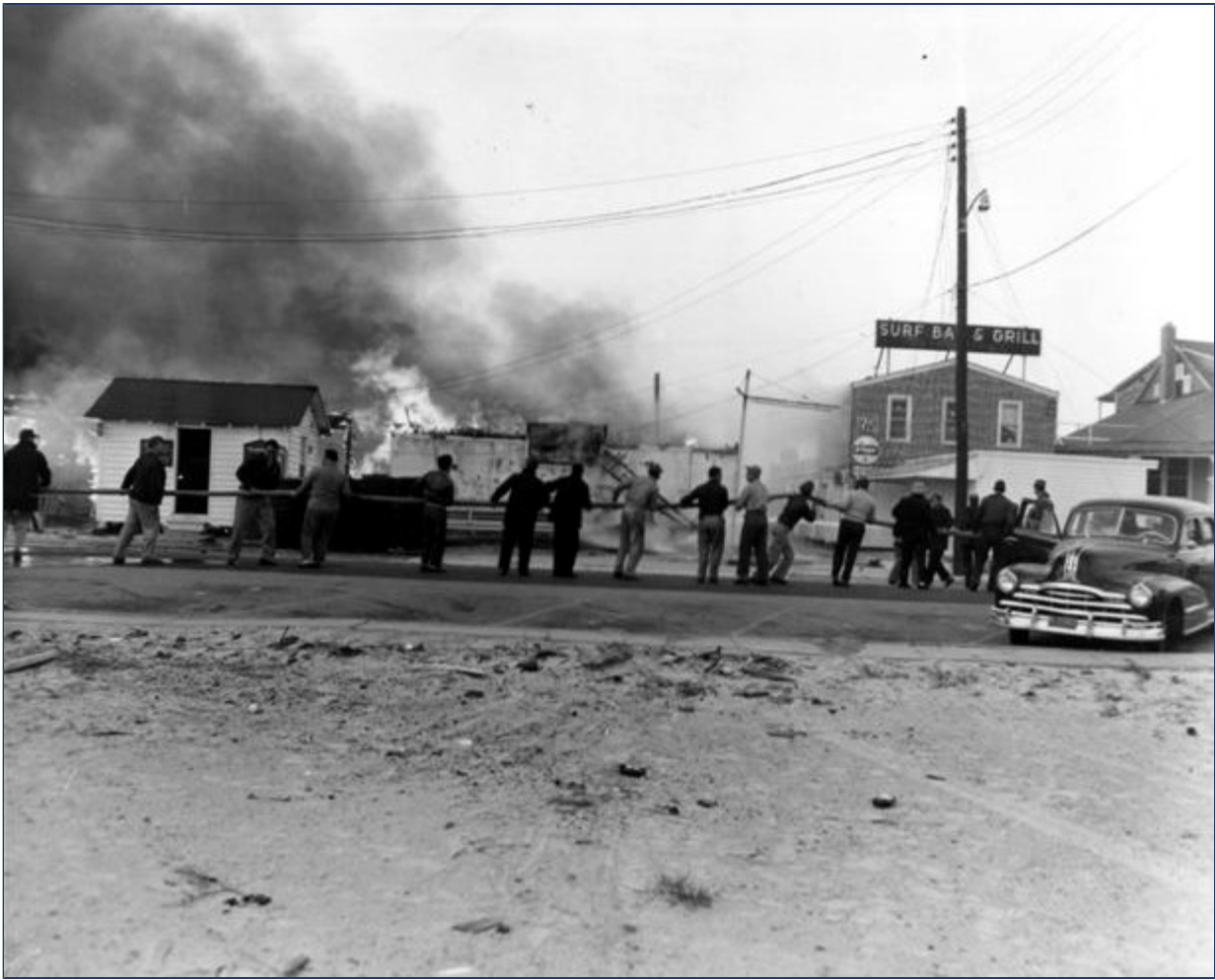


The fire finally burned itself out about 9:30 a.m. Three walls were left standing. Several cottages nearby sustained heat damage. Another small structure, the police station, was destroyed. Sections of the board, which was new, also sustained heavy damage.

The hotel was a total loss. But it would be rebuilt, said the Atlantic Beach Mayor. As it happens, the Ocean King was undergoing renovations already. The work was just about completely. The repairs required due to damage sustained in last fall's hurricane season.

Sources: *The Spartanburg Herald*, May 31, 1955; *Hose & Nozzle*, May 1955. Click to enlarge [more photos](#) courtesy of Jesse Chaplain:







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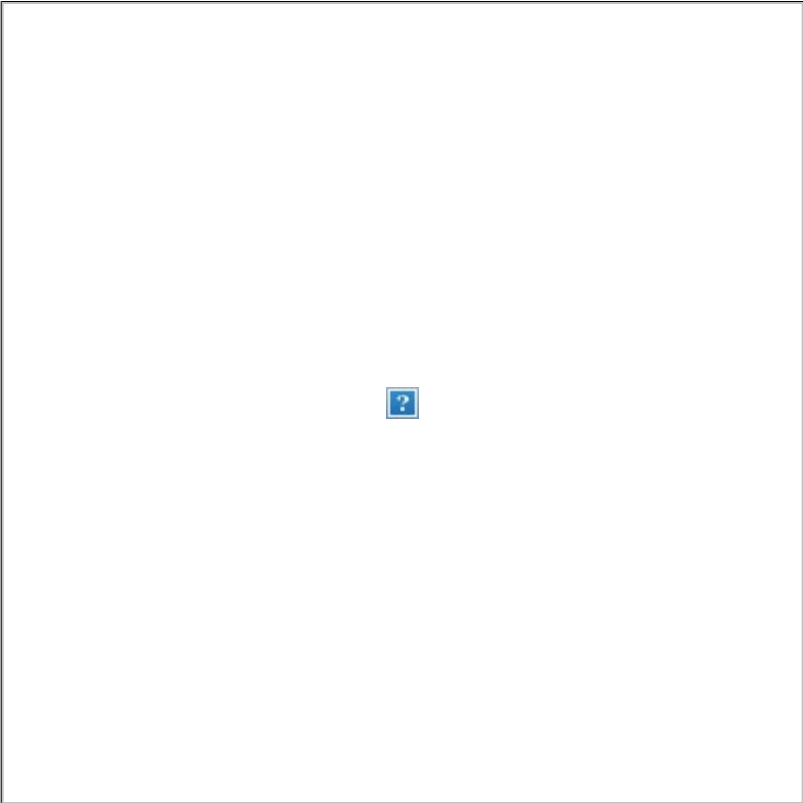
To prevent spam we require you to answer this silly question
What are the FIRST TWO LETTERS of the word 'fire'?

[\(Register your username / Log in\)](#)

Kerr Lake Telesqurt

01/21/10 121 W, 1 I - + 13 - 6

A couple years ago [we blogged about](#) the newly forming Kerr Lake Fire Department. The department received its OSFM certification in early 2009, and had an open house in August. This morning, Mr. Blogger noticed the below [photo on FireNews](#), snapped by John Franks at a warehouse fire in Vance County in November. Look familiar? Look like the Cherry Point Telesqurt we [blogged about last month](#)? Google finds a Henderson *Daily Dispatch* [article from three months ago](#) that tells more. That's a 1987 Pierce Arrow 55-foot telesqurt given to them by the federal goverment, along with a 3,000 gallon tanker and an equipment truck. Odds favor a former Marine Corps fire apparatus, what do you think?



John Franks/FireNews photo

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No

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Selma Gets Grant For Apparatus

01/21/10 97 W - + 10 - 13

[FireNews reports](#) that the town of Selma has been awarded a grant by the U.S. Department of Agriculture for \$100,000, and which will help buy a \$370,000 pumper-tanker to replace an older rig. The town expects to raise another \$60,000 through sale of the 11-year-old apparatus, and then take out a \$210,000 loan from USDA to cover the remaining balance. The pumper-tanker will have a 1,500 GPM pump, 1,000-gallon tank, and a foam system. Good to hear that the Patron Saint of Grant Awards was watching over our friends in Johnston County. [Read the entire article.](#)

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Hide email:	<input type="checkbox"/> Yes, hide my email address.

Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.

Two interesting *New York Times* articles for your consideration. First, a [report on a study](#) that shows the average young person in America is spending every waking moment outside of school using a smart phone, computer, television, or other electronic device. Makes sense to Mr. Blogger, an average older person in America, and who obviously spends more time online that he should. Doesn't help that he's a desk jockey by day. And let's not talk about time spent using digital cameras! [Read that article.](#)

Second, a story on passwords. [According to a new study](#), one in five users of web sites choose passwords that are easy to hack. Such as "abc123," "iloveyou," or even, gasp, "password." The article includes a list of the most popular ones on the site RockYou. My favorites: "qwerty," "111111," and "0". Guess we're all less smart in some way or other. That's the human condition. Everyone rides their own short bus. [Read that article.](#)

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Tiller For Sale

01/21/10 256 W, 1 I - + 9 - 13

Raleigh's old tiller is [for sale on eBay](#). That's Ladder 4, better known as the longtime Ladder 1, the 2004 Pierce Arrow XT tractor-drawn aerial ladder that overturned on July 10, 2009. The apparatus was totaled, and a replacement has been ordered. Then what happened to the truck? As this eBay auction demonstrates, the apparatus ended up at a salvage shop in Minnesota. Asking price is \$58,000.

Apparatus accidents are one of the less-glamorous aspects of emergency services. Engines, ladders, ambulances, chief cars, etc. They're all involved in accidents from time to time. Most are minor, and often very minor. But big ones happen, and can happen with tragic results to the parties involved. Fatalities. Injuries. Emotional impact. Career impact. Not to mention macro-impact on a department or municipality affected by the financial consequences.

Then there are the vehicles themselves. They're often repaired, and occasionally rebuilt. We have a number of local rigs, past and present, that were rebuilt after more serious accidents. If the truck isn't repaired or rebuilt, it lands in the hands of a salvage company or scrap dealer. Who buys a wrecked tiller? Someone who wants the parts, perhaps? Truck folks, please relate how such rigs are recycled.

Thinking outside the box, could the old tiller serve as an educational aid. Might, say, a firefighter safety foundation buy the thing to help promote apparatus safety? That would be a pricey piece of show and tell, especially with the extensive photo documentation that's available. But farther-fetched things have happened.



Some of you guys in the body repair business (Duke) would have a better idea than me, but, could you envision someone buying this for the asking price of \$58,800? Then, remove the pump, repair the tractor, and put about, heck I don't know, \$300k into fixing her up? Would \$300k to \$400k get this thing into shape? If it did, then \$350k to \$450k for a Pierce tiller would be easier on the pocket for a small department looking for a ladder. Then again, add a little more and you could buy a brand new ride...

