

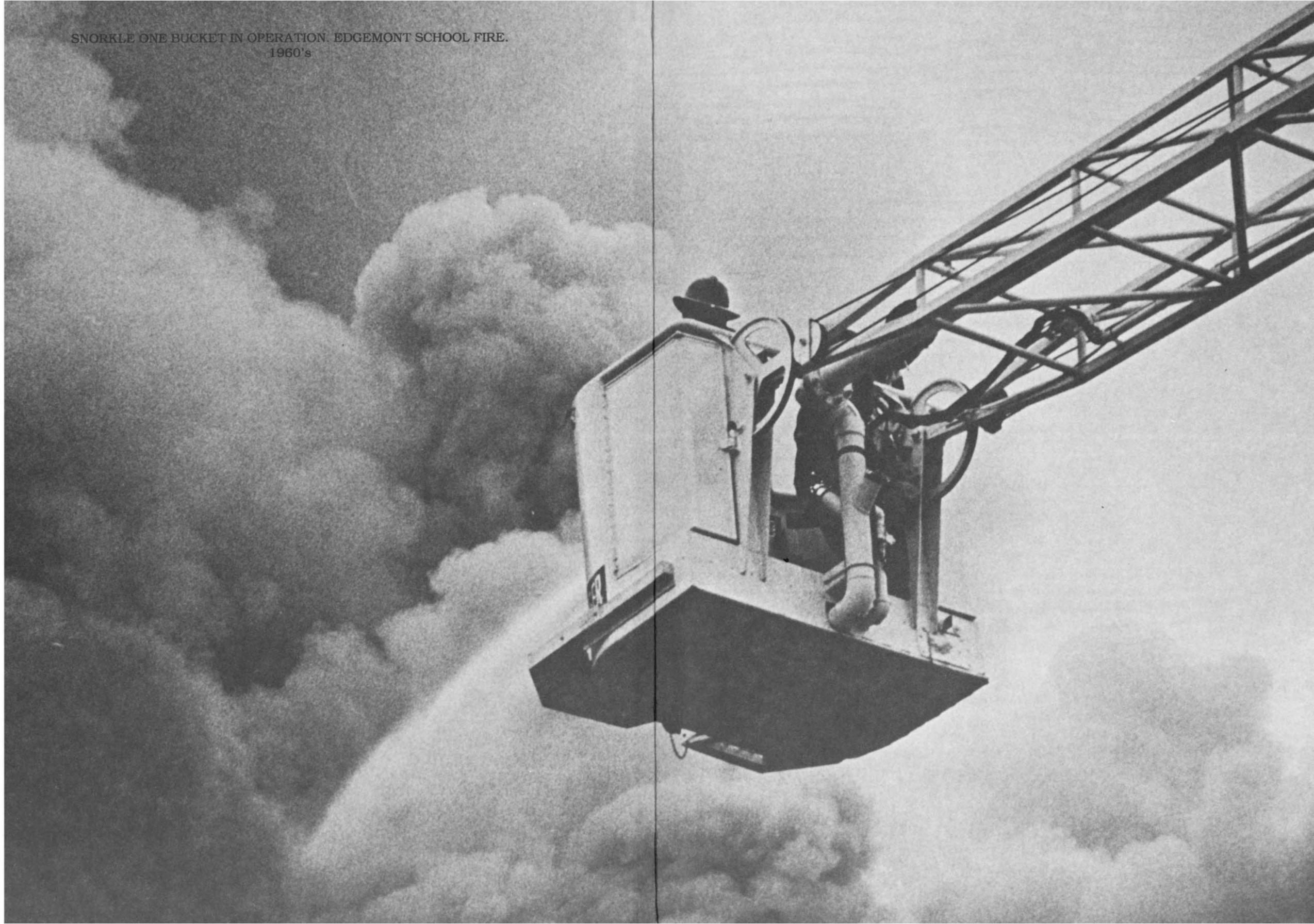
DURHAM



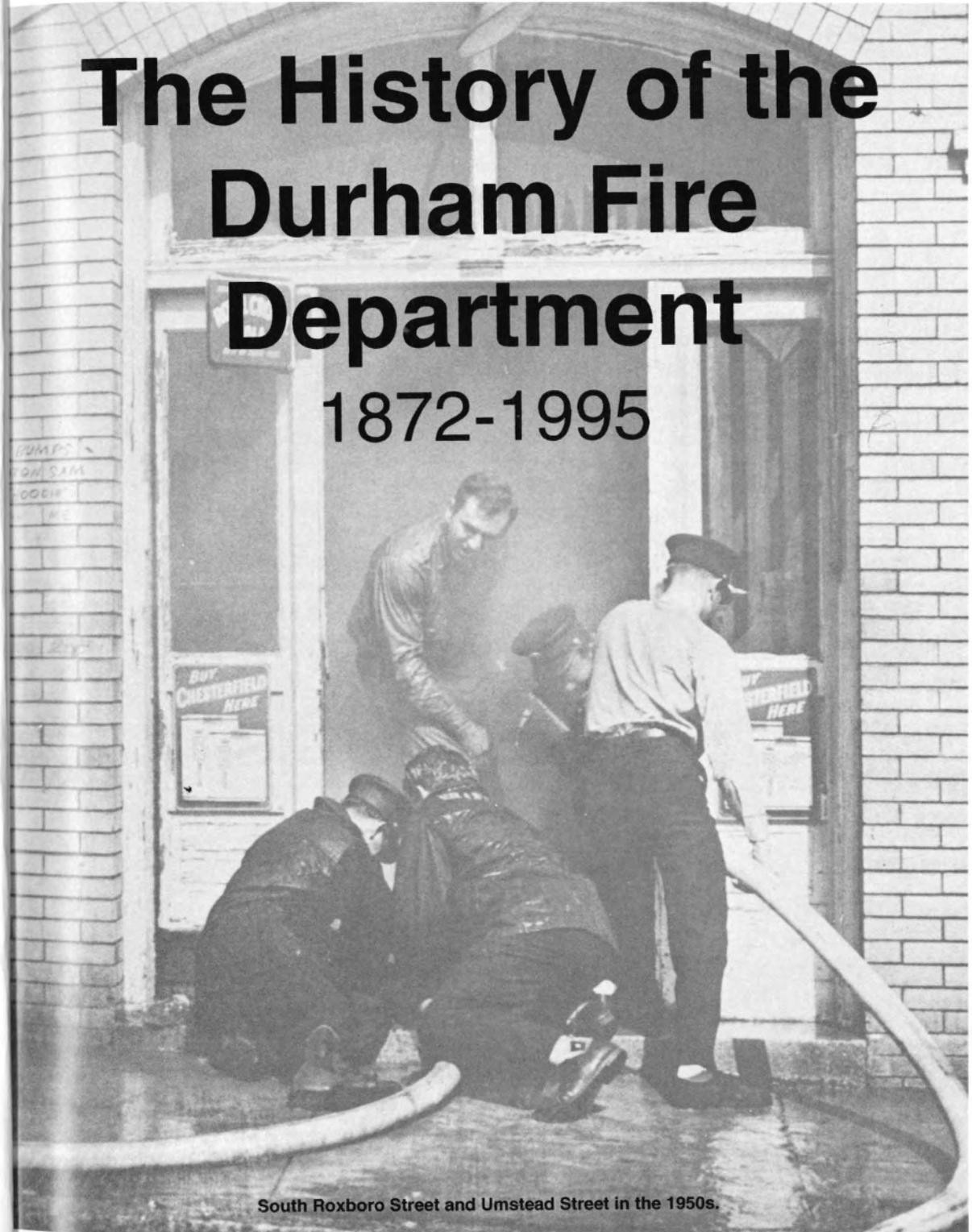
FIRE DEPT.

1872-1995

SNORKLE ONE BUCKET IN OPERATION. EDGEMONT SCHOOL FIRE.
1960's



The History of the Durham Fire Department 1872-1995



South Roxboro Street and Umstead Street in the 1950s.

DURHAM



1 8 6 9
CITY OF MEDICINE

CITY OF DURHAM
NORTH CAROLINA

FIRE DEPARTMENT

139 E. Morgan Street
Durham, North Carolina 27701
(919) 560-4242 FAX (919) 560-4256



Durham Fire Department
Administrative Offices
2008 E. Club Boulevard
Durham, North Carolina 27704

I would like to dedicate this book to the officers and members of the Durham Fire Department past and present. The Durham Fire Department has served the citizens of this City with dignity and professionalism for many years. I would also like to give thanks to the families for the sacrifices that they have made over the years in supporting their loved ones in their careers in the service of Protection of Life and Property in this City. Thanks to the Staff of the Fire Department Administration, the Book Committee: Captain Fowler, Captain McDonald, Captain Chuck Milligan (retired), Fire Driver Harris, and Firefighters Walker and Wilson for their work in gathering the facts and making the layouts for the book. I hope it will serve as a reminder to all who have served in this department, and it will bring back fond memories of the great services that you have rendered to the citizens of this City.

We would like to thank the elected officials that have supported our efforts throughout the years, and have allowed the department to prepare itself for the needed growth that has been necessary to keep up with the growth of our City and the new innovations of this profession. Most of all, we thank God for his guidance and protection.

