STEAM FIRE ENGINES IN NORTH CAROLINA Atlantic Fire Co. 1879 Silsby New Bern S.F.E. Co. New Bern **New Bern** Both steamers Traded for credit Firemen's sold 1917 Amoskeag on Button purchase Museum New Bern S.F.E. Co. **Button** Refurbish Hornet Fire Co. 1874 Pioneer Fire Co. Retired by 1911 **Charlotte** 1866? Retired by 1911 Hornet Fire Co. Restored 1999 CFD 1902 Antique American 3rd Leased to "Old Sue" US Army 1917-1919? **Camp Greene** 1902 ALF 3rd Last public appearance 1902 Rescue Fire Co. Raleigh 1870 Operational Gould Reserve by Restoration Reserve until 1896 2012 after 1931 L. A. Mahler Fire Co. 1906 Antique ALF 860 890 1880 920 930 870 1900 1910 2020 Wilmington S.F.E. Co. 1868 Silsby 2nd **Steamers in North Carolina** Howard Relief Co. Returned to Button 1870? as trade-in, 1885 Button 3rd Some 40 steam-powered fire engines were "A. Adrian" operated in North Carolina, replacing hand-Cape Fear Co. powered pumping engines beginning in the Shipped to Silsby as 1871? trade-in, 1887 Gould 3rd 1860s and 1870s. Some of the early steamers were hand-pulled, until dedicated horse Wilmington S.F.E. Co. teams were assigned. The steamers were 1874 Returned to Silsby Silsby 5th as trade-in, 1886 operated by both volunteer and career fire "The Little Giant" departments. Wilmington Rebuilt with Nott 1885 Howard Relief Co. boiler in 1908 Steam engines could pump more powerfully Button 3rd than hand engines, and as long as a supply of "A. Adrian" fuel was available. But they, too, were supplanted by further advances in technology. 1886 Retired and installed as pump for Silsby 3rd first fire boat Atlantic, 1906 Modern waterworks and fire hydrants were "The Atlantic" installed beginning in the 1880s and 1890s Rebuilt with Nott boiler by 1910 and provided sufficient hose pressure for Cape Fear Co. 1887 most fires. Silsby 4th And by the early 1910s, motorized hose 1908? Nott 1st wagons and motorized pumping engines had "W. A. French" replaced their horse-drawn predecessors. The steamers were assigned to reserve status, or LaFrance 4th sold. Only a few survive today. By 1912, only one of Winston three steamers on 1893 roster, as reserve. LaFrance 3rd 1903 LaFrance 3rd 1903 LaFrance 3rd Is this correct? Still **Winston-Salem** researching to confirm... 1905 Old Salem LaFrance 4th Visitor's Center Salem 1905 LaFrance 4th 1886 Button 5th Reserve by 1907 1860 1870 1880 910 920 930 1890 2020 Moved to Goldsboro reserve, 1919 1882 Scrapped During WWII Silsby 5th Retired 1940, Motor-pulled placed in park by 1918 Retired 1899 **Statesville** Sold LaFrance Removed from Reserve roster by 1922 by 1901 Reidsville Silsby 4th Retired by Fayetteville 1930 **Fayetteville** 1885? Transportation Silsby 5th Museum Reserve by "James D. McNeill" 1923 Reserve Retired by 1908 after 1922 **Monroe** 1886 MFD Silsby 5th Antique Refurbish Retired + reserve, after 1925 Greensboro 1886 c1905? Historical LaFrance 3rd Greensboro Museum Reserve Sold 1940 by 1919 Cedar Point 1904 Amusement LaFrance 3rd Sold 1940 to private owner in Park Winston-Salem. Sold 1951 to a fire museum in Florida. Moved 1955 to new fire museum in Blowing Rock, NC. Later moved Reserve to amusement park in by 1911 Gatlinburg, TN. Sold 1970 to Wilson amusement park in Ohio. Retired after 1913 1860 1870 1880 1890 1920 1930 1940 Purchased 1888 Removed from Ex-San Antonio, TX Rebuilt 1902 roster after 1931 **Elizabeth City** 1902 Museum of Silsby 2nd Silsby 3rd Albemarle Removed from Purchased 1902 roster by 1923 Model Year? Silsby 1st "Betsy" Fought last Reserve by fire 1937 Washington WFD 1912 Antique Silsby 5th Recently rebuilt when purchased Sold 1922 1895? Kinston Silsby? 3rd "Caswell No. 1" Reserve, Removed from motor-pulled roster after 1923 by 1917 **Rocky Mount RMFD** Silsby 5th Museum Reserve by 1911 Greenville Hope Fire Co. LaFrance 5th Removed from roster by 1923 Removed from roster after 1920 1902? LaFrance 3rd **Durham** Reserve by 1937, likely much earlier 1912 DFD ------ALF 2nd Antique Motor-pulled by 1913 Scrapped Motor-pulled Reserve by 1942 Salisbury by 1922 1932