Silver - 01/21/10 - 20:24

I am surprised that the pump and other high dollar items could not have been salvaged from the rig to go into the new one on order. Maybe the changes in engines and pumps in 6 years are keeping that from happening, or even the legal issue of insurance payment verses what can be removed. It is sad to see, however, it is good to know that all involved are back on the job.

Good reminder to slow down!!! We can't help if we don't get there.

Donaldson - 01/21/10 - 21:24

I would love to hear from someone in heavy vehicle repair on this one as well. I'd also be curious to know how difficult it would be to have the ladder re-certified. I can't believe that it would be as straight forward as a standard certification test since it's seen much different stress than normal. I agree with Jeff though, if you can get it and have it rebuilt all for under \$300-400k, that's not too bad of a deal for such a high priced quality apparatus.

Mike - 01/21/10 - 23:48

That’s really sad. I’m glad the crew is ok and is back to work.
As far as repairing? Wow. That would be iffy at best. I would think with all the damage to the tiller chassis, it would need to be completely replaced. i would bet that the entire drivetrain is just fine and would just need to be overhauled. The aluminum on that rig would likely be worth the purchase price of rthe recycling value, and the wheels and tires, if they’re straight, would be worth bucks. The hydraulic pumps and undamaged cylinders would bring good money, and one should be able to recycle/sell the compartment latches/handles. All the wiring could be stripped for scrap and the undamaged emergency lights would be good to put back on eBay.

Over all, I would say that, since the vehicle is made to be upright, being on its side and roof probably didn’t bode well for the entire structure.
Can’t wait to see the new truck, though!

Duda - 01/29/10 - 11:41

does anyone know what happened to this truck? where its at where i could possibly find it. looking for parts

michael ([Email](#)) - 10/23/10 - 03:25

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Wake County Fire Commission Meeting Highlights, January 21

01/21/10 660 W - + 4 - 10

The big news from tonight's Wake County Fire Commission meeting was their vote to suspend the fire station closure process. Recall that Western Wake, Wake-New Hope, Bay Leaf, and Falls fire stations were undergoing evaluation, to see if contracted city protection would provide equal or cheaper cost, but at the same or higher level of service.

Tonight, the county fire marshal reported that the city's cost for contracted protection of those station areas was higher than the county's cost. Specific numbers were not provided, and in fact no action was requested from the group by the fire marshal. After extensive discussion and based on the verbal information about the numbers, the commission approved a two-part motion. First, suspend the closure process. Second, begin evaluating county fire resources-- stations, staffing, apparatus, etc.-- on a county-wide basis.

Points made and issues raised during the above discussion included the length of time that the closure process had been taking (nearly six years), the two earlier studies made that suggested station closures in 1993 and 2004, the need for possible improvements and added resources to the four aforementioned stations, and the city's limitations with regard to protecting areas without hydrants. The Falls/Wake Forest merger was also mentioned, and a status requested. That initiative is on hold, or was on hold until the station closure process concluded.

Other highlights of the meeting included:

A brief presentation by the [200 Club of Wake County](#), a non-profit organization composed of citizens supporting public safety officers, and providing financial assistance to families that suffer a loss of same. Their representative provided posters for display in fire stations.

A longer presentation on Incident Management Teams, being developed as an multi-agency resource available to assist at major incidents. The concept is a low-cost/no-cost initiative that will utilize volunteers from fire-rescue, EMS, law enforcement, emergency management, and municipal offices. They'll attend training, and be available on-call for major incidents. For roles and functions such as logistics, planning, finance, public information, and safety.

During the IMT presentation, the speaker noted that Wake County is approaching the population size of Mecklenburg County, and is poised to pass them. That would make Wake the largest by population in the state.

The Facilities Committee presented their regular update, which included a discussion on the impact of the [Little River Reservoir](#) project on response times. They reviewed maps and data for Hopkins, Zebulon, Wendell Station 2, and Rolesville, and found that closing Fowler, Lizard Lick, and Riley Hill roads would significantly increase response times to the areas east of the proposed reservoir. For example, closing Fowler Road would raise the Hopkins response times by 248%. Next steps include involving making the Army Corps of Engineers aware of this impact, and working toward maintaining the same level of service. Through, say, bridges, or construction of a new fire station in affected areas. Construction of the reservoir starts in 2016.

Discussion at length about contingency funds for fire departments, and an approximately \$16,000 per department that was withheld by the Commission's vote at the start of the budget year. The context was a contingency fund request from Eastern Wake, to be applied toward insurance premiums. The first motion was made to distribute that \$16,000 to each department, as each had valid needs for contingency funds. Motion not passed. The second motion was made to provide the request funds to Eastern Wake, about \$11,000. Motion carried.

The annual election of the Fire Commission Chair and Vice Chair were held. The appointees by vote were Lucius Jones as Chair, and Robert Stagg as Vice Chair.

The request was made that meeting agendas be provided one week prior, instead of a couple days. Also, that handouts be made available prior to the meeting. And that committees provide greater communication to fire chiefs, such as the Facilities Committee and their excellent communication therein.

Edits and corrections are welcome. Copies of handouts to be provided after I receive soft copies of same.

Where are the names, you ask? The omission of particular people— most of the time— is intentional, and intended to give folks a break from being indexed on Google. Is that the right thing to do? Haven't thought about it lately, I've just been doing it that way. If readers think the other way is better, speak up! We can name names.

Legeros - 01/21/10 - 23:57

Does the discussion of county wide fire resources involve having all county stations running under one unified chain of command or is the discussion separate for each department? Also Any chance of adding or re-opening county stations at this point?

Zippity - 01/22/10 - 00:23

The discussion of countywide resources was in the context of "instead of looking at this department's needs, and that department's needs, let's look at the county's needs a whole." And references were made to such issues as "maybe we'll see that some stations need to be moved." That's pretty close to the exact language used. However, the discussion was minimal, and it really just served as a starting point for the motion that passed. Just a first step, or the support of a first step.

Legeros - 01/22/10 - 08:14

I'm confused. The motion to give \$16,000 to each department was not passed, yet the one to give Eastern Wake \$11,000 was passed? Maybe Im missing the whole point, but this just doesn't make sense. Can someone clarify?

H2O - 01/22/10 - 09:17

H2O,

I think they decided to give EW the money because (speculating) they actually requested it. I could be very wrong, but from the context of the info given, that sounds like what the deal was. I think the commission may just not want to give out \$16K to each department, since it's a contingency fund, unless they have requested it. It sounds like their way of keeping money in the fund so that if it's not requested by a certain department they can keep it and move it to a different place if it's not used by the end of the FY.

Again, I may be terribly wrong, but that's what I get out of the given information, and I'm only speculating.

M.A.D. - 01/22/10 - 09:47

How can Eastern Wake possibly need more money, they have a ridiculously large budget as is, \$1.5million for 1 station that is in operation and 1 that just sits there.

Are you kidding me? - 01/22/10 - 10:01

Seeing budgets presented last night only fortifies by believe that this Fire Commission has NOT ONE IDEA how to support and LEAD this county. 1.5 million for Eastern Wake, 1.(?) million for Wendell... GOOD GRIEF!!!! any idea which area runs the commission.

Yeah No kidding - 01/22/10 - 12:24

Let's see bios of each commission member and where they're from.....

Silver - 01/22/10 - 15:26

Sitting there last night, as a citizen, really opened my eyes to a HUGE load of BS. No wonder the fire service is so dysfunctional in this county, the group, or least half of them, HAVE NO FREAKING CLUE!! It was both disturbingly comical and down right disappointing to see how things are "run" around here. All I can say is WOW!!!!

Wayne - 01/22/10 - 18:02

It was sickening to see good motions and discussions shot down by some people that don't even know how their own system works, much less trying to improve upon it. Either way...stay safe out there folks!

Wayne - 01/22/10 - 18:04

Can you give some examples, Wayne? What did we miss?

Examples - 01/22/10 - 18:11

It ain't exactly pretty, but it's what we got, goes the ZZ Top lyric, as best I rememeber. That's the fire commission, a combination of citizens, officials, and fire department representatives. A diversity of experience, perspectives, passions, and opinions. Should the county fire service be governed exclusively by a subset of above? Don't know. In its present state, the country fire service is not consolidated, and thus perhaps cannot be governed by any better of a body. But I am just an insider observer.

Legeros - 01/22/10 - 18:18

After last night it is very apparent the "concept" of the Fire Commission is indeed now outdated and really broken. It has served its purpose. There still remains one strength that has not been fully tapped... Hopefully there is more to come... For now, support your chief and your department 120%.

A.C. Rich - 01/22/10 - 18:19

AC-

You are right, the Fire Commission is indeed broken and outdated. The biggest problem that I recognized was that there are WAY TOO many civilian/politician positions on this commission. It is obvious in everything, from the double talking that some do to the lack of how the system is currently. It was disappointing and frustrating to the people out vote the fire service people everytime.

Examples-

President Price (WCFFA) makes motion to drop all discussion of station closures after Mr Echevarria provides information that to close the stations would cost more (although he didn't have the numbers with him) and other members of the commission (Myrick and Coble) still want more information and wanted to table the vote or have Pres. Price reword it to "Suspend" discussions of station closures.

Chief Parker makes motion to divide the contingency money held back from the county depts at the beginning of the budget year, after the county budget rep tells them that he felt the money would not be needed... again Myrick and Coble lead the way to shoot it down and say each chief needs to come ask for what money they need and have the commission vote on each one separately. They were several asinine comments made that showed that they had no idea about the current way things are done.

Honestly, the biggest thing I learned last night while attending this meeting (used loosely) was that it's time to disband the Fire Commission. It's time to form some kind of centralized organization of ONLY fire service personnel from all ranks, not just chiefs. After that, let them be the TRUE oversight for fire service delivery for the county.

Well off of the soapbox...stay low and go folks.

Wayne - 01/22/10 - 19:54

Wayne. Was this your first meeting?

A.C. Rich - 01/22/10 - 20:40

It was my first meeting and i will have to say it was entertaining to say the least. MAD above, it was my understanding that the 16,100 per department was not from a contingency fund but money that was request for items at budget time last year but budget committee decided to hold its line and not increase anyones budget. This money was what would be left over and commission was supposed to have guidelines as to how departments could request the funds. I plan on attending more in the future. I do not have a dog in the fight on station closures, The number I heard last night that it would cost City to provide protection to Falls area seems far off to me, Approx 300,000 per square mile. I don't know where that comes from but seems extremely high.