Sincerely,

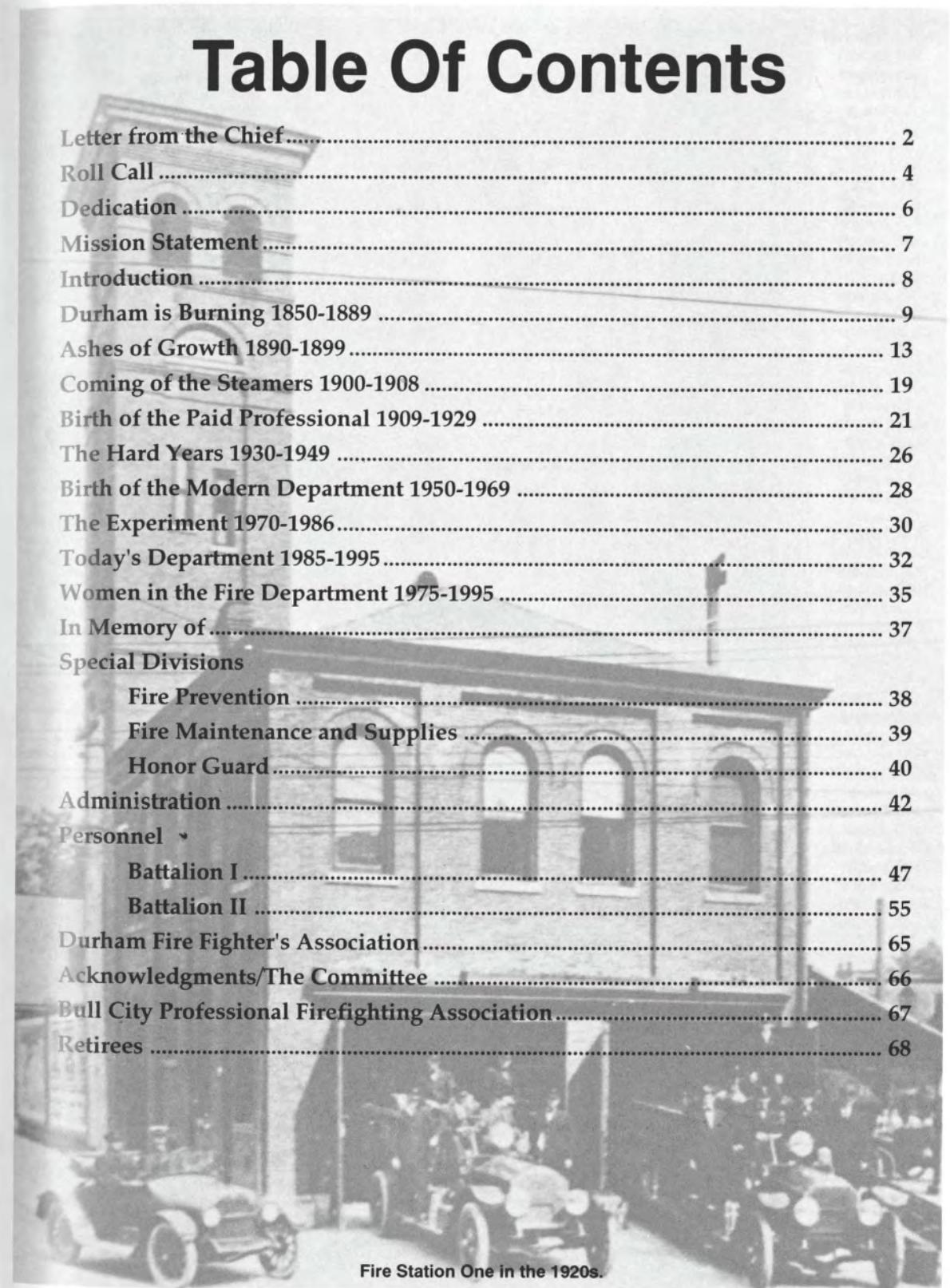
Nathaniel L. Thompson
Nathaniel L. Thompson
Fire Chief

AN EQUAL OPPORTUNITY/AFFIRMATIVE ACTION EMPLOYER

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Fire Station One in the 1920s.

Roll Call

The following is a roll call of former and present members of the Durham Fire Department. A large number of these fire fighters were volunteers and later became some of the first paid personnel. This list is based upon history records and fire department personnel records and is as complete as these records allow.