Scooter

Apex Batt Chief - 01/22/10 - 22:23

Hopefully "we" can come together to work as a group and collectively assist in the repair of the system. Maybe a "re-organization" of sorts is needed. I do not believe the current constructs will disappear, but the way it is managed can change or maybe even evolve. In my opinion, any centralized organization (regardless of makeup or consistency) will be subject to the same behaviors that are now exhibited. Maybe the true answer is to fix what we have as the "old ways" and approaches are expended. I guess what's truly appropriate and needed now is completely based on perspective.

A.C. Rich - 01/22/10 - 23:21

Perhaps replace the current Wake County Fire Commission members with the Wake County FF Association members.

Problem solved! - 01/22/10 - 23:40

How about a formal application process, rather than the defunct selection system which exists now?

Silver - 01/23/10 - 00:13

There is a formal application process for the five citizen seats on the commission, I believe. They complete an application available on the

county web site. The Board of Commissioners makes the appointment, though obviously personal connections are going to help in that regard. The more board members who know of an applicant, their background, and their value to the person voting to them, the more likely they'll presumably win the appointment.

The citizen appointments are lifetime, aren't they? Until the person resigns or dies?

The structure of the commission is listed here, <http://www.wakegov.com/fire/commission/d..>

1 – Board of Commissioners member, appointed by the Board of Commissioners

4 – Primary fire service planning and service region reps, each elected by their geographic region, I believe. Northern, southern, eastern, western.

4 – Alternate fire service planning and service region reps.

1 – President of the Wake County Firefighters Association. The president is elected annually in that organization.

5 – Public consumers, e.g., citizens, appointed by the Board of Commissioners

_ – County staff, who are non-voting

_ – Municipal reps, from municipalities participating in the Fire Protection Service District, one seat per participating municipality. Looking at this list, <http://www.wakegov.com/fire/commission/m..>, there appears to be only one, from the town of Wendell.

The current membership, again, is listed here: <http://www.wakegov.com/fire/commission/m..>

Though that list appears a bit out of date.

Legeros - 01/23/10 - 08:52

The fire commission appointments are for two years and they are made in the Fall (usually October). When terms reach expiration, the sitting members are asked if they wish to continue or resign, so re-appointment to the commission is common. Speaking for the N. Region, we rotate membership every two years as needed and agreed upon by the N. Region chiefs. The web info on current membership is incorrect. The current N. Region representation is Freddy Lynn as the primary and I am the alternate.

A.C. Rich - 01/23/10 - 09:43

D"oh. Duh. I knew that. Two year appointments. It's probably on that web page, too.

Legeros - 01/23/10 - 09:51

Also, the above board membership lists both primary and alterate reps. However, only one sits at a time. Thus, at a given meeting, there are a max of 1 commissioner, 4 fire service reps, 1 WCFA president, 5 public consumers, 1 municipal rep, and county staff, who don't vote. Twelve voting members max.

Legeros - 01/23/10 - 13:45

I agree with Silver. Name them! I haven't attended any of the meetings, but have followed discussions and read information/minutes from previous. With that caveat-the commission appears more political-than effective. There appears to be a dearth of ability-or willingness- to effectively discuss, define, or solve any issues. Witness the ongoing closure process-completely ineffective. "Suspend the process", based on purely anecdotal evidence??? Unbelievable. Small wonder so many -as indicated by months of discussion here-view the commission with such disdain.

Goose - 01/23/10 - 22:20

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preferred)

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Volume 31, Issue 4 of [This Week Magazine](#), a weekly rag published in Carteret County, contains a [couple photos](#) of the New Bern Fireman's Museum from Yours Truly. Such as the steam engine shown below. They're serving as stock photos for an article about the museum's annual fundraiser on Friday, January 22, at the Riverfront Convention Center. Called [Barbecue in Blue Jeans](#), doors open at 6:00 p.m. Eatin' starts at 7:00 p.m. Tickets are \$25 per person. Go whole hog and attend.



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Guilford College Fire Stations

01/22/10 115 W, 4 I - + 7 - 13

For your Friday enjoyment, here are four photos of three Guilford College Fire Department stations from back in the day. They're from Guilford County Annual Reports from 1958 and 1971, and the November-December issue of *Hose & Nozzle*. GCFD was the first rural department in Guilford County, and one of the first in the state. The first station at Guilford College Road and Savoy Lane operated from 1949 to 1970, and was relocated to the three-bay building below at 201 College Road. Their second station operated on Inman Road from the 1950s to the 1980s. Need better dates on these. Readers please share your knowledge. Or, [read a bit of GCFD history](#). Click to enlarge:



The two buildings on Guilford College Road are still standing. Is the Inman Road structure still there?

Legeros - 01/22/10 - 08:48

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Web Site: (optional)


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No

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Fires at Watson's

01/22/10 186 W, 2 I - + 12 - 10

For your weekend enjoyment, let's travel back to the early Eighties, and the first of four fires at the future Watson's Flea Market, at 1436 Rock Quarry Road. The first major fire occurred on April 30, 1982, at a 4,400 square-foot feather processing plant. Bales of feathers were burning, and the smoke could be seen for 30 miles. And they stank. The second major fire on March 3, 1984, destroyed the center section of a 70,000 square-foot former seafood and poultry plant. The building was largely vacant. Crews returned to the scene for days.

The third major fire occurred on March 28, 1987 (below), in a 12,000 square-foot warehouse housing five businesses. That day, some 2,000 people were working and shopping there. Crews were on scene all day. The fourth major fire was on February 12, 1994. Two alarms in the former cold storage building attached to the rear of the main office and restaurant. The details of these four fires are [presented in a PDF-format chart](#) . Please provide additions and corrections as desired. This is a living history, and input is as important as research.



News & Observer photo

All I remember is rolling a lot of 3" as an Explorer back at the '94 job...

Silver - 01/23/10 - 01:55

Name: (real name preferred)
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No

Comment: / [Textile](#)

Wake Forest Patch History?

01/23/10 49 W, 4 I - + 12 - 11

Does anyone know the chronological history of the patches of the [Wake Forest Fire Department](#)? A reader inquires, and Mr. Blogger aims to educate. Post your response, or shoot me a private message. Click to see each of the department's patches, past and present:



Can anyone from Bayleaf or Stony Hill donate a patch to complete our patch wall?

ECC ([Email](#)) - 01/29/10 - 06:35

I know... I promised one several months ago... My bad. We'll get you one!!!!

A.C. Rich - 01/31/10 - 14:40

Name: (real name
preferred)

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Web Site: (optional)

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No

Comment:

/ [Textile](#)

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Task Force on Falls Lake

01/23/10 105 W, 2 I - + 17 - 9

That's Task Force 8 on the water at Falls Lake, where they've been conducting water rescue training for the last few days. The NC USAR team is comprised of members of Raleigh, Durham, Cary, and Chapel Hill fire departments. Each has an identical 2007 Ford F-550 Super Duty swift water rescue truck and boat trailer. Raleigh houses theirs at Station 25 and the unit is numbered USAR 801. The team's logistic unit, a 2008 Chevy/Isuzu box truck, was also present, and was used to transport Base of Operations equipment. [Learn more about Task Force 8.](#) Photos from Legeros coming later. Click to enlarge:



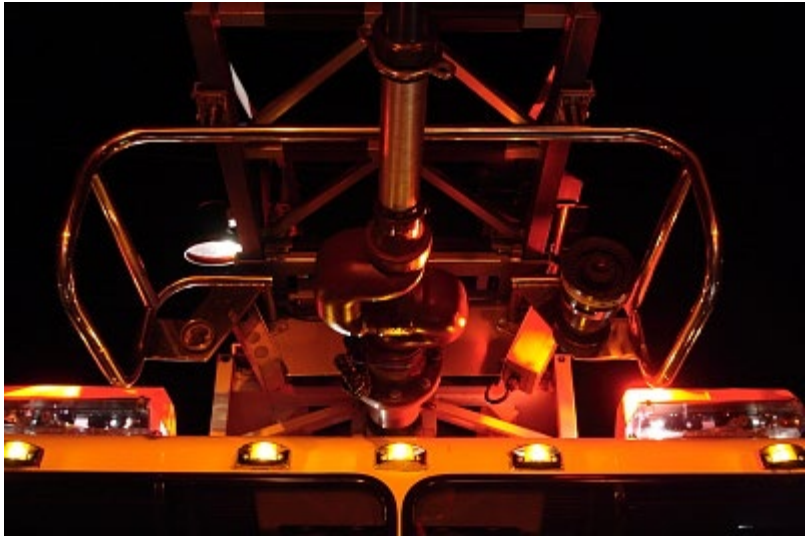
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Remember personal info?

Mystery Apparatus

01/23/10 32 W, 1 I - + 14 - 2

Saturday evening, still a bit warm outside. Will the temps drop dangerously and leave bridges iced in the morning? Only the weatherman knows.



I know! I know!! That would be Raleigh FD, Ladder Company #1.

Silver - 01/24/10 - 00:56

Long Tall Sally.

KOM - 01/24/10 - 07:49

She's built for speed, **and** has everything that Uncle John needs!

Legeros - 01/24/10 - 08:56

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

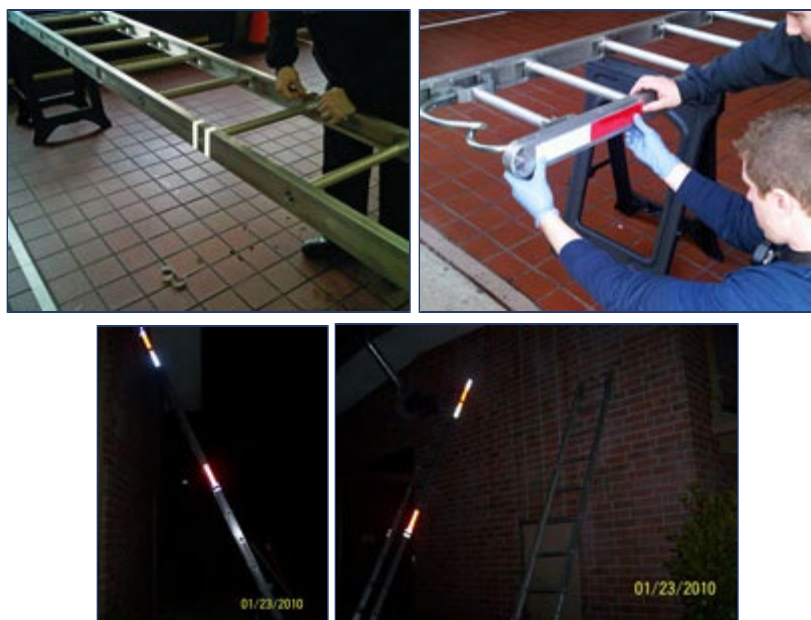
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Marking Ground Ladders

01/24/10 88 W, 4 I - + 8 - 7

Carrying ground ladders is easy, as long as you balance the thing. But different ladders have different balance points, as [this VentEnterSearch.com article](#) demonstrates. One solution to help everyone with the task is marking each ladder in its center. Below are a couple pics of Raleigh's Ladder 1-C adding just such markings. They also added reflective tape to the tips, to help locate for emergency egress. Check out the comparison pics. Truckies, what other tips and tricks can you relate along these lines?



And a question from a lay person, what does a "thrown house" look like? When the truck guys and gals have done their work— or at least during their first minutes arrival— what does a typical house look like? Outside, and, well, inside?

Legeros - 01/24/10 - 09:32

This is a great idea! ...but I gotta learn the new truckie vocabulary. Does "Rosetta Stone" have a course?

A.C. Rich - 01/24/10 - 10:14

Mike, check Vententersearch.com and do a search for "pounds of aluminum." I think this would be a good start to answering your question.

House - 01/24/10 - 11:59

Mike, in at least our realm of a "thrown house", we have ladders on all 4 sides of the structure, providing not only access for us to ventilate the upper floors, but then to allow secondary egress for the companines operating inside. Then, and if needed, the aerial can be used to access the roof, so you have ladder access / egress in: Alpha, Bravo, Charlie, Delta, and Roof Divisions.

A.C., just come hang out with us at L-1 / C for a day, we'll teach you all the words you need to know!

A.S. Meier - 01/24/10 - 14:44

Yeah, I gotta brush up on my "yankeese." Hard to do cuz ah ain't nuthin but a dumb redneck!

A.C. Rich - 01/24/10 - 16:03

All jokes aside... you guys are great and we'll be doing this soon at SHFD!

A.C. Rich - 01/24/10 - 22:55

A.C., glad the "virus" will be spreading. We looked at orange paint, but that would be messy and longer to complete, as the paint would have to dry. A little cash out of pocket, along with pride and the desire to make sure our "sh-t is right" goes a long way.

Andy was right. Try to ladder all four sides, especially where the interior crews are working gets first priority. A two member, ladder company "outside crew" can do a lot, IF they plan, practice and hustle. Snatch those ladders off the first due engine! Place the 16' on top of the 24' and drag the heck out of them on the grass. While sometimes you might have to call an "audible", it's great to have a plan.

Laddering is a truck task, not a RIT task. If the ladder crew isn't doing it, then well, the RIT is tasked with ensuring secondary egress. RIT isn't a working crew, per se. I know if I go down, I want them waiting in the yard when they're activated, not scattered around performing work. Not a fun assignment, as it's hurry up and wait, but definitely a necessary one.

One piece of the puzzle is staffing, and ensuring our ladders are staffed with at least four, five being optimum to be able to perform these tasks. Another is training, which is coming the end of February.

Stay safe!

Silver - 01/25/10 - 00:22

Pic of a "well thrown house", copy and paste the whole link;

http://www.myfirecompanies.com/news_popu..

Silver - 01/25/10 - 02:29

And here is another to look at... <http://www.vententersearch.com/?p=713>

KOM - 01/25/10 - 09:45

You can always add L-style alignment marks to the outsides of the beams, for those ladders that don't have them, in order to assist in setting the proper climbing angle.

It might not be a bad idea to mark where the ladders are supposed to fit on the rack when ladders are mounted on the exterior of the apparatus either. Same goes for ID markings, so that you can make sure you get your well-maintained ladder back rather than someone else's dirty, half-broken one.

There are also folks who mount a hook to the beam of the roof ladder using a strap, so that they are certain to bring a hook with them when they go to vertically ventilate.

attic.rat - 01/27/10 - 20:53

Calling back an old thread....I found out a few weekends ago while in Dover, DE from a friend who is on with Wilmington, DE...due to this very story on Vententersearch.com, the entire Wilmington Fire Department made this adjustment to their portable ladders.

Oooooorah!!!

Silver - 10/13/10 - 13:17

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preferred)

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Web Site: (optional)

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Remember personal info?

Yes

No

/ [Textile](#)

Last Night's House Fire / Fox Bluff Court

01/24/10 124 W, 1 I - + 13 - 12

Engine 22 arriving at [7305 Fox Bluff Court](#) with heavy fire showing from a two-story dwelling. Built 1998, with 2,272 square-feet. Reported by Rescue 1 en route as heavy column of smoke. They arrived ahead of the engine. Interior crews called out after several minutes, and defensive operations started including with Ladder 5 (correct?). Extra engine and ladder special called. Additional Battalion Chief also on scene. Dispatched 6:02 p.m. Controlled 6:45 p.m. Two people displaced, no injuries. Cause reported as accidental, from candle too close to combustible items. Units on scene included E22, E28, E15, E27, E11, L11, L2, R1, B1, B2, C10, C20, A1, EMS 16, EMS 5, D3, T1. "C" shift working. [WRAL posted this photo](#) last night:



WRAL photo

Name: (real name
preferred)

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Remember personal info?

Yes

No

/ [Textile](#)

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01/24/10 80 W, 2 I - + 7 - 8

[illegible]

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Weather Stories This Morning?

01/25/10 128 W - + 8 - 3

What happened overnight as that blustery storm system moved through our state? At 10:05 p.m., Raleigh had a working fire at 1110 Summerkings Court. Engine 7 arriving at a one-story wood-frame duplex with heavy fire showing from the rear of the structure. Was wind a factor by that time? Investigators determined the cause as arson. In the wee hours, Mr. Blogger leaped or perhaps leapt out of bed as his weather radio toned out. Flash flood warning, not a station buzzer as his dream state suggested. Morning news talks about flooding on Hillsborough Street overnight, and a mudslide (!) on Wake Forest Road south of Hodges Street. Well, at least, sliding mud that's blocked a lane of traffic. What else happened around here, or around the state?

Well out here in New Bern/ Havelock area we have A tractor trailer jackknifed on US 70 near Grantham Rd., which closed westbound lanes on US 70 heading into New Bern. Power lines down near US 70 and Highway 101 near Havelock also closed lanes of traffic. Go to WITN's website the have an article about it <http://www.witn.com/home/headlines/82586..>

jd - 01/25/10 - 10:14

Name: (real name preferred)
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Web Site: (optional)

Remember personal info?
Yes
No

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Vehicle Versus EMS Station, 1987

01/26/10 167 W, 2 I - + 12 - 5

The brown building on the southwest corner of McDowell and Martin streets? That's the original EMS Station 1, addressed 201 W. Martin Street and presently housing a limo company. For our younger readers, that's back when the ambulances were *green* and white. On the afternoon of Tuesday, May 26, a young lady driving north on McDowell Street apparently lost control of her 1980 Chevrolet. She smacked into the EMS station, and was injured.

The next day's *Raleigh Times* article did not specify the nature of her injuries. It is presumed, however, that she probably received immediate medical attention. The structure was built in 1925 and tax records show Firestone Tire & Rubber Company as the owner from 1938 through at least 1944. The county purchased the building in 1975, and it served as an EMS station until the Public Safety Center opened in 1991. As the old building sits precariously close to the roadway, such accidents probably happened more than once. Old-timers, please share stories accordingly. Happy Tuesday.



Google Maps photo

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No

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Washing Away Snow

01/26/10 50 W, 1 I - + 10 - 6

With wintry weather possible this weekend, here's a fitting photo of veteran Wake County 'medic Fred Loy washing away snow at old EMS Station 1. The undated photo, which appeared in the paper, is passed along by his son Travis. Who's who also pictured? Click to enlarge:



Semi-related, have any departments had their driveway pads "salt brined" before snows? Just curious if there's been any luck with that in the public safety sector. I know DOT (or the city) handles plowing the access to the station most times, but I'm wondering if prevention is possible?

Mike - 01/27/10 - 13:49

Yes, Cary has in the past & will if needed (the salt mix or the new salt brine)?, and provides snow/ice melt for the sidewalks. We do the clean-up after the fact, if needed.

fire1983 - 01/27/10 - 20:04

Name: (real name preferred)
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Web Site: (optional)

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Yes
No

Comment: / [Textile](#)

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Haitian Patients Arrive at Airport

01/26/10 86 W, 1 I - + 12 - 11

Speaking of Wake County EMS, they assisted this morning with the transfer of four Haitian burn patients. They arrived at Raleigh-Durham International Airport at 9:15 a.m., and were transferred to waiting ambulances. Three were taken to the Jaycee Burn Center at UNC Hospitals, and the fourth went to Wake Forest Baptist Burn Center. The patients had burns ranging from 10 to 35 percent of their bodies, with injuries sustained from fires and chemical accidents. [Read the WRAL story.](#)



Keith Baker / WRAL photo

Why is EMS 1, a downtown Raleigh truck, I'm assuming taken out of service to go to the airport and run this transport. If you were to take an in service truck out for this, why would you not take the truck that is stationed at the airport, or another close unit. I could understand if this were a special event truck but taking EMS 1 all the way out there is obviously nothing more than a publicity stunt.

Joey - 01/27/10 - 08:46

even if they took ems 1 out of service for this event. they may have put a reserve ambulance in service to cover 1's area. or they may have had a bump up from six forks or garner to cover the downtown area.

charles - 01/27/10 - 08:59

Most ignorant thread ever!

CBG - 01/27/10 - 09:10

Uh, how about because there are multiple units downtown and we can take one for a brief special assignment without leaving an area uncovered or having to move up other trucks to cover holes? Besides, you might recall that EMS units are tracked and dispatched using AVL, so for the most part there is no "unit-territory" relationship that has to be maintained to keep the integrity of the system.

CHIEF 100 ([Email](#)) - 01/27/10 - 09:56

Though it was definately a publicity stunt and those who made the decision have trouble calling it that, there is nothing wrong with showing off the counties newest, best looking equipment. It boosts morale and makes the system look good. The only thing wrong that I see with the whole situation is it's the worst riding unit, but an ambulance ride isn't supposed to be as comfortable as a sleep number mattress, right? Stop thinking something is wrong with every picture guys, look at the positives. Don't let the fact that others in higher positions get to make

decisions you think you should be able to make.

IC - 01/27/10 - 11:02

Publicity stunt in name and concept is inaccurate here. Wrong label! Better to call events with publicity just that.