- | | | | | | | | | | | |
|-------------------|------------------|----------------------|----------------------|------------------|-----------------|-------------------|------------------|-------------------|-------------------|---------------------|
| Abney, D.L. | Blake, C.S. | Cash, L.R. | Dickerson, Clifton | Gaddy, R.L., Jr. | High, L. | Lanier, J. | McLaughlin, R.W. | Pesce, D.A. | Ruffin, Robert | Vandergrift, R.W. |
| Adams, A.T. | Blalock, A.J. | Cash, C.A. | Dickerson, W.L., Jr. | Gentry, A.D. | Hill, C.D. | Latta, J.E. | McRae, L. | Phillips, B.E. | Ruffin, L. Jr. | Varnum, H.M. |
| Adams, C.L. Jr. | Boening, R.V. | Castle, R.L., Jr. | Dickson, C.L. | Gilchrist, J.A. | Hinchee, R.L. | Lawrence, R.L. | Meeks, W.C. | Phipps, J.J. | Sanford, C.M. | Veasey, A.J. |
| Adams, O.F. | Bolar, C.D. | Cates, J.R. | Dillehay, E.I. | Gilliam, A.A. | Hopgood, L.P. | Lawson, C.H. | Medlyn, R.E. | Phipps, K.E. | Sasser, D.E. | Veasey, C.E. |
| Aiken, D.C. | Boone, M.S. | Chamberlin, L.L. | Dillehay, E.B. | Glenn, Charles | Hodges, J.D. | Lea, R.G. | Melvin, T. | Pickett, J.L. | Schneider, M.T. | Veasey, J. |
| Alexander, J.A. | Boone, L. | Chandler, C. | Dixon, L.E. | Gooch, S.J. | Hogan, J.G. | Leathers, C.V. | Melvin, V.C. | Pipkin, P.W. | Seales, J.H. | Veasey, L. |
| Allen, H.S. Jr. | Booth, R.D. | Chandler, C.E. | Dixon, Clyde | Gooch, R.E. | Holland, G.J. | Leathers, T. | Meyer, E.E. | Pittman, J.R. | Seeman, John H. | Veasey, O. |
| Alston, W.C. | Borland, Seat | Chandler, J.A. | Dollar, K.B. | Gooch, C.F. | Holland, J.L. | Leathers, N. | Michie, J.C. | Pollard, J. | Seward, P.S. | Vickers, G.A. |
| Andrews, W.C. | Botham, S.M. | Chandler, C.R. | Dority, W.V. | Goodson, T.C. | Holloman, P.G. | Leathers, N.L. | Miller, J.H. | Pope, "Pinky" | Shankle, H.D. | Vollers, J.B. |
| Andrews, A.L. | Bowen, J.R. | Cheek, J.C. | Dorsey, R.S. | Goodwin, J.D. | Holloway, K.R. | Lee, D.C. | Miller, J.H. | Pope, M.H. | Shepherd, L.L. | Walden, L.S. |
| Angier, J.C. | Bowling, W.L. | Christian, L.M., Sr. | Drye, D.F., Jr. | Gordan, J.S. | Holmes, K.D. | Lee, Otis | Minney, G.H. | Porter, R.E. | Sherrill, J. | Walker, A.K. |
| Angle, C.C. | Boyd, J.H. | Christian, L.M. Jr. | Dudley, A.M. | Goss, C. | Holsclaw, J.M. | Lee, Otis | Minner, J.D. | Porterfield, R.M. | Shields, I. | Walker, W.M. |
| Arthur, W.F. | Boyd, John | Christian, W.J. | Dueweke, T.E. | Green, M.E. | Holt, A. | Leons, W.T. | Mitchell, H.B. | Price, T.J. | Shields, J.C. | Walton, C.H. |
| Ashlands, B.D. | Boyd, N. | Christian, D.C. | Durham, J.M. Sr. | Green, A.J. | Honeycutt, L. | Letzing, A.J. | Mitchell, G.W. | Price, T.L. | Shuler, B.E. | Warren, D. |
| Atkins, K.G. | Bradley, N.B. | Christian, V.S. | Earl, D.J. | Green, R.L. | Hornycutt, W.D. | Levy, D.W. | Mize, J. | Pugh, J.L. | Small, D.W. | Warren, E.D. |
| Atkins, W.E. | Bradsher, M.R. | Christmas, E. | Eby, D.M. | Green, W.E., Jr. | Horton, D.W. | Levy, D.W. | Moore, J.N. | Ragan, L. | Smith, C.H. | Warren, J.B. |
| Atkins, G.M. | Bradsher, W.C. | Clark, L.L. | Edwards, T.B. | Greene, B.D. | Horton, G.A. | Levy, S. | Moore, J.N. | Ragan, L.G. | Smith, L.S. | Washington, C.D. |
| Autry, W.A. | Bramble, R.L. | Clark, Charley | Edwards, C.R. | Greene, G.L. | Horton, L. | Linthicum, T. | Moore, M.M. | Ragan, W. | Smith, M. | Waters, T.L. |
| Bacon, T. | Bridges, D. | Clark, D.W. | Edwards, C.R. | Greer, R.J. | Howard, L. | Llewellyn, W.H. | Morgan, C. | Rains, C.O. | Smith, M.E. | Watson, D.K. |
| Bacot, J.A. | Bristow, J.R. | Clements, R.K. | Ellington, J. | Gregory, C. | Howie, C.D. | Lloyd, B.R., Jr. | Morton, J.W. | Ralston, W.A. | Smith, P.H. | Watts, G.W. |
| Bailey, G.E. | Britt, C.E. | Coe, John | Elliott, B. | Griffin, J.J. | Hunt, R. | Lockamy, J. | Mouer, C.T. | Ray, Thomas | Smith, S. | Webb, K.D. |
| Bailey, R.L., Jr. | Broadhurst, J.C. | Colvand, C.E. | Elliott, G. | Groom, J.W. | Hurst, R.E. | Lorraine, S.H. | Mullen, R.O. | Ray, J.F. | Smith, S.L. | Welch, Dallas |
| Bailey, D.E. | Brock W.B. | Conant, S.H. | Elliott, G.E. | Gross, S.R. | Huth, S.D. | Lynch, J.E. | Mumford, H.D. | Ray, J.T. | Smith, T.N. | Wells, R.L. |
| Bailey, B.G. | Brodgen, James | Cooper, G. | Elliott, T.C. | Hackney, R.P. | Ingram, B. | Lougee, G.E. Jr. | Murray, G.W. | Reams, C.E. | Smith, W.H. | West, R.V. |
| Baker, B.W. | Brown, B.W. | Copeland, C.C. | Ellis, H.W. | Hall, S.A. | Inscob, J.E. | Lougee, H.S., Jr. | Murray, W. | Reams, H.A. | Sneed, T.J. | Wheeler, L. |
| Baker, R.L. | Brown, B. | Copley, H.W. | Ellis, P.M. | Hall, W.E., Jr. | Irvine, W.B. | Lougee, I.O. | New, M. | Reams, I.M. Jr. | Sorrell, A.V. | Wheeler, L.J. |
| Ball, R.L., Jr. | Brown, Wade | Cox, C.L. | Elms, R.W. Byrd | Hall, W.E., Sr. | Jackson, E. | Love, D.A. | Nichols | Reams, J.M. | Southerland, H.G. | Wheeler, J.F. |
| Banks, Ruffin | Browning, R.L. | Cox, G.O. | Elston, D.A. | Hamlett, J.D. | Jacobs, D. | Lovetty, W.F. Jr. | Noel, D.W. | Reams, T.W. | Spaulding, C. | Wheeler, W.M. |
| Barbee, M.C. | Browning, P.L. | Cox, J.A. | Erickson, C. | Hammie, E.S. | Jacobs, D. | Lumley, J.J. | Noell, Paul | Reardon, J.P. | Stansbury, C.M. | Wheeler, S.D. |
| Barbee, John | Bryant, A. | Crabtree, B.W. | Eubanks, Joe | Hanan, D.R. | Jacobs, R.B. | Lunsford, F.R. | Norton, C.R. | Redmond, W.P. | Stapels, C.E. | Wheeler, E.C. |
| Barbee, R.H. | Bryant, W.L. | Crabtree, D.N. | Eubanks, J. | Hanan, W.H. | Jacobs, W.E. | Lynch, B.W. | O'Brian, W.T. | Reid, E.L. | Strayhorn, A.A. | Whitaker, C.H. |
| Barbee, T.L. | Bunn, J.C. | Crabtree, L.W. | Evans, J.E. | Hardiman, L.T. | Jacobs, W.E. | Lynch, J.N. | O'Brian, H. | Reilly, D.P. | Strayhorn, A.A. | Whitaker, H. |
| Barber, Bart | Byrd, M.D. | Crabtree, S.A. | Evans, G.G. | Hardwick, E.A. | Jacobs, W.E. | Lynch, J.N. | O'Brian, M.T. | Remington, J.E. | Summerfield, Max | Whitaker, W.B. |
| Barbour, D.J. | Bumpas, Finch | Crabtree, S.A. | Faircloth, B.P. | Harris, R. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Renner, J.B., III | Tackett, R. | White, J. |
| Barbour, C.D. | Bumpass, G.F. | Crabtree, S.A. | Farthing, Patrick | Harris, R.L. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rhew, L.P. | Taylor, C.R. | Whitfield, F.M. |
| Barnes, J.M. | Bunn, P.W. | Crabtree, S.A. | Feist, B.P. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rhew, L.C. | Taylor, K.A. | Whitfield, O. |
| Barnett, J.E. | Burch, S.B. | Crabtree, S.A. | Ferguson, J.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rich, C.F. | Taylor, W.F. | Whitfield, O. |
| Barr, J.E., Jr. | Burcham, N. | Crabtree, S.A. | Ferrell, M.V. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riddick, W.H. | Taylor, W.F. | Whitfield, O. |
| Barrett, J.J. | Burgess, R. | Crabtree, S.A. | Fields, B.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, Albert | Terry, W. A. | Whitfield, R.K. |
| Barrier, J.E. | Burgess, C.W. | Crabtree, S.A. | Fields, D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, D.C. | Tetterton, T.O. | Whitted, W.B. |
| Barringer, G.A. | Burnett, J. | Crabtree, S.A. | Fields, E. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, G.B. | Tezal, M. | Wicker, Claude |
| Bass, L.M. | Cagle, J.E. | Crabtree, S.A. | Fisher, R. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, R.W. | Thomas, W. | Wicker, C. |
| Batchlor, B. | Cagle, J. | Crabtree, S.A. | Fitchett, J.M. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, T.J. | Thompson, J.W. | Wilkie, E.V. Jr. |
| Batten, J.L. | Caldwell, R.G. | Crabtree, S.A. | Fletcher, W.O. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riggsbee, Thomas | Thompson, N.L. | Wilkie, C.O. |
| Beale, J. | Cameron, F.C. | Crabtree, S.A. | Fogleman, J.K. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riley, T. | Thompson, R.W. | Wilkerson, J.S. |
| Beasley, Carl M. | Canada, Charles | Crabtree, S.A. | Ford, D.M. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Riley, J.M. | Thompson, S. | Willard, W.H. |
| Beasley, J.R. | Canada, J. | Crabtree, S.A. | Forsyth, E.M. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberson, Luther | Thompson, V.P. | Williams, B.L. |
| Beck, P. | Cannada, C.W. | Crabtree, S.A. | Forte, A.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, D.R. | Thompson, W.W. | Williams, J.E. |
| Beck, C.F. | Cannada, B.C. | Crabtree, S.A. | Foster, L.E. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, H.G. | Tomlinson, W. | Williams, M., Jr. |
| Beck J.M. | Capps, H.L. | Crabtree, S.A. | Fowler, A.T. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, J.D. | Toole, W.M. | Williams, Sam |
| Bennett, F. | Capps, E. | Crabtree, S.A. | Fox, T.G. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, J.L. | Towner, W.H. | Williams, W.F. |
| Bethel, G.W. | Carden, J.P. | Crabtree, S.A. | Franklin, P.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, K.W. | Towner, E.D. | Williamson, T.L. |
| Bibby, W.A., III | Carlton, W.T. | Crabtree, S.A. | Freeland, Bertram | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, W.A. | Townsend, D.K. | Wilson, J.W. |
| Bivins, T. Harris | Carpenter, R. | Crabtree, S.A. | Freeman, D.W. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Roberts, W.S. | Trudell, J.M. | Wilson, T.J. |
| Bivins, R.R. | Carson, Sidney | Crabtree, S.A. | Freeman, T.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rochelle, J.M. | Tubb, T.T. | Wood, T.W., Jr. |
| Blacknall, R.D. | Carter, J. | Crabtree, S.A. | Gaddy, R.L., Jr. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rodgers, Lonnie | Tunstall, S.G. | Wood, T.E. |
| Blackwell, Dick | Carter, S.A. | Crabtree, S.A. | Gentry, A.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rodgers, Foney | Turnage, H.S. | Woodall, J.A. |
| Blackwell, R.L. | Carter, W.D. | Crabtree, S.A. | Gilchrist, J.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rogers, A.M. | Turnage, H.S. | Woodall, K.E. |
| | | Crabtree, S.A. | Gilliam, A.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rogers, R. | Turner, C.H. | Woods, B.F. |
| | | Crabtree, S.A. | Glenn, Charles | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rogers, R.W. | Tyler, P.E., IV | Woods, C.A. |
| | | Crabtree, S.A. | Gooch, S.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rogers, T.C. | Umstead, A. | Woznicki, A.L., Jr. |
| | | Crabtree, S.A. | Gooch, R.E. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rogers, W.F. | Umstead, W., Jr. | Wright, J. |
| | | Crabtree, S.A. | Goodson, T.C. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rollins, (Capt.) | Umstead, W.L. | Yates, A. |
| | | Crabtree, S.A. | Goodwin, J.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Rose, M.S. | Upchurch, W.C. | Yeagan, J.B. |
| | | Crabtree, S.A. | Gordan, J.S. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Ross, C.H. | Utley, J.M. Jr. | Young, D.A. |
| | | Crabtree, S.A. | Goss, C. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Royster, H.J. | | Yow, K.E. |
| | | Crabtree, S.A. | Green, M.E. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | Perera, R. | | |
| | | Crabtree, S.A. | Green, A.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Green, R.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Green, W.E., Jr. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Greene, B.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Greene, G.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Greer, R.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Gregory, C. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Griffin, J.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Groom, J.W. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Gross, S.R. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hackney, R.P. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hall, S.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hall, W.E., Jr. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hall, W.E., Sr. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hamlett, J.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hammie, E.S. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hanan, D.R. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hanan, W.H. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hardiman, L.T. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hardwick, E.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harrell, J.L. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harris, C.F. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harris, L.W. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harris, J.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harris, J.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harris, R. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
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| | | Crabtree, S.A. | Harris, T.A. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hartson, L.M. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Harward, D.M. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Haskins, James | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Haskins, Henry | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hawley, C.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Hayes, G.D. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
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| | | Crabtree, S.A. | Heart, Howard E. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Herndon, N.V. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
| | | Crabtree, S.A. | Herring, E.J. | Harris, T.A. | Jacobs, W.E. | Lynn, K.L. | O'Brian, M.T. | | | |
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Dedication