WC - 01/27/10 - 11:13

If you think that we'd spend like 16 hours over the prior two days coordinating this, and have senior staff waking up at 0300 to be there when the plane was supposed to arrive, in a remote location, for publicity purposes, you've misjudged our priorities and the professionalism of those involved. The plane was supposed to arrive at either 0500 or 0600, and in an area where there is little public exposure.

Wake County was called upon by the North Carolina Office of Emergency Management and the State Burn Disaster Coordinator to provide a service, so we did what we were asked. It was as simple as that. These were VERY badly burned people being sent to NC because we have a couple of great burn centers and a little capacity to contribute to the humanitarian effort.

Here's a summary provided by the PIO:

Wake County EMS coordinated the reception and transport of 4 Haitian Nationals along with 2 family members as they arrived at RDU Airport and continued on to burn centers in North Carolina. They were victims of the recent earthquake in Haiti.

The military C-130 left Haiti around midnight on Tuesday, January 26th. It stopped in Ft. Lauderdale, Florida early Tuesday morning to deplane a number of trauma victims there. The plane then arrived at RDU shortly after 9:00 am. Wake County EMS received the 3 male and 1 female burn victims and ensured they were safely transferred to UNC Burn Center and the Wake Forest Baptist Burn Center. Actual transport of the patients was handled by critical care transports units from UNC, Rex Healthcare and Wake Forest Baptist Hospital along with a paramedic ambulance from Orange County Emergency Management.

Wake County EMS provided operational oversight and a standby safety ambulance as crews and ambulances traversed the tarmac next to the C-130. Thirteen minutes after the aircraft doors opened, all 4 patients and their families were safely enroute to the burn centers.

EMS 1 was the safety truck for the event, in case something happened during unloading or one of the designated transport units experienced a vehicle failure.

CHIEF 100 - 01/27/10 - 15:45

If anyone looked at the picture, there are multiple ambulances out there. The idea that WCEMS would contribute one is not unheard of. It's like a 'special event'. No different than providing a unit to NCSU ball games, the state fair, etc. There is planning that goes into it, as C-100 indicates. Just another example of people making observations about things they are not familiar with.

DJ - 01/27/10 - 17:33

How else do you expect them to get to a hospital. I hate to drive to UNC much less try to land a C130 on Franklin St. It was a service that was needed and that is all there was to it.

Apex Batt Chief - 01/27/10 - 18:30

EMS guys, you don't have to explain a thing to the d-bags. We that work around you know the deal. Keep being the best EMS system in the nation...no big deal.

Silver - 01/27/10 - 19:39

This morning's News & Observer has a feature on one of the patients at UNC, and his injuries and planned treatment, <http://www.newsobserver.com/news/health..>

Legeros - 01/28/10 - 08:25

Name: (real name
preferred)
E-mail: (optional)

Remember personal info?
Yes
No

Burlington Apparatus Headed South of the Border01/26/10 145 W - + 9 - 11

Found on firehouse.com, here's an [appealing story out of Burlington](#), where one of their older ladder trucks was bought at auction by a local charity, and is being donated to a fire department in Mexico. The giver is the Burlington/Alamance chapter of Sister Cities International. The receiver is the city of Soledad de Graciano Sanchez. The two have been sister cities since 2004.

The *Times-News* article also compares the departments, noting Burlington serves 50,000 people with 81 firefighters and five stations, while Soledad serves 1.5 million (!) people with 98 firefighters and seven stations. The latter department, the article adds, does not respond to medical calls or conduct inspections. They handle fire calls only, and respond to structures where the construction material of choice is cement.

[Read the entire article](#), which includes some colorful comments and opinions from readers on the donation.

it was a pumper/engine donated. not aladder truck. burlington only has oneladder truck, it is a kme platform. they have a new one on order. there previous truck was an american lafrance big stick which they sold a few years ago to graham.

chucky - 01/27/10 - 12:13

Name: (real name preferred)

E-mail: (optional)

Web Site: (optional)

Comment:

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Yes

No

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Captain Brockwell, 1914

01/26/10 464 W - + 15 - 10

In 1914, the state’s first Fire Marshal was appointed¹. Raleigh Fire Chief Sherwood Brockwell accepted the appointment, which was announced in *North Carolina Department of Insurance News Bulletin* No. 26. Why is he called *Captain* Brockwell? Don't know. Perhaps it's a courtesy title of the time? Here’s what was said:

Captain Brockwell

The Insurance Commissioner has put into force his idea of employing a competent and experienced fireman to be used in aiding cities and towns in stopping the fire waste. He has been fortunate in securing the services of Captain Sherwood Brockwell, formerly of the Raleigh Fire Department, for this work.

Captain Brockwell graduated at the A. and M. College as a mechanical engineer, is a natural born mechanic, has been all his life working with the Raleigh Fire Department, and prior to taking charge as chief of the paid Raleigh department, spent three months at the Firemen’s School in New York.

Captain Brockwell is well qualified by experience and training as well as education for this work, and Commissioner Young considers himself fortunate in getting his services.

The Commissioners says that Captain Brockwell will always be available for the authorities of the different cities and towns in the state to advise with them as to what fire apparatus they need, at what price it should be purchased, and how to get the most of it in the way of efficiency. Captain Brockwell will also extend every aid to the firemen of the state in showing them how to best conduct the inspection for the purpose of preventing fires as well as in handling fire apparatus and otherwise fighting fires to the best advantage.

Captain Brockwell will be a paid employee of the Insurance Department, with the authority of a Deputy Commissioner or Fire Marshal, and will not be at any cost to the cities and towns unless they desire him to spend from three to ten days in their city inspecting, advising with and training their firemen, when the cost to the city or town will only be the railroad fare and hotel expense while in the city.

Commissioner Young says that he was gratified at the action of the state firemen’s convention in Winston, which not only endorsed this work, but pledged their best aid to Captain Brockwell and also urged the cities and towns in the state to avail themselves of the opportunity thus afforded of improving and perfecting the work not only of putting out fires when started, but their prevention.

¹First fire marshal in the state, right? That's what all the history books say, but Mr. Blogger believes he's seen earlier references to state fire marshals. Nothing to cite, just yet. Maybe with later research. Or maybe he's just misremembering.

Name: (real name preferred)
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Comment: / [Textile](#)

Hillsborough Street

01/27/10 51 W, 1 I - + 19 - 12

From this afternoon's structure fire at [3011 Hillsborough Street](#) with Engines 5, 8, 13, 1, Ladder 4, Rescue 3, Battalions 3, 4, Cars 10, 21, Air 1, EMS 51, 4, and District 2. Two-story, wood-frame restaurant. Former dwelling, built in 1920! Fire in upstairs bathroom fixture. Quickly extinguished. Dispatched about 5:00 p.m. Hillsborough Street closed during duration. Photos from Legeros forthcoming. Click to enlarge:



On the spot Mike – great pics (especially of the 8-Team)!! I'm partial for some reason. Look, how do you travel so fast??? ...must be a Star Trek transporter thingy or something like that, right? See ya around!

A.C. Rich - 01/27/10 - 22:52

Is Air 1 missing the RFD patch on the back or was it ever there...I can't remember.

rookie - 01/28/10 - 09:54

Will it get counted as a working fire even if the lines never got charged?

question? - 01/28/10 - 12:53

Working fire is an arrival designation. There are three (and only three) used by RFD. Nothing showing, working fire, and major working fire. So, in that regard, the subsequent action of charging/not charging lines doesn't change what was declared at start

LJM - 01/28/10 - 12:58

So would smoke showing in Raleigh be designated as working fire since it can't be nothing showing?

rookie - 01/28/10 - 14:21

Rook, unfortunately "smoke showing" isn't an arrival/size-up designation in the CAD. So, it would have to be a working fire, because something is indeed "showing". This issue is being discussed, and possibly revamping our "size-up" options. One suggestion was made, by a Southern gentleman not a damn yankee, to set it up this way; nothing showing, working fire (used instead of the "hold up on notifications"), working fire/fill the box (giving you the safety engine, air unit, yada yada yada), working fire/ second alarm.

After going on a tour with the Engine Ops Committee to the Comm. Center, we found that it would actually even help out the communicators if we switched to something like this.

Silver - 01/28/10 - 14:32

Wait a second...so y'all committee folk are trying once again to change the size-up codes? And you, errr, y'all are wanting to switch to "working fire/fill the box" as a designation as opposed to a simple "working fire". I find it hard to believe that a "southern gentleman" made that suggestion since the term "box alarm" is so widely used in the south.

RescueRanger - 01/28/10 - 21:09

Yes, it was a southern gentleman, and a well respected Captain at that. If you think I'm the one that's full of "s", I'm the one posting my name, and have no reason to lie about it. Says something about credibility, doesn't it? If you'd ever man up and show yourself, I'd be glad to call you and explain more "face to face" and talk like men, or is that too real for you? If you'd re-read my previous post again, it was ONLY DISCUSSED to add in that term, and keep the term "working fire" as an option for a size up as well.

Maybe one of my friends from the Comm. Center (Mr. R) can enlighten you as to how this would help streamline things. No, "WE" aren't trying to change things for sake of change. It's about enhancing the system to make it operate more efficiently. I love the type like yourself; once a system is in place there's no reviewing it because it's set in stone and there's no better or more efficient way.

Nice try to call someone out with the "you" reference. To open your eyes a little, the term "box" is actually used in Charlotte and several Virginia departments, and at last check they're in the south. You're a coward "bro", probably one that "hey buds" people to death to their face, then whips out the Spyderco and sticks it right in that person's back when they walk away. Keep that "positive" attitude you have there fella', eventually it'll come full circle and bite you.

Silver - 01/29/10 - 01:40

By the way, we are "trying once again"? This committee never changed the size-up's before, so I have no idea what you're talking about.

Silver - 01/29/10 - 01:42

First of all I am not the official spokesperson for the ECC but I was asked to comment so here goes. The reason behind what the committee is looking into makes sense to me. The way it is now, we are instructed that if the size up is "smoke showing" to send out a working fire which includes AIR1, an extra engine, CAR20, and CAR10. Also, you need not forget the notifications of Progress Energy and PSNC. We also have to upgrade the EMS call and send additional units as well as putting in a call for RPD and sending them. There is a lot to do behind the scenes that you dont hear on the radio. The suggestion of using the "working fire" size up I guess could be considered an "all hands" (yankee term) which would allow RFD units to continue on 10-39 till the investigation could be done by the first due company. That way were not sending and doing all this stuff when its not needed only to cancel everything two minutes later when its a pot on the stove because it makes double the work for us. If the first due company wants it all, he can just say "working fire, transmit the box" or "major working fire" (Personally I prefer "2nd alarm"). From my perspective, it streamlines everything, makes it more simple, and I think it sounds pretty cool too! But then again, I am a Yankee and the son of a retired FDNY Captain so my bias is obvious.