Joe Chandler
February 13, 1957
Died in sleep

Ernest Wilkie
January 20, 1970
Smoke inhalation

Gary Fletcher
February 14, 1978
Accident at hydrant

**The PRIMARY Mission
of the**

DURHAM FIRE DEPARTMENT

is to

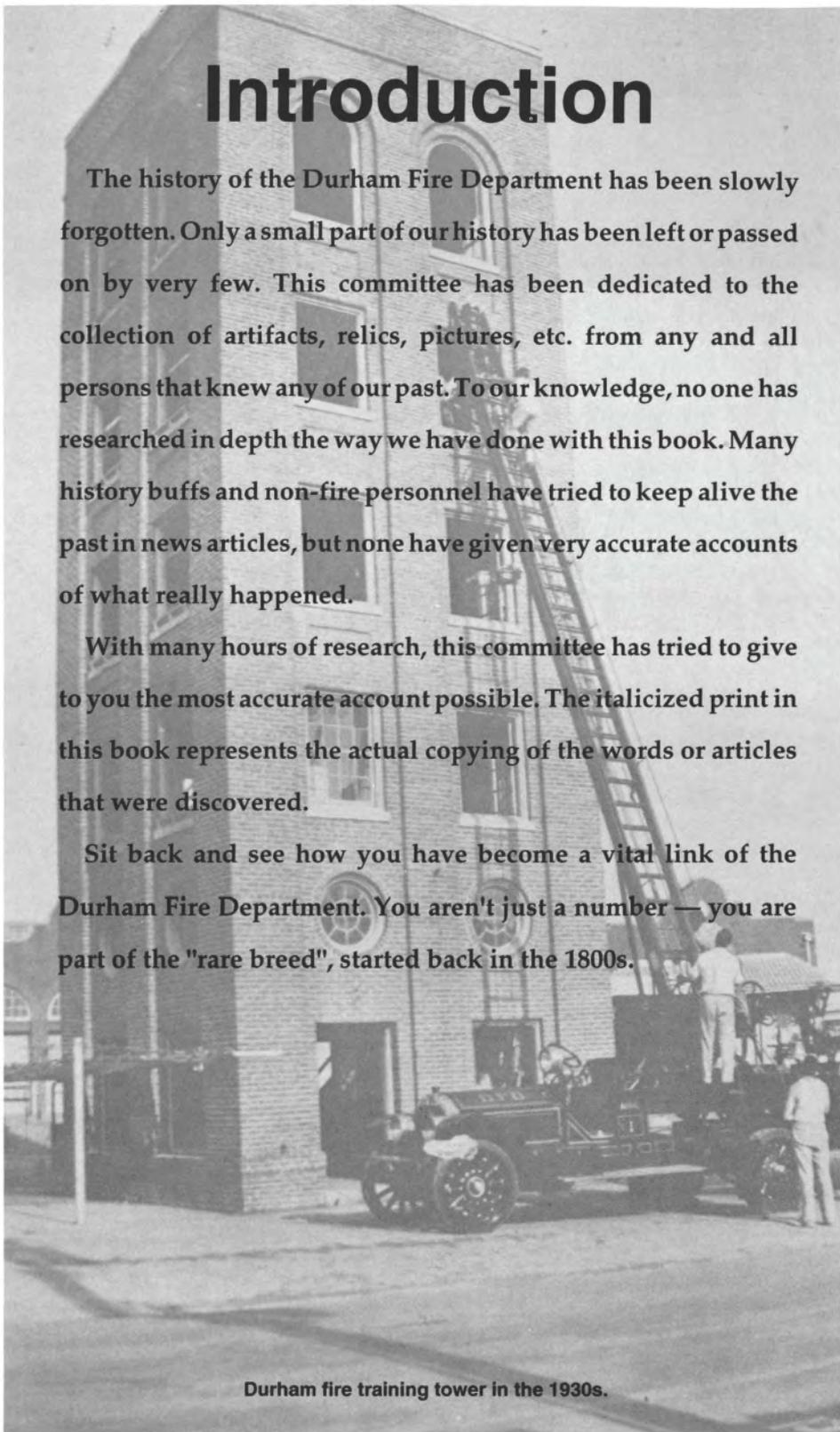
**Provide a cost effective
level of service
designed to
protect and prevent the loss of
LIFE AND PROPERTY
to the citizens of the
CITY OF DURHAM
from the adverse effects of
FIRES
MEDICAL EMERGENCIES
or exposure to
DANGEROUS CONDITIONS
created by either
MAN or NATURE**

Introduction

The history of the Durham Fire Department has been slowly forgotten. Only a small part of our history has been left or passed on by very few. This committee has been dedicated to the collection of artifacts, relics, pictures, etc. from any and all persons that knew any of our past. To our knowledge, no one has researched in depth the way we have done with this book. Many history buffs and non-fire personnel have tried to keep alive the past in news articles, but none have given very accurate accounts of what really happened.

With many hours of research, this committee has tried to give to you the most accurate account possible. The italicized print in this book represents the actual copying of the words or articles that were discovered.

Sit back and see how you have become a vital link of the Durham Fire Department. You aren't just a number — you are part of the "rare breed", started back in the 1800s.



Durham fire training tower in the 1930s.

Durham Is Burning 1850-1889

Settlement of Durham had begun by 1850, and nearly 150 years later, bears little resemblance to its early day when pedestrians crossed the muddy Main Street by hopping from one high stepping stone to another. Horse troughs on Main Street were a convenience for cattle, and the 21 saloons a convenience for men!

By 1865, the rough little town was being transformed. It could boast of a conservatory of music, a theater, railway station, three stores, a carpentry shop, and a tobacco factory. Many fine families were moving to Durham and it became known as the "Chicago of the South."

In the year of 1871 Durham had a population of 256. Ten years later it's population had grown to 2,041.

The more populated and industrialized Durham became, the more obvious the lack of fire protection. All structures were wooden and just as some new buildings were being erected, another would burn down. Men using leather buckets filled with water, passed hand to hand, was the only means of fighting fire.

Beautiful mansions were being built with muddy streets in front. There was no sewer or water works, and the streets were strewn with rubbish. Dysentery and typhoid were taking their toll. There were no adequate

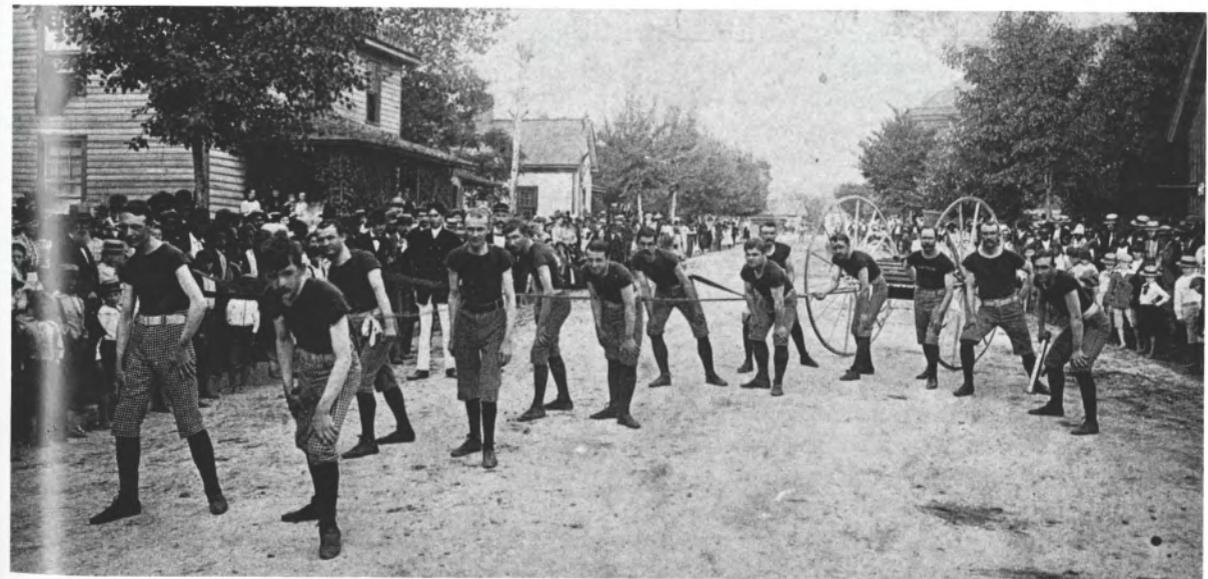
health laws or hospitals.

Town Commissioners decided in a meeting on September 23, 1871 to purchase "two ladders and a half dozen chains" for the use of the town. Due to the shortage of water, in December commissioners decreed that Captain Mangum's pond to be filled with water, "in case of fire." William Mangum's home was located at the north west corner of what is now Chapel Hill and Rigsbee Sts. Wells throughout the town were also used to provide citizens with water to put out fires.

In June 1876, a Tuesday night meeting was held by the citizens of Durham for the purpose of organizing a fire department. After some remarks, it was resolved that all present who were willing to become members of a fire company should sign a roll to that effect. This resulted in obtaining 33 names. The only compensation to the early fire fighters was each member would be exempt from poll tax.

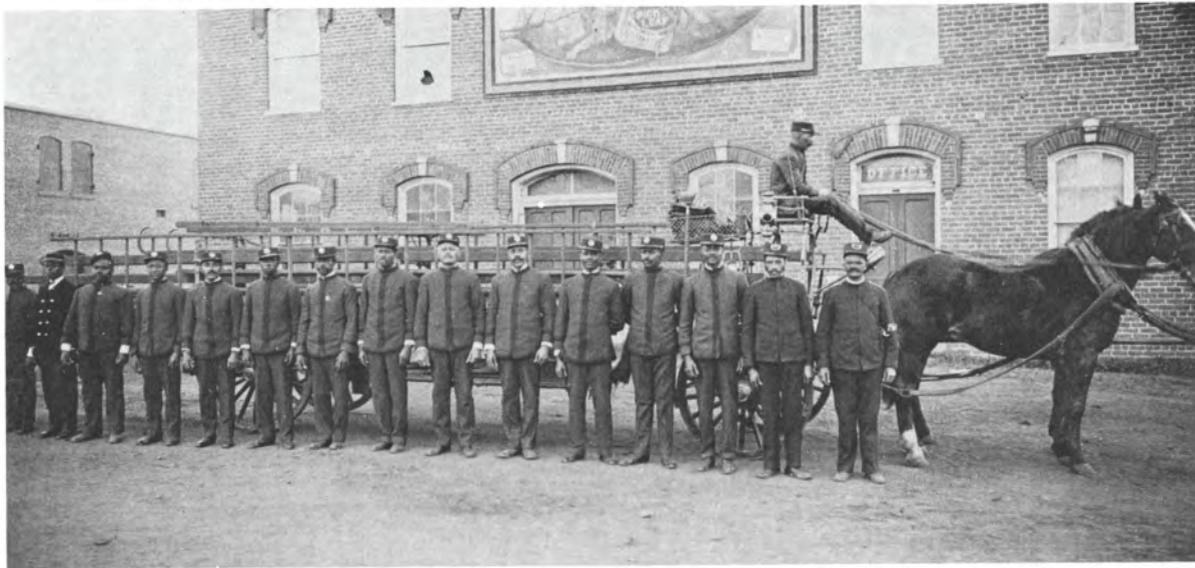
These 33 volunteers, all at least 18 years old, created the Durham Fire Company. By 1880, Durham Fire Company consisted of the Durham Hook and Ladder Company No. 1 and Bucket Company No. 1.

On November 16, 1880, under the command of Captain Hanes, a large fire was set in a pile of combustible



Parrish Street looking east from Mangum Street.

THE HISTORY OF THE DURHAM FIRE DEPARTMENT



Excelsior Hook and Ladder Company at 201 South Roxboro Street in the 1890s.

rubbish. It was easily put out with the new chemical wagon that had recently been purchased for the price of \$1,800. Doubt was raised whether the fire stream would reach a real fire, so later that day, another rubbish pile was set afire, and it was found that the fluid could be thrown for 65 feet. This demonstration increased the fire company to 80 members.

By the year 1882, heavy fire losses continued to haunt Durham citizens. Main Street, on both sides, between Church and Mangum was a prime example that we still lacked adequate protection. Unorganized fire companies, operating without leadership, finally came under command of Captain R.D. Blackwell. The newly formed Durham Chemical Fire Company was not only a credit to Durham, but to North Carolina. Citizens felt that because the fire company was doing such a good job, maybe it was time to give the "boys" uniforms they wanted. "Handsome red uniforms" were soon being worn by the fire company in a parade.

The new chemical wagon was stored in the yard of W.T. Blackwell Tobacco Company when not in use. It was extremely heavy, and was pulled by two or four horses, depending on the weather. After bad weather, the streets were often too muddy for passage.

In 1888, news accounts reported that a fire started at one o'clock in the morning. It started in a saloon, spreading to 14 business houses and three barrooms. It stated the newly purchased engine failed to operate properly, and efforts to stop the fire crossing the street failed. A

factory occupied by Messrs. Thurber and the rear of Planters Warehouse was next. Flames continued to devour buildings in its path. The total loss was \$70,000. Other accounts state the reason for such loss was not equipment failure, but rather the condition of the streets would not permit moving fire equipment.

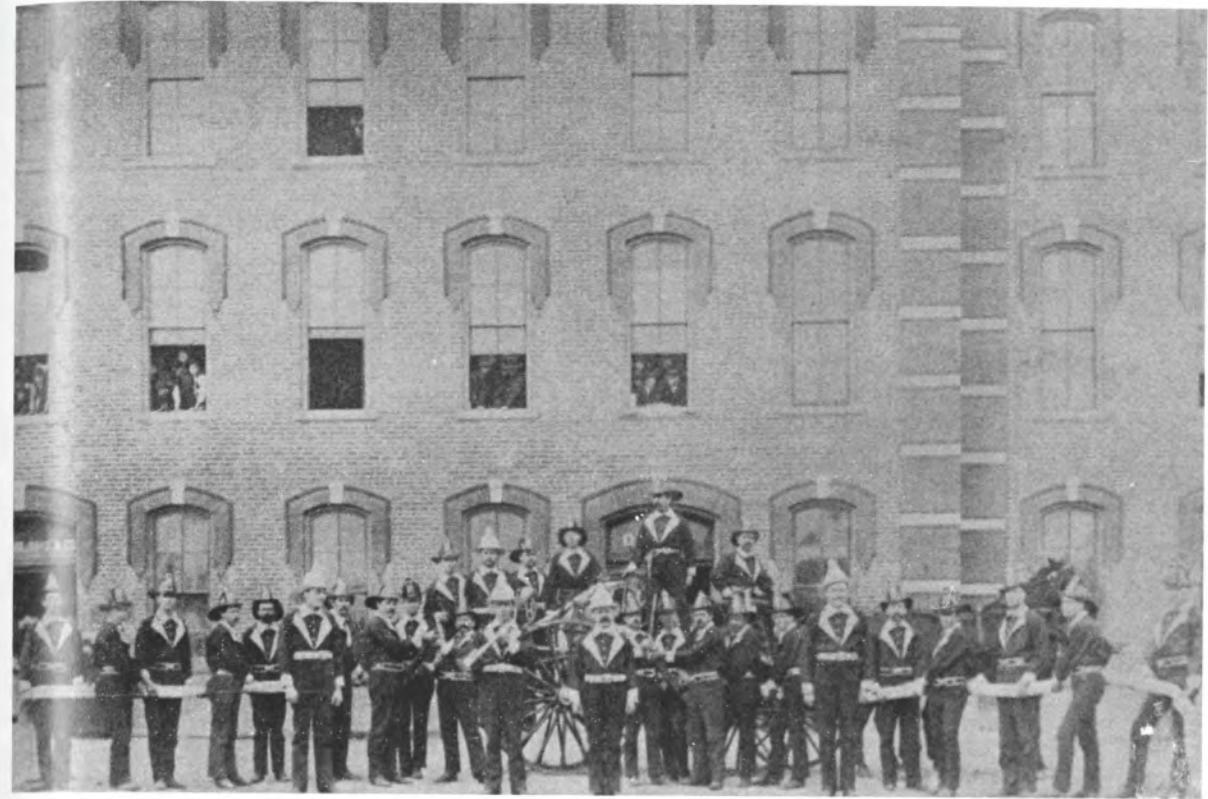
Less than two months later, two more blocks were engulfed in flames. A stiff wind allowed the fire to cross Main Street. One description of the fire was that it formed an "archway of flames" on Main Street, for fire burned on both sides of the street. (Main and Mangum looking East on Main)

Town authorities now felt it was time to oversee fire protection. A Fire Commission consisting of three people were to look into this matter. The Fire Commission added a chapter to the town ordinances. The Fire Commission consisted of R.D. Blacknall, R.G. Lea, J.S. Mangum. This commission started May 16, 1888.

Dick Blacknall was named chief. Authority was given to fire fighters to recruit citizens to assist in fire fighting. Failure to act carried a \$10 fine. A water system was to be designed for the town. Another fire engine should be purchased. Our chemical engine and hand drawn hose reels, buckets, hooks, chains, and ladders made up the department's equipment, along with two to four horses.

During the re-organization of the department in the early 1880s, accounts state that the Durham Chemical Company was backed up by another vital group of men. Our first ladder apparatus, the Hook & Ladder Com-

THE HISTORY OF THE DURHAM FIRE DEPARTMENT



No. 2 Dick Blacknall Hose Co. at W.B. Duke factory in the 1890s.

pany was manned by African-Americans. This company worked under Chief Blacknall as the "Excelsior Hook and Ladder Company" and served the town well. Independent Hose Company No. 2 was located at W. Duke and Sons Tobacco Company.

News accounts of a fire shortly after Chief Blacknall became Chief read;

"The forked tongues of fire lashed like demons of fury and in less than one hour destroyed about \$40,000 dollars of property. There was much hard work done to stay the rapid march of the fire, but there was lack of a systematic effort that was simply appalling and if there was any doubt as to the necessity for a well-organized fire company in Durham, yesterday's experience should remove every vestige of that doubt and prompt our authorities to take steps toward securing systematic means for contending with conflagrations." Citizen support was behind fire fighters, for the article stated that "Those who fought the fire fought like Trojans, and efforts would have been more effective had the work

been done systematic."

From this fire, foreman were made for the individual companies.

*Independent Hose Company No. 2
Chief: W.T. O'Brien
Asst. Chief: J.B. Warren
Asst. Foreman: E.W. Whitaker
Asst. Foreman: T.T. Tabb
Durham Hook and Ladder Company No. 1 (Colored)
Foreman: P.H. Smith
Treasurer: L.S. Walden
Dick Blacknall Hose Company No. 1
Chief: H.E. Heartt
Foreman: H.A. Reams
Asst. Foreman: C.H. Whitted*

Fire apparatus used by this newly formed organization consisted of a hand drawn chemical outfit composed of two 80 gallon Babcock tanks, dump type. Later

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

this piece of apparatus was replaced with the Sillsbury Truck Reel which was pulled by two mules.

To solve the water problems that faced our department town authorities signed a contract on June 1, 1886 with A.H. Howland of Boston, Mass. The 30-year contract called for a water system to "Abundantly supply said city and its inhabitants with pure and wholesome water for all domestic purposes." This was the beginning of the "Durham Water Company." The first fire using the water system was January 11, 1888 on South Railroad Street.

By 1889, members of the department were growing tired. Through the 1880s, morale was down. Poor equipment, no housing, and no horses were the major complaints. Authorities were faced with losing fire protection. Insurance rates were up, and losing the fire department would not happen. The following article addressed the horse issue.

"We would speak a few earnest words to our town authorities this afternoon in reference to providing speedy means for getting hose carriages to fires. The necessity for this has been pointed out by the Hose Company. They have asked for horses and they have been refused. We believe that the authorities feel kindly toward our noble firemen and that the refusal was based upon economy in the administration of the town affairs, but we would remind the authorities that extreme economy sometimes degenerates into parsimony and that parsimony is a hurtful business, both in public and private affairs.

It is important at all times to have the department to reach fires as early as possible and now that it has demonstrated that there are persons in the community so deep in villainy as to apply the torch to the home of our respected citizens, the importance of making our fire department as efficient as possible is magnified a thousand fold. Let money nor anything else stand in the way of supplying our firemen with all needed facilities for contending with the flames.

We would suggest that the commissioners call a meeting at once and make arrangements for furnishing horses for the Hose Company. With horses the department will reach fires quicker and the firemen will be in better condition to work than they will if they have to exhaust much of their strength in pulling the carriages. This is a matter of very great importance to the community and it should have immediate attention."

As for housing, the following article appeared September 1888.