"Mr. R" - 01/29/10 - 02:34

Hey, change is not bad and it actually helps us develop. That's what it's all about!! "Box", "alarm", "task force", whatever... doesn't matter in the grand scheme, as long as it works. I did forward a recommendation to change the RFD size-up procedure about 2 years ago (up the chain) - to add "smoke showing" to the options. No response yet. Still got it saved on file. Oh well, maybe it will come to pass... or something that is a little more reflective of what we actually do. Stay safe y'all... oops, I meant "you's guys!"

A.C. Rich - 01/31/10 - 16:32

"The key to success is often the ability to change and adapt" author unknown

gen3fire - 02/01/10 - 14:01

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

Lightner Public Safety Center Update

01/28/10 228 W - + 11 - 21

For the last couple weeks, the Raleigh City Council has been discussing their plans to move forward on the Clarence E. Lightner Public Safety Center project, the proposed 17-story combination fire, police, emergency communications, traffic operations, and information technology headquarters that'll replace the police station building on the northwest corner of Hargett and McDowell streets.

Yesterday, three local conservative groups expressed their opinions in a press conference. They've taken issue with the cost, which they say is twice as much as it should be. They're also concerned about the above-ground plans for the communication center. That increases its vulnerability, they say. (Wonder what percentage of the country's comm centers are above- versus below-ground? And how's the "bad guy" threat these days?)

They also want the project put to citywide referendum. The thinking on the latter goes something like this: because the project will cause increased taxes in coming years, the citizens of the city instead of the council should make that decision. Or, more accurately, that the council doesn't have the power to push significant debt on taxpayers without their approval. Previously, most recently, attention on the project concerned the budget for public art.

What happens next? The City Council will resume discussions on the project next week at their February 2 meeting.

Sources: [News & Observer](#), [Raleigh News Release](#), [WRAL](#)

I'm all for the new public safety center, but I'm not a taxpayer in the city so that doesn't matter. I'd love to see them consider naming the place after someone though, that was PRO-public safety.

How about this one; "The City of Raleigh Public Safety Center". Or, go retro since Raleigh is soooooo hip; "City of Raleigh City Hall". Then, put a sweet old school, sign that lights up with the words "CITY HALL" on the top floor so it can be seen for miles. Something similar to this, but better of course; <http://images.google.com/imgres?imgurl=h..>

Silver - 01/28/10 - 09:32

Retro is cool. Maybe a revolving planet on top that says "Dailey Plan.." wait, I mean "City Hall" – in the Art Deco artistic style. Just a little humor... Have a safe day!

A.C. Rich - 01/28/10 - 09:54

The majority of communication centers that I have visited are typically in bunkers, either below grade or in non-windowed rooms. (Charlotte Fire is an exception).

And bunker is a kind word: poor ventilation, no connection with natural light, natural air, daytime/night-time cues, no idea what the weather is doing, etc. Not nice places to work in a high-stress environment.

The new center is proposed to be on the top of CLPSC, and would probably most definitely be a nicer place to work.

harkey ([Email](#)) ([Web Site](#)) - 01/28/10 - 10:30

Johnston's Comm center is below ground, the previous one was on the second floor and the first was below ground as well. Not sure of any correlation of vulnerability level compared to floor level.

rookie - 01/28/10 - 11:10

It seems rather weird to put the ECC somewhere extremely difficult to expand. With as fast as technology has been changing for the centers and given the rapid expansion of Wake county, it would seem prudent to put it somewhere where expansion can be accommodated whether it

be for more equipment or just more call takers/dispatchers. Not too easy to tack on a few hundred sq feet add-on to the top of a large building.

Joey - 01/28/10 - 15:55

Cary's communications center is located on the 3rd floor of the Town Hall on a corner of the building with windows as 50% of the outside walls. It's a very nice center and a drastic change from the old center.

CFP 7021 - 01/28/10 - 17:57

Well at least the truth is out about why we didn't get a raise.

RescueRanger - 01/28/10 - 21:03

RescueRanger, huh??

DC - 01/29/10 - 07:33

Regarding expansion space, placing the ECC at the top of said structure seems to ensure that they can expand downward, no? With other offices displaced off-site as needed?? The design of the structure probably or certainly includes expansion capacity, and was likely designed with input from each participating department projecting needs 10 or 20 or 30 years into the future. I would think.

Legeros - 01/29/10 - 07:42

Rescue Ranger – I heard our (and all other city employees) raises went to the wonderful ERP program that still can not get our check stubs and info correct.

Jakey - 01/29/10 - 07:50

RescueRanger? DC? Jakey? Look, this isn't Facebook, with validated user accounts and thumbnail icons for portraits or other avatars. Maybe after an upgrade sometime, but not presently. What we've got is what we've got. You can say quite a bit of anything, about anything. You can even take pot-shots at Mikey. Not everyone's a fan, nor are they expected to be. Go nuts, but play nice. Not everyone wants to post a screen name and that's fine. It adds to the mystery and makes for a fun guessing game. (And for some readers, takes away from credibility. You're also more likely to be deleted, if your anonymous comments are of the sh&t-stirring variety.) As always, send me private mail with comments or concerns. Like life itself, we're all making this up as we go along.

Legeros - 01/29/10 - 08:36

I think it will be cool to be able to see the engines and the ladder leave the big house from 13 stories up.

Marcus - 01/29/10 - 10:52

Last time I checked, we're all still getting raises. Might not be as much as last time, but it's still an increase in pay. Might be from the operational budget, but that doesn't matter to us, 'cuz greenbacks are greenbacks. I know folks that are being forced to give money back at their jobs, so stop whining.

Silver - 01/29/10 - 11:21

Some my have taken my previous comment wrong or thought that I was being a smarta**, so let me rephrase it better. I've heard from several reliable sources (Yes, this would still be considered rumor, and not 100% fact) that the ERP software that the city purchased for managing pay and benefits cost \$16,000,000. That would have covered all city employees raises for several years. Instead employees are getting raises out of the departments operating budget. So no new firetrucks, backhoes, new handguns, or whatever the department deems necessary. I'm not complaining about a raise, God know we could all use one. My complaint is that this supposedly \$16M program has been online for 6 months and my paycheck stub still cannot get my sick leave and vacation leave correct. And my opinion on the new public safety center; not now. People are struggling and cutting back everywhere they can and you want to raise taxes (however small it may seem to you) on them. Hell no. If everyone else has to cut back so should the city, state and Feds. Maintain what you got, put a little in the rainy day fund and what for the economy to turn around. It always has.

Jakey - 01/29/10 - 12:44

\$16M for software seems awfully high. \$1.6M is easier to believe. Same for 160,000. Wonder if that is a multi-year license, or ten year license? That would make more sense. Presumably the investment also has benefits, probably manual work— and positions— no longer needed, which would equal a degree of cost savings. For whatever that's worth.

Hmmmmmm - 01/29/10 - 12:55

Hmmmmmmmmmm – I said the the same thing when I heard the amount, but those who I heard from were higher on the payscale than I. I know for sure one of the sources is no BSer, he's a facts and figure guy. I could see \$1.6M easier than \$6M or the \$16M.

Jakey - 01/29/10 - 13:12

Well, that's why we're here! To speculate on second-hand and third-hand information. Ha ha.

Hmmmmmm - 01/29/10 - 13:17

No more speculating, 1st hand info per page 56 of the FY10 COR Budget, Capital Project Funds #502 ERP Project Fund. \$6.98M for FY08-09, \$6.8M for FY09-10. Thats \$13.78 Million in two years. What is going to be for this year, another \$6M ?

Jakey - 01/29/10 - 18:55

Mike, can you open a blog about the reedy creek road fire? there have been some interesting questions raised about WWFD Sta 2's closure and the fire

WWFD - 01/29/10 - 19:53

You can start your own thread over on the Watch Desk. Or send me a PM with your ideas for a blog topic.

Legeros - 01/29/10 - 20:13

Back to the Public Safety Center, this week's Indy has an excellent article on the politics of the project:

<http://www.indyweek.com/gyrobase/Content..>

Hmmmmmm - 01/29/10 - 20:26

Build it now or paymore later.!!!

Build it - 02/02/10 - 20:58

Wonder if they still have the plans for the consolidated 911 center planned in the mid-90s for the Wake County Office Park off Poole Rd?

Historian - 02/02/10 - 23:27

Construction of a tower on that site (needed for radio communications) was not approved because of the historic preservation requirements of the park next door. No tower = no 911 center, at least it did back then.

Historic Preservation - 02/03/10 - 14:30

This week's update saw three council members proposing a do-over. They want the city to scrap the public safety center, and renovate the existing police headquarters, and build a new communications center, <http://www.newsobserver.com/news/countie..>

Legeros - 02/05/10 - 07:42

Newly added on the city's web site, a portal of information about the project: <http://www.raleighnc.gov/portal/server.p..>

Legeros - 02/06/10 - 09:13

Name: (real name preferred)

E-mail: (optional)

Web Site: (optional)

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Yes

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What are the FIRST TWO LETTERS of the word 'fire'?

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Zebulon's Ladder Getting Refurbished

01/28/10 366 W, 1 I - + 11 - 6

Where's Zebulon's ladder truck these days, you ask? It's being refurbished by KME, and has been at the factory since November. The project cost approximately \$260,000, exclusively town funded. KME was awarded the job because they operate the Grumman plant where the truck was originally constructed.

Ladder 95 is a 1987 Grumman Aerial Cat, 102-foot platform with a 1,500 GPM pump. It was the first aerial apparatus in the county¹, and was bought after Glaxo pharmaceuticals built a plant in town.



The majority of the refurbishments are mechanical or safety-related. Below is the expected work list, though that could change as major unexpected costs could result in removed items. Note also that cab work is minor. Wendell is currently providing aerial coverage to the town. The apparatus is expected back in April or May.

Ladder

- Remove ladder, turntable, console, valve bank.
- Disassemble ladder, sandblast, inspect, paint and reassemble. Includes new wires, cables and hoses in ladder sections.
- UL recertification, and proof load test.
- Replace current hydraulic hoses, clean and re-seal reservoir, new hydraulic oil.
- Rebuild aerial lift cylinders.
- Rebuild slave cylinders.
- Replace basket leveling cylinders.
- Remove outriggers and cylinders, sand blast, inspect and paint.
- Rebuild down jack cylinders and/or extension cylinders.
- Rebuild ladder extension cylinders.
- Install remote controlled nozzle (from lower stations) on platform. Current nozzle is manual.
- Install IQAN outrigger and ladder control system (auto leveling, etc.).
- Add rubber grip to all handles.
- New platform heat shields.
- New ladder intercom with radio interface.
- Spot/Flood light upgrade.
- New style swing motor (controlling left to right movement, more precise).
- Additional access steps on rear.

Chassis

- Redo/rework braking system.
- New "high-efficiency" radiator.
- Complete engine service.

- Replace west-coast side view mirrors with newer style with better coverage.
- Install rear vision camera.
- LED lighting package (warning and DOT).
- New tires/wheels.
- Three-point seat belt installation (replacing current lap belts).
- Repaint, re-stripe, re-letter.

Pump

- New seals.
- Gear box overhaul.
- Recertification.
- New gauges.
- Replace steel tank with poly tank.

¹Who else had early ladders? Cary in 1988, Knightdale in 1992 (but soon sold), Holly Springs in 1997 (converted 55-foot utility company bucket truck!), Wendell in 1999 (Raleigh's old tiller). Who's been left out?

Apex had their first in mid 1990. It was an 89 model that was a demo. It was sold in 2007 to Calabash FD

Apex Batt Chief - 01/28/10 - 23:02

Sniff...sniff....(wiping a single tear).

Silver - 01/29/10 - 03:15

Anyone have any idea when Zebulon’s ladder is due back?

Update - 06/26/10 - 20:22

SUPPOSED to be delivered on July 6th. We'll see...

Zeb101 - 06/27/10 - 09:01

Quote from resident on NC 96 near Youngsville several years ago “Whisky Tango Foxtrot was that a Zebulon truck running lights and siren”
Destination was large church building on US 1 in Franklinton where it was supplied from drop tank and 26 tankers from 20 departments.

Rob Mitchell - 06/27/10 - 11:00

Name: (real name
preferred)
E-mail: (optional)
Web Site: (optional)

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Yes
No

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What are the FIRST TWO LETTERS of the word 'fire'?

This Evening's Fire / Tredwood Drive

01/28/10 127 W, 1 I - + 11 - 7

'Twas training night at Bay Leaf when a house fire was dispatched at [10600 Tredwood Drive](#). Arriving units found fire along the roof line of a two-story, brick-and-frame dwelling with 3,409 square-feet. Built 1996. Fire in the attic space. Extended roof ventilation work, and steep-pitched at that! Ladder 25 positioned and extended to a few feet from the structure. It's just outside the frame of the below picture. Mutual aid companies were requested for manpower. The fire was reported controlled about 90 minutes later. Units on scene included Bay Leaf E361, E366, E258, E252, L25, Air 12; Durham Highway P1; Falls E217; and Stony Hill E262, T26; EMS 123, EMS 122, EMS 121, EMS16, EMS 5, D4, T1. 'Twas a dark but fairly warm night. Pictures later. Click to enlarge:



WFE2 was at Bay Leaf Station 1 and WWP196 was at Bay Leaf Station 2 for coverage

Coverage - 01/29/10 - 00:41

Hey Coverage,where was Bayleaf station 3 units during the call? No mention of these trucks in any of the assignments.

Buckwheat - 01/29/10 - 11:39

The only truck that made it out of station 3 was Air 12. I do not know if people were standing by with the 3 engines they have there, but no additional county trucks went there for coverage

Coverage - 01/29/10 - 11:45

bl122 was there,2nd in, we all were at bl1 for training.

blfire - 01/29/10 - 12:01

Based on CAD it was not, I guess dispatch never copied it being added to the call

Coverage - 01/29/10 - 20:24

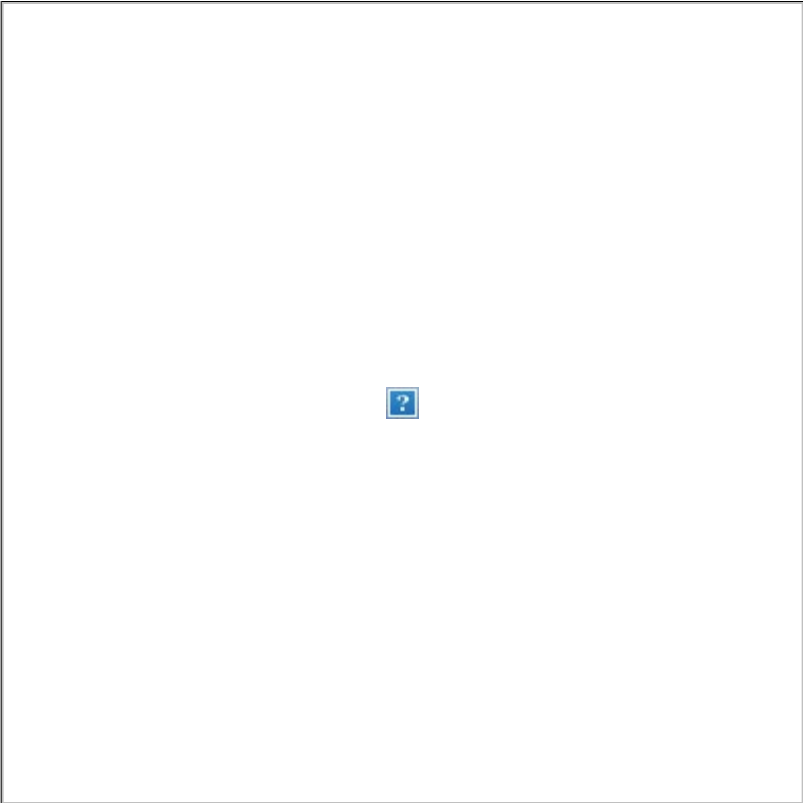
Name: (real name
preferred)

Remember personal info?

Sunday's Major Fire in Catawba County

01/29/10 118 W, 1 I - + 15 - 5

[FireNews](#) has [posted photos](#) of Sunday's major fire in Catawba County at a chemical company near Hickory. The pictures are from Brandon Greeson for the *Catawba Valley Citizen*, and includes a gallery of additional shots. More than 15 area fire departments-- Longview, Hickory, Icard, Lovelady, and Mountain View-- responded to the 26,000 square-foot commercial structure. Nearby residents reported an explosion about 8:00 p.m. Arriving units learned that the facility housed ethanol, methanol, and other extremely flammable chemicals. They kept the fire from spreading to that section of the building. Haz-mat crews were also called to the scene, to coordinate and supervise the clean-up. [Read the entire article.](#)



Brandon Greeson/Catawba Valley Citizen photo

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

Legeros Fire Blog Archives 2006-2015 - *The Mangel Fire, 1981* - « **Sunday's Major Fire i...** » **Ready, Set, Snow** *The Rescue, The Photo*

The Mangel Fire, 1981 - The Rescue, The Photo

01/29/10 508 W, 1 I - + 15 - 10

For your Friday enjoyment, here's the first in a number of memories and stories about the Mangel Building fire of a couple decades ago...

Firefighter clinging to a bucket at a fire scene in Raleigh, North Carolina. That's the famous photo taken at the Mangel Building fire on July 7, 1981. The blaze was one of the biggest in downtown Raleigh in decades. The photograph became one of the most popular action photo of the Raleigh Fire Department.

Raleigh Times photographer Seny Norasingh captured the dramatic image of R. D. Perry clinging to the bucket of Truck 1. As the story goes, the the platform was raised when flames exploded from the roof. Perry instinctively jumped, but was grabbed by T. J. Lester before he could fall. As the tower was rotated and then lowered, recounted the newspaper, the unmanned master stream sprayed in an arc and sent spectators on the mall scrambling for shelter. Click to enlarge:



Seny Norasingh/Raleigh Times Photo

Norasingh's photo was transmitted on national news wires, and the picture appeared in newspapers nationwide. The city subsequently received notes from other fire departments that saw the image. The photograph became very well-known within the fire department, though the details of the rescue have been less well-preserved.

Some tell the story as heavy smoke sending Perry out of the bucket, while others say fire. The truth is a combination of both. Let's turn our clocks back to that Tuesday morning. The time is probably around noon, or a bit before. Truck 1 is operating a 1977 Mack/Baker Aerialscope, and is positioned in the parking lot beside the Mangel Building. There's a crack developing in the building's facade, on the side facing the Fayetteville Street pedestrian mall. Truck 1 will be moved to Salisbury Street, as the collapse danger increases.

Two firefighters have already been in the bucket, and were sent to the hospital with smoke inhalation¹. They were replaced by Firefighters Perry and Lester. While airborne and over the fire, nearby refrigerant lines ruptured on an air conditioning unit. The escaping Freon gas became heated, and produced Phosgene gas. This effects of this acrid and deadly gas-- most famously used as chemical warfare in World War I-- were felt in the bucket. But as they attempted to move the bucket using with their controls, the controls didn't respond. At the turntable, the driver/operator had inadvertently depressed a pedal that overrode the bucket controls.

The effects of the gas compelled Perry to jump, and who was caught by Lester, and who were both caught on camera². The bucket was lowered, the truck was repositioned, and both the photo and the fire became a part of Raleigh Fire Department history.

¹The Aerialscope was equipped with air masks that connected to connections in the bucket. They were not used that day, as was the case on the ground. Those who worked the fire remember few if any breathing apparatus utilized that day. And which was the case at many fires during those years.

He was only about 8'-10' off the ground in the photo.

A.C. Rich - 01/31/10 - 14:37

Yes! Look to the bottom left and you'll see the stabilizer. The boom is also fully retracted.

Legeros - 01/31/10 - 14:38

I'm the police Mike Murray, was getting out of court and came up the mall. I was standing on the mall when the wall fell, and the real deal was the fireman at the top of the fully extended ladder truck. As the wall fell, he dropped everything, held on as the ladder swung to the north towards the Capitol. I got soaked during the swing, He was a lucky fireman to have survived.

He was the hero of the day in my opinion.

Mike Murray ([Email](#)) - 04/23/12 - 22:36

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

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Yes
No

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Small print: All html tags except and <i> will be removed from your comment. You can make links by just typing the url or mail-address.



Ready, Set, Snow

01/29/10 81 W, 1 I - + 14 - 10

The snow is falling, the calls are coming, and let's all drive as safe as possible. Engine 23 was ready with chains earlier this evening, as shown below. They've already been to a working house fire on [11705 Shavenrock Place](#). Durham Highway Pumper 1 first on scene with fire in a garage. Engine 27 has just arrived at [1140 Blackbeard Lane](#). Fully involved mobile home, with New Hope also responding. Might be a busy night.