At the town meeting of the Board of Town Commissioners Tuesday night, it was ordered that the building on Main Street, formerly used as a post office, be rented and a committee be appointed to make such changes in the building as may be necessary to store hose carriage and fire apparatus and to provide a room to be occupied by firemen day and night, said room to be placed in comfortable condition and supplied with coal during the winter.

Commissioners Corbett, Herndon and Blacknall constituted the committee provided for in the above order.

It was also ordered that the same committee be empowered to purchase two horses, wagon and harness for the use of the fire department.

It is not intended that the building to be rented shall be permanent quarters for the department, but it is hoped that the town will be able later to provide a building that will fully meet the requirements and be a credit to Durham. We are glad that the authorities have taken action in this important matter and have shown a disposition to encourage our self sacrificing firemen.

As for equipment, the following article appeared December 6, 1888.

At a regular meeting of the Board of Commissioners of the Town of Durham, held December 5th, 1888, the following business was transacted:

Committee appointed to purchase hose carriage for Hose Co. No. 2, reported that the carriage had been bought and shipped from New York, November 29th.

Committee appointed to purchase two horses for the Fire Department, reported that they had made a purchase.

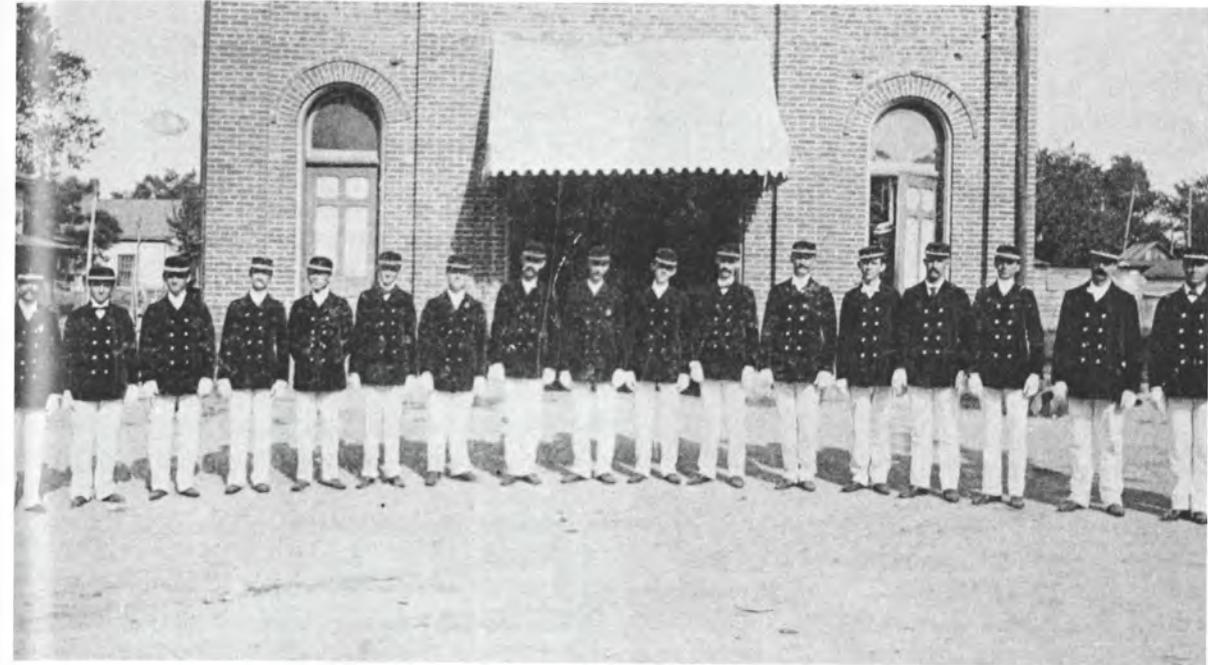
Other accounts of interest during 1880s were as follows:

1888

First known injury was to John Burnette, member of the Hook and Ladder Co.

He was attempting to catch the wagon as it passed

THE HISTORY OF THE DURHAM FIRE DEPARTMENT



Opening Day at No. 1 Station in 1891.

up Main Street, and missed his hold and fell. The rear wheel went over his body. He received no broken bones, however he was badly bruised.

1886

The Southern Railway System and the Raleigh Fire Department, in a response to a call for help from Mayor T.L. Peay came to the towns rescue. The railway provided a special train to transport men and equipment of the Raleigh Fire Department to Durham to assist the local fire fighters in combating flames.

After another large fire loss, headlines read:

"FIRE-FIRE-FIRE. Now gentlemen, before any more damage is done, now is the time to act. We ought to have a steam engine. One of the best can be had for a few thousand dollars, and on easy terms. It behooves our town, that seems threaten with destruction to at once prepare for self defense. We hope the authorities will consider these propositions. Twenty-four hours is sufficient time to cause the loss of half million dollars, as we have so found out."

Ashes of Growth 1890-1899

It was not until 1890 that Durham's first fire station was erected. It was a two-story, red brick structure located at the southeast corner of Mangum and Holloway Street, facing Mangum. The building was designed by S.L. Leary. It was topped by a tower in which the fire bell was located. This 829 pound bell now rests in front of No. 1 Station on Morgan Street. This bell was cast in

Baltimore, Maryland by the McShane Bell Foundry.

The new fire house had an electric fire alarm system. Chief Robert Krammer was the first superintendent of the alarm system. M.V. Ferrell was elected superintendent of the fire alarm system in September 1891. Research believes the first alarm reported on the new system was September 4, 1891, Box 42, located on Morris

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

Street. The home of S.W. Chamberlin went up in ruins.

The Gamewell Fire Alarm System at first consisted of only eight boxes. The red metal boxes were located on poles at different intersections in the town. Once the pull alarm was pulled, a mechanical spring wound timer would commence to unwind the spring. As the teeth of the wheel clicked, an electrical current activated the bells in each fire station.

As our city fathers continued to improve the fire department, so did North Carolina. First noted reference to the N.C. Fireman's Association was noted when the Association was to meet in Durham August 25-27, 1891. The purpose of the meeting was only to discuss business. The first N.C. Fireman's Association was held in 1888 in Greensboro.

As previously mentioned, fire equipment could be used as weather permitted. Streets in the 1880s and early 1890s were impassable during bad weather. To assist in getting apparatus to the fires, men and horses would pull the equipment. It was noted that the firemen were very tired when they arrived at the fire scenes from having to pull the equipment.

Part of the re-organization was to purchase horses to assist in relieving the firemen. Trained horses were not only a source of pride but an insurance asset. Fire Insurance Company looked favorably on cities with well trained horses. It was important that the horse be trained and know their job well, for they were responsible for getting the equipment to the fire quickly and efficiently. Not every horse had the strength, intelligence, and temperament to become a good fire horse. For instance, New York City acquired 30 to 50 horses to enter fire training school, but after 30 days of training only a few were left to complete several more months of schooling.

Drop harness were used at the stations. This consisted of only the essentials of leather for the job, no frills. The harness was hooked to the equipment and suspended from the ceiling. When the alarm sounded, pegs were pulled from the hasp that held the door to the stalls, and the door swung open. The horses left their stalls and took their places in front of the equipment. The harness dropped from the ceiling to the horse below, and the collar and hames fastened under their necks. They were ready to go. This all happened in a matter of seconds. The wagons and steamers were heavy loads and it took strong horses to pull the loads. Streets were sometimes muddy and rough and this made the job more difficult. When they arrived at the fire, the

horses must remain still and not be easily startled, for there would be much excitement with the shouting and running around.

The trip to the fire was exhilarating. News accounts often made references to fire calls.

"The greatest possible excitement of the morning," as the report goes, "would be the sound of the fire alarm bell, for that made certain the momentary dramatic appearance of the Hook and Ladder Wagon, drawn by two beautifully matched large galloping steeds, their driver insistently pealing its gong.

"The station housing this handsome red fire wagon was located just beyond the railroad tracks one block south of the Manse, so that the Hook and Ladder must come up Roxboro Street to reach any part of town except Hayti, the colored section in the southeast."

On one unforgettable occasion, just as the wagon was rounding the corner of Roxboro St. into Main St., one of the horses dropped dead.

Probably no change in the plan of progress of the town was looked upon with greater regret by the majority of citizens than the elimination of the faithful horse in favor of gasoline engines. His removal likewise took away much of the glamour of the fires.

The firemen were fond of their horses and considered them a part of the family. They would not allow the horses to be mistreated or abused. Due to the nature of



No. 1, firemen with horses in 1905.

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

the work most fire horses retired early. This was a sad time because the firemen did not want to lose a valued friend and team member and the horses did not want to give up their work. They were still considered fit for work by most standards and were of monetary value. They were usually sold or used in some other capacity in the town. This could be a source of trouble because of their formal training, if a bell or whistle blew that they recognized as an alarm signal, the old fire horse was awakened. They would respond in the manner they were trained.

Fire fighters have always had a soft spot in their heart for animals. Horses received the most attention. These animals were well groomed, blanketed and cooled down properly after returning from work. Joe Johnson, 48-year veteran of our department, left several stories concerning the horses. The drunk horse story prior to our department becoming paid was perhaps what you could expect from a "typical" fire fighter. Joe relayed a tale of Bill. Bill was the horse that pulled the Chief's buggy. Toward the end of the long 18 years of service in the fire department, Bill had acquired a taste of "White Lightning." On one uneventful night, a couple of the firemen went across the street to remove Bill from the private stable on Orange Street. Being the faithful fire horse, Bill followed his team mates up the steps at No. 1 station. For his reward he was treated with a drink. Before you knew it, Bill was drunk and it wasn't until the next morning that Bill was able to come down the steps.... This only moments before the Chief arrived to work. Joe also stated that the last two horses purchased by the city, from Marvin Teer, were named Frank and Dan. To handle these fine horses, William Herzo Teer (nickname Soky) was hired. He was probably the best horse rider Joe had ever seen, outside of a circus. "Soky" used to tie Dan and Frank's heads together, stand spaddle legged upon their backs, and ride Roman Style, up and down Holloway Street, until the Chief made him stop. Ole Soky rode with a whip in one hand and drove them as fast as they would run. By the way, Joe made \$53 per month in 1912. No vacation; work schedule was one day off every 22 days. Fire fighters had one hour for meals.