Raleigh doesn't run the auto chain system?

BFD - 01/29/10 - 23:54

Newer pieces have them, but not all.

Silver - 01/30/10 - 00:04

The On-Spot chains will work until snow depths get to around 6" and above.

EngineDriver - 01/30/10 - 00:36

On-spot chains are recommended for snow depths of 6" and BELOW. When snow is over 6", traditional tire chains should be used.

Not to be picky, but - 01/30/10 - 07:17

The following two statements are both correct:

"The On-Spot chains will work until snow depths get to around 6" and above."

"On-spot chains are recommended for snow depths of 6" and BELOW."

Language is amazing. Or perhaps my comment is a commentary on comprehension. Watch when Mikey blogs something. You'll see the post slightly corrected a couple times, usually within the first few minutes. That's because **I** wasn't reading something close enough.

Communication, man. Can be tough!

Thanks as always for comments.

Legeros - 01/30/10 - 08:56

(This blog is as much about language and communication as it is about the fire service. How to stay something. What happens when you say

something one way, versus another. How people react to what you say. How people comprehend what you say. What particular words and phrases do readers react to? Etcetera.)

Legeros - 01/30/10 - 09:10

Or, perhaps, people should leave well enough alone and stop trying to "one-up" others as you see here. "EngineDriver" stated a fact, then some loser thought it would be funny to make a dig at his sentence structure. What it comes down to is the "corrector" couldn't decipher a sentence and tell that "EngineDriver" was saying the same thing all along.

Leave it alone - 01/30/10 - 15:26

Seeing as how we didn't really get above 6", how have the on-spot chains been working for your agencies? My only experience has been in minimal snow or greater than 12" so we weren't really able to use them.

Mike - 01/30/10 - 18:29

Seems like dem der metal chains will work in up to half a foot or less to get yer truck down yonder!

jim bo - 01/30/10 - 18:50

But does the accuracy of your statement match the prior two?? Think carefully, we'll have a test on this tomorrow...

Legeros - 01/30/10 - 18:58

At Engine 2 for 12 hours today. The on-spot system has performed well.

Silver - 01/30/10 - 19:15

On-spot chains did fine when used on E-20 yesterday.

gen3fire - 01/31/10 - 10:29

Good tool for the snow we see here. Better than "wrap-around" chains. Heck, many folks don't even know how to correctly apply the old style chains, so it's good that the "on-spots" and "insta-chains" are available. Be careful though... 30-35mph max.

A.C. Rich - 01/31/10 - 14:34

The on spot chains on Engine 12 did not seem to work very well. It appeared that the chains would only go under the inside tire about one to two inches. This was my first time dealing with these chains. Can anyone advise?

Rob Mitchell - 02/02/10 - 16:13

Cap', check out <http://www.onspot.com>, go to videos, and look at the "how it works" video. Might answer your question....

Silver - 02/02/10 - 17:14

Rob – Your set is probably adjusted wrong. The ones on E-8 worked well for us. We threw one of the "wrap-around" chains early Sun morning (with some minor damage to the wheel well); and had to revert to using the on-spots.

A.C. Rich - 02/02/10 - 17:26

Pretty obvious, but some forget; don't "retract" the on-spots when stopped, because you run the risk of ripping one of the chains out from the system.

Silver - 02/02/10 - 17:39

Name: (real name
preferred)

E-mail: (optional)

Web Site: (optional)

Comment:

Remember personal info?

Yes

No

/ [Textile](#)

Winter Scenes

01/29/10 41 W, 4 I - + 21 - 4

The aforementioned Shavenrock Place with Durham Highway Pumper 1 arriving at a two-story wood-frame dwelling, with a working fire in the garage, followed by Engine 23, 18, 24, 4, Ladder 6, Rescue 3, Battalion 4, Car 10, Car 20, Air 1, EMS 121, 122, and District 4. Click to enlarge. Posting later.



Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

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☐ No

Comment: / [Textile](#)

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What are the FIRST TWO LETTERS of the word 'fire'?

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Wake County EMS - Old Station 2

01/30/10 244 W, 1 I - + 12 - 5

Here's your trivia for today. Wake County EMS 2 was originally stationed at [401 E. Whitaker Mill Road](#), in a rear section of the Wake County Human Services Community Services Center. At least, that's what the building's called today. Back then, it was the Wake County Public Health Center, no? And even farther back, it was the Wake County Group Home. For aged and infirm individuals.

The EMS quarters were on the second floor, and accessed through an outside stairwell. As the story goes, paramedics were quick to slip on those stairs on colder and moister days. During those early years, Wake County EMS had five ambulances, EMS 1, EMS 4, EMS 5 at Station 1 at Martin and McDowell streets, EMS 2 at Station 2, subsequently built around the corner on Noble Road, and EMS 3 at Station 3, which was the Six Forks Fire Department building on Six Forks Road.

Second ambulances were added at Station 2 (EMS 6) and then Station 3 (EMS 7). Then fourth and fifth stations were built, and those units adopted the numbers EMS 4 and EMS 5. Then a sixth station opened at the airport, first in an old house and later at a new facility. That unit was numbered EMS 6. That left the downtown units now numbered EMS 1, EMS 7, and EMS 8. Or at least, that's the history that's been told to me. Readers, please correct as needed! Here's a picture of those icy stairs outside old EMS Station 2:



Veteran Wake EMS member David Keith passes along these memories...

Wake WEMS began in June or July of 1976. One of the original shift supervisors was Alan Harris, who left at the end of October of 1976. I was then hired as an EMT. I was the first hired after the original start-up employees. EMS 1 and EMS 4 operated out of Station 1 on McDowell Street. EMS 2 operated out of the old County Home as you stated, and for close to a year. Then the new Station 2 was built over on Noble Road, near the county home. And, yes, I remember several winter nights with ice and snow on the old metal steps. We kept an old tarp over the windshield of EMS 2.

Also EMS 3 was operated out of the old Six Forks fire station on Six Forks Road at the current location. We ran the Dodge Swabs, which were the original units. Only four units were in service at this time. If EMS 1, EMS 2, or EMS 4 were on a call, then EMS 3 went to Station 2 to stand by, since that was a central location.

Fred Loy was my shift supervisor on C shift. All the shift supervisors rode on EMS 1. Jesse Glenn, who was EMS Chief, had a Plymouth station

wagon. About a year after after Wake EMS started, the shift supervisors were assigned the station wagon, then later the Chevrolet Suburban.

I left Wake EMS in 1984 and we were still running four units. I am not sure when the additional units were put in service. We had very little back then. We brought furniture from home to put in the stations. It's hard to believe what they have today and what we had 34 years ago.
Legeros - 01/30/10 - 21:08

We are looking for older Rescue and EMS members. A few of us want to have a reunion for people that were involved in the EMS field 1985 and prior. We have a face book group started with 45 people already in the group. You can join the group by going to the Facebook page of Bob Couick
Bob Couick ([Email](#)) - 08/25/10 - 11:21

Name: (real name preferred)	Remember personal info? <input type="radio"/> Yes <input type="radio"/> No
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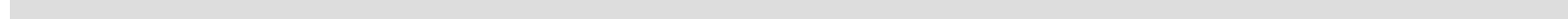
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Mystery Shovelers

01/31/10 36 W, 1 I - + 9 - 4

Takes about three seconds to identify these guys. Hint, it's a Raleigh fire station. Second hint, it's a station in proximity to the photographer. Stay warm and drive safe today. Click to enlarge:



Station 16 A-shift
C-shifter - 01/31/10 - 12:23

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

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Fayetteville Street Directories

02/01/10 155 W, 3 I - + 13 - 3

Weather's warming. Businesses are opening. Everyone's getting back to normal. For your reading pleasure, here are three excerpts from Raleigh city directories from 1923-24, 1933, and 1944. Each is a page from the street directory section, listing the occupants in buildings on Fayetteville Street. At least one familiar name leaps from the page, C. E. Lighthner & Bro., Embalmers and Funeral Directors. That is likely Calvin Lightner, father of [Clarence Lightner](#), who the proposed public safety center is named after. He succeeded his father as owner of the business, and ran same for 45 years. He was also a one-time Raleigh mayor. Other prominent advertisements on the 1923-24 page included "clothing and furnisners," James E. Thiem who sells "everything for the office," Powell & Powell (ice, coal, building material), Bagwell & Bagwell (insurance), a druggist, and a "sanitary laundry." Click **once or twice** to greatly enlarge:

[illegible][illegible]

Name: (real name preferred)	Remember personal info? Yes
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Vance County Fire Train, 1970

02/01/10 124 W, 1 I - + 9 - 9

In early 1970, a series of brush fires challenged crews along a seven-mile stretch of railroad tracks, from the Henderson town limits to the Granville county line. Eight to ten fires were apparently started by a passing train. Firefighters loaded apparatus on flatcars to reach the fires, which burned areas some 100 to 500 feet from the tracks. Crews came from Henderson, Bear Pond, Kittrell, and Vance County fire departments. They were assisted by Forestry Service and railroad personnel. Vance County Fire Chief Ranger Wilkerson took this photo that appeared on the cover of the March-April 1970 issue of *Hose & Nozzle*. What other train-based suppression has been done around the state, in days of past? Click to enlarge:



Hose & Nozzle photo

Talk about water supply being an issue.

KOM - 02/01/10 - 16:45

Hey Mike, I see you reference Hose & Nozzle often. Is this a publication that is active?

AP - 02/01/10 - 19:50

Negative, it apparently ceased publication in the mid 1970s. Read more <http://www.legeros.com/ralwake/photos/we..>

Legeros - 02/01/10 - 21:37

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
Yes
No

Comment: / [Textile](#)

Zebulon Ladder at Southeastern Fire & Rescue Expo, 1987

02/01/10 66 W, 1 I - + 10 - 9

From a reader, here's a photo of Zebulon's ladder at the Southeastern Fire & Rescue Expo at the Fairgrounds on May 1, 1987. As you recall, we recently were [asking on the blog](#) about that event and the dates therein. This help solve that mystery! Jay Thomson took the picture, which is posted on [his Flickr site](#).



Jay Thomson photo

Name: (real name preferred)
E-mail: (optional)
Web Site: (optional)

Remember personal info?
☐ Yes
☐ No

Comment: / [Textile](#)

Comment moderation is enabled on this site. This means that your comment will not be visible on this site until it has been approved by an editor.

To prevent spam we require you to answer this silly question

What are the FIRST TWO LETTERS of the word 'fire'?

[\(Register your username / Log in\)](#)

Notify: ☐ Yes, send me email when someone replies.