Captain Turner of Station No. 3 wrote the following in 1943 about the horses.

The City's first two fire department horses were a pair of dapple gray, named Bob and Bill. After several years of service, one of them died. They could



Tournament wagon, Durham team, in 1907.

not find a horse to mate the Bob horse satisfactory so they traded for a pair of buckskin horses, Mack and Bob.

This pair of horses never proved up for fire department horses. So they were traded for a pair of dark bay horses. These were named Frank and Charlie. They were used for several years until old age began to tell and then they were sold.

A pair of bay horses were bought. Again we had a pair named Bob and Mack. These horses pulled No. 1 wagon until the motor pumper was installed and they were transferred to No. 2 Engine, later being sent to the Street Department and being replaced with a pair of younger horses, a pair of dark brown bays named Mose and Billie. Mose finally gave out and these were replaced with a pair of brown horses named Toni and Jerry. This team being turned over to the Street Department on installment of the motor pumper at No. 2 Station.

In the later 80s, 87-88 or about this time, the young men who worked at Dukes Factory organized an Independent Fire Company. They bought a pair of horses and a hose wagon. The horses, a pair of buckskin or clay bank, were named Bill and Joe. One of these horses died. They sold the other one and bought a pair of bay horses names not known. They had these when the Independent Company decided to disband.

The Chief of the Department then organized Hose Company No. 2, taking the pair of black horses from the Hook & Ladder Company and putting them to the No. 2 hose wagon. This pair of horses were named Frank and Bill. Bill became the famous Old Black Bill

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

that was known by everyone. All the children knew Old Bill. Old Bill was well known all over the State as he was in many, many races at the State Firemen's Tournament. Bill had several mates, Frank, Bob, Mack and Frank. Old age finally began to tell and Bill was retired and used only as a substitute. Game to the last. At the end he died trying to get up.

After trying several horses the City bought a dapple gray horse to take Bill's place to mate Black Frank. This horse was named Dixie and was raced at the Firemen's Tournament for several years and was nearly as popular as Old Bill. After a bad fall, answering the alarm, he had to be sold when the City put on a paid department, and bought several new horses. His mate Frank was assigned to the Chief's buggy, old age compelling him to be replaced with a new horse, Pacing Billie, who stayed until the automobile replaced him.

When the City put on a paid fire department they bought a pair of bay horses for No. 2 wagon, Frank and Dan.

A motor pumper being installed at No. 2 Station retired them and the No. 2 Fire engine horses were turned over to the Street Department, they being the last of the fire department horses.

Dan lived for several years in the Street Department. Breaking his leg, he had to be killed. We had several horses to the steam Fire Engines. Tom and Jerry were exchanged for Bob and Mack a while before the motor pumper was installed at No. 1 station.

The Colored Hook and Ladder Company used two of the City's mules for several months, Rhoddy and Molly. It was said, that when the driver stepped on the foot gong, the mules were not hard to start, but it was "heck to get them stopped."

The city bought a fine pair of dark brown horses for the Hook and Ladder Company, Bill and Bob, they were in service for several years. Bob fell dead at the corner of Main & Roxboro Streets early one morning while answering an alarm from the northern part of the City.

When a full paid white Hook and Ladder Company was put on they had a pair of roan horses named Rich and Paul. They were in service when the motor Hook and Ladder sent them to the Street Department.

Fire Department horses had to be carefully picked and selected, not only sound of limb and wind, but

sure footed, good eyes and intelligent. They soon became great pets of the men and were loved by the men as comrades. They learned little tricks, such as pulling the trip pins so they could get out of the stall.

Old Black Bill had a peculiar habit. When at a fire if his head was turned away from the fire, his driver would have to stay right with him. Turn him around so he could see the fire and he would stay right there, his driver could go where he pleased, but don't leave him where he could not see and hear the fuss.

The horses loved the run as good as the men and when they left the station for good, more than one tear came from the eyes of the driver and men. One driver looked at the horses being led away, turned and looked at the big red motor pumper and remarked, "That's a Hell of a thing to try to go to a fire with."

Tournaments were held by firemen across the state in Raleigh, Asheville, Statesville, Charlotte, Greensboro, Concord, Salisbury, Goldsboro, Wilson, Kinston, New Bern, Monroe, Winston Salem, and Fayetteville. The Durham team members were outstanding at the competitions. Tournaments held in Durham were on Cleveland Street and Parrish Street. Bleachers were put up, and filled to the capacity in order to rout for the favorite teams. Frank and Ben were favorites.

Competition events included the following: reel races, horse and wagon contest, hook and ladder contest, hand reel races, hose wagon races, foot races, and longest fire stream. Cost to send a man by train, round trip to the Greensboro Tournament was \$2.15. Special prices were given to departments by the railways to move the horses and equipment.

Dixie was considered by the firemen to be the finest bit of horse flesh that ever pulled a fire wagon. He won many victories in the race competitions. The "Dapple Grey" was always considered to be the fastest stepper on the track, as he carried his team members to victory and won \$125 for his efforts.

Albert Krammer, Chief of the Durham Fire Department, was a judge at one of the competitions in Raleigh in September 1891. Durham firemen lost to Raleigh firemen, and Krammer was asked to step down from his position due to being unfair. The town officials accepted his resignation. Tournaments were serious, very serious.

To raise money to send the Durham teams to Raleigh, firemen sponsored a Firemen's Festival at Parrish's

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

Warehouse. Food and music would be offered, and half of the citizens of Durham would be present. News articles stated:

"This was one of the most enjoyable affairs held in the city. Everyone had a good time. If there is any organization on earth which deserves support and recognition, it's the firemen."

Next day accounts of the Globe reflected:

"What is sex coming to when American, and worst than that, southern girls go so far and forget their inherent pride and womanly modesty as to be turning out at a festival in public, and begging men to say with a ten cent emphasis that they are the prettiest or most popular girl present. The fire companies are wrong to allow such proceedings." Shame, Shame, Shame.

Durham continued to have large fires. Talk was beginning to surface in favor of paid firemen. In November 1892 a prominent citizen and heavy tax payer had a proposition to offer which he thinks will solve the difficulties in reference to our fire department. His idea is to double the present police force from six to twelve, and let them be fire trained as well. *This would allow responsibility to the fire department at a cost of \$500 per man. This system would be more satisfactory and in the end cheaper!!! Will history repeat itself???*

In 1892 a wooden building was built on Main Street across from W. Duke & Sons Tobacco Company. This



1890 tournament team.

station would be home to Durham Hose Company No. 2. Behind this station was a pond that was maintained by the city for several years. This reservoir caused water department employees to rush to the pumps that were located here, and to start the fire pumps into operation so the water pressure would be sufficient in case of fire. Whistles at the factories along with the fire bells would alarm the citizens of fire calls.

M.E. McCown was now chief but only a short while. W.C. Bradsher took over as chief in February 1892. Problems of organization still plagued the Durham Fire Department, along with more bad publicity. M.V. Ferrell wrecked the new \$3,000 hose wagon as he was turning the corner at Main and Mangum Sts. The wagon was turned on its side with Ferrell under the wheel. He held to his lines until some strong men freed him. Will Willard, Assistant Driver, received a badly bruised knee. Chief Bradsher and Captain Rolling ran to the scene, and proceeded to the alarm at Box 24 where a false alarm was reported. This false call started box tests on a daily basis, which was continued until extinction in 1960s.

A petition from the Excelsior Hook and Ladder Company was read at the town meeting. The sum of \$125 was asked for so that they could render more effective service.

Mr. Carter's house caused whistles at the factory and the fire bell to alarm firemen to respond to a fire. The first company did not have enough hose to reach the fire. Hose was borrowed from the Duke Company and eventually saved the house. Conflict arose because each department took credit for the success. Public criticism again started talk of paid firemen. Talk of the firemen sitting on the apparatus and not assisting in fire fighting was proof that more improvement was needed.

Only months later firemen go to the commissioners and ask for \$500. **Demanding** this great amount caused the newspaper to print the following:

"The volunteer fire boys in Durham have done great work, and they should be applauded. But when they are volunteers they should remember that they have no right to make absolute demands."

The demands weren't met.

Another morale problem became apparent when the town officials decided to buy the horses from the firemen that owned them. The horses which were purchased by the town were voted on, and at a later meet-

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ing, ordered that the street committee to use the horses in grading Mangum Street. This did not sit well with firemen. To help mend the hard feelings town officials decided to make a donation to 10 members of the Golden Belt Fire Company, \$10 per member. The 17 members of the Independent Hose Company \$10, and 15 members of the Hook and Ladder, \$5 per person.

Another good gesture to appease the Excelsior Hook and Ladder Company was held January 9, 1894. Chief Bradsher testified that the bravery and efficiency of the company, "Day or Night", was ever present. They were always there, and hoped they wouldn't have to pull the heavy truck much longer. A team of horses would soon be purchased for them. The African-American fire fighters were getting well known throughout the state. In this same year, Durham hosted the "Black Firemans Tournament" in Durham. This fire unit was very good and won many of the tournaments in the early years. Again in 1907 The Black Firemans Tournament was held in Durham.

New uniforms were donated by the citizens. Firemen hats were worn on fire scenes. A member of the Independent Hose Company did not receive injury to his head because he was wearing his "hat" when a wooden door from a second floor fell on him as he ascended a ladder. "Had it not been for the large firemen's hat, it might have been a serious lick to Charley Whitaker."

On May 5, 1893, Chief Bradsher submitted a new fire law to the town ordinances. The law as follows: "

That in the event of a fire alarm of the fire

department, the apparatus of the fire department shall have the right of way upon the streets and alleys. Neglecting to make way will pose a fine of \$10.

"It will be unlawful for any person to ride or drive a vehicle on a street or alley in which the fire department is assembled for the extinguishment of a fire. \$10 fine.

"Also a \$10 fine will be imposed on any persons to congregate in the streets or alleys next to a fire, as to interfere with the fire department."

By the year of 1895 talk was still being tossed around about bettering the fire department. Firemen were doing the best they could with what equipment they had. The city is divided into four fire districts. With Golden Belt Hose Company No. 1 (20 men), Independent Hose Company No. 2 (20 men), and the Excelsior Hook and Ladder Company (20 men) W.C. Bradsher is Chief with H. E. Heartt Assistant Chief. The gravity fed water system (elevation 178 feet) northwest of Durham has three million gallons of water. Durham now has 11 fire boxes. Fire hose shortage continued to hamper the fire fighting abilities of the department. Lack of fire hydrants was hurting the department also.

Politics was starting to enter the ranks. Why was Heartt unable to account for some of the poor performance of the firemen? D.C. Christian was finding fault with Chief Bradsher. The firemen were trying to maintain a good image, and they threw their support to Assistant Chief Heartt. Again trouble in the ranks of the



Hook and Ladder in front of No. 1 in 1913.

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department was surfacing.

Chief Bradsher, in order to help the department, had the town officials to purchase the town's first new hook and ladder wagon. The members of the Excelsior Company were pleased to have the new equipment. This was January 16, 1896. More major fires continued through the late 1890s. Fires at Erwin Cotton Mill created another Independent Fire Company and members of the old No. 2 Company were quitting. A call meeting of all fire companies was held including Duke's Independent Company, and the city fire fighters. To establish new

companies was becoming great interest to the Chief and Town Alderman. New horses will be purchased for the new fire house.

Above all the main problems, again the city orders that the fire horses be used to pull water wagons over the streets of Durham. The firemen became irate and friction is anew. Now the drivers are asked to sprinkle the streets to drive the horses. The men threaten to quit....again. (August 6, 1896.)



No. 1 and No. 2 Steamers (West Main Street) in 1910.

Coming Of The Steamers 1900-1908

As the turn of 1900 rolled around, news accounts continually showed up. Firemen still disgruntled. Chief Maddrey stepped down as chief in 1901. Firemen were given a Christmas gift of \$20 to each member for the services performed to protect property. Fire fighting was loved by the members of the department. On March 10, 1901, Hillsboro, N.C. called for assistance to extinguish the fire at a building that General Cornwallis used as his headquarters during the Civil War.

"Durham responded promptly. An alarm was turned in at Box 43 by the Chief and in just 58 minutes from the time that help was asked for by Mayor Harris, the Durham Firemen, 30 strong and

500 feet of ladders were standing in Hillsboro ready for business."

The year 1902 brought about more money to the volunteer firemen. "Donations" from the town to the firemen listed the following: Asst. Chief \$35, Foreman \$30, all other members \$25. This was a slight increase from the year before. The City Stables were sold, however, the old Blackwell Stables on Duke Street were to be leased temporarily, until the new station for Hose Company No. 2 can be built on Main Street. La France was awarded contract on the new steamer that citizens had asked for several years. This steamer was like the ones being used by larger departments across the country.

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On Friday, February 20, 1903 the following article appeared concerning the new steamer.

"Test Made Yesterday"

The official test of the new fire engine took place on Mangum Street in front of Hose Station No. 1 yesterday afternoon shortly after 4 o'clock. The contract between the city and the buildings of the fire engine were carried out in the contract and the machine will be accepted today.

When the test began there were quite a number of citizens present. After everything was ready the engine was fired up and within eight minutes and 15 seconds the steam gauge showed 100 pounds of steam. The machine could have been put to work in four minutes and 40 seconds from the time the torch was applied.

The contract called for two streams 140 feet in the air. The two streams were carried up 150 odd feet, receiving the cheers of the crowd. Another feature of the contract was that one stream should throw 250 feet from the end of the nozzle. This stream was thrown 254 feet and 6 inches. The third test was that two streams would be thrown 200 feet at the same time. These streams went 245 feet, or 45 further than the contract called for. In each of the three test the steamer more than filled the contract.

Today a report of the tests will be made to the mayor and he will then probably accept the machine for the city. Durham has in this machine one of the best fire fighters in the state.

This steamer was placed in service February 9, 1903 at Station No. 1. The fire boys nicknamed her "Black Pattie."

February 12, 1903 news accounts show that another steamer has been purchased. Fire steamer is shipped.

"The city has received notice of the shipment of the new fire steamer which was shipped from Elmira last Saturday. It will probably reach here the latter part of this week or next.

"The new fire fighter will be placed in fire station No. 2, now in course of construction as soon as the building is completed. It was the intention of the city authorities to have the machine shipped after or about the time of the completion of this building, but it left the factory ahead of time. It will be stored away until the building is completed and then put into



No. 2 fire station in the 500 block of West Main Street in 1907.

commission. As a fire fighter the new steamer comes with the highest recommendations and guarantees."

This steamer also would match any in the country. Firemen nicknamed this No. 2 Steamer, "Black Jack," which is now located at the Training Academy.

One of the first wrecks recorded occurred December 1905. Box 32 aroused firemen to the burning home of T.J. Winston on South Street. Six of the 10 men were nearly killed. No. 1 Hose Wagon turned over at the corner of Blackwell and Vivian Street. One man, Ed Watts, not a fireman, was on the wagon. He rode the wagon from the station that he was just visiting. The cause of the accident was blamed on a "spooked" horse.

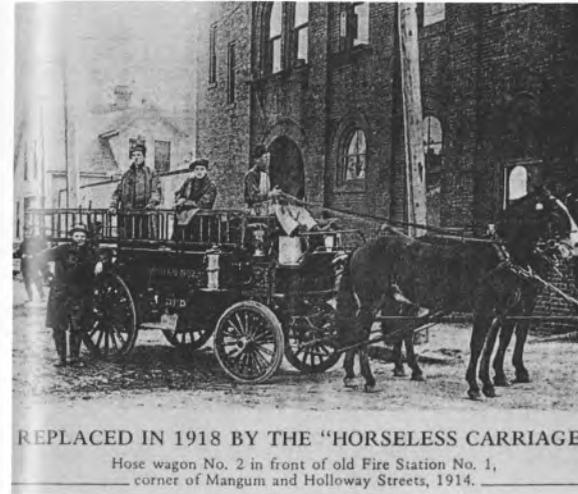
By August 1907 Durham Fire Department consisted of 60 men, Chief, three drivers full pay, Asst. Chief part pay, seven horses, 26 boxes, one LaFrance Steam Engine, two horse wagons, one horse wagon reserve, one hook and ladder, and 6,000 feet of 2.5-inch hose.

As in 1880s and 1890s, firemen tournaments were continuing to be a main attraction of the North Carolina Firemen's Association. The tournament was held in

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Durham in late 1908. No city boasted of faster horses and better drill teams than Durham. *Fast stepping horses pulled light wagons that swung side to side, daring firemen took hazardous jumps from the wagon when the water hydrant was reached and strong streams of water were sent heavenward.* These furnished the thrills in the good old days when motorized equipment was unknown. Hose Company No. 2 with "Dixie" was the team to beat.

The tournament annually was heeded as one of the



REPLACED IN 1918 BY THE "HORSELESS CARRIAGE"
Hose wagon No. 2 in front of old Fire Station No. 1, corner of Mangum and Holloway Streets, 1914.

high points in the state. Wherever held, large crowds gathered. Descriptions of the firemen were:

"The firemen of America are the bravest and generally the most sacrificing of all men. Every day we read of deeds of daring — of perilous situations — of terrible and frightful catastrophe — and always the brave firemen are there. Schooled in their business they do not get excited, drilled in the work of their profession, and it is a profession, they are undaunted when they face the very jaws of death."

Firemen were heroes — citizens looked up to the volunteers of the Durham Fire Department.

An article in 1908 gave reference to artificial respiration being given to an unconscious man pulled from a house on Canal Street. "This was one of the many stories praising the men who surrender all in the shrine of duty."

Accounts of the **Morning Herald** bring forth the merchants feelings. Merchants want paid firemen. They contend that paid men have advantage. Volunteer firemen felt that the merchants are wrong. Paid men would not give the service to the citizens as the volunteer has done so faithfully. This was in December 1908 — as the volunteers were receiving their annual "gift of \$25" for services. "

Birth of the Paid Professional 1909-1929

January 17, 1909 — Durham Municipal Building (City Hall) is gutted by fire. The loss is complete. The \$50,000 building is totally destroyed. This prompts a letter from the National Fire Underwriters Association as to the improvements that must be done to the fire department. The matter is referred to the city attorney and the fire committee. Serious investigations by the City Alderman was going to find out what was wrong with the fire department. Chief Maddrey was suspected of covering up the shortcomings of the department.

On January 18, 1909, Maddrey is ordered to bring his roster of the Hose Company to the meeting. The Alderman stated that effective service cannot be given by volunteers. Foremen are getting drunk and the only way to solve the problem is to have paid members. Under scrutiny also was the Water Company. It had

failed again. Investigations were started on the fire department and water department.

Chief Maddrey shows up on January 20th loaded with answers. *To sum up the reason for the large loss at city hall was equipment and water shortage. Poor ladders, lack of hose, nozzles, lack of alarms, and shortage of equipment wagons was blamed for the fire loss. He was adamant in his pleas, bringing applause from the huge crowd in attendance.*

Within 10 days Town Alderman had received another letter from Underwriters threatening high insurance rates. More meetings followed.

Comparison with other North Carolina cities all pointed to one thing. Durham will have a paid department. Political battle lines were drawn. Chief Maddrey, Asst. Johnson, Asst. Chief Christian, Mr. Reams all were candidates for the new positions. *Investigation by the city*



Chief Christian displaying the first Chief's buggy in 1892.

attorney left no stones unturned. Accusations of drunk firemen, drinking on duty, whiskey in lockers at the station, and behavior on fire calls was discussed into the wee hours of the morning. With the hearing completed, Chief Maddrey was removed as leader of the Durham Fire Department. Instantly a petition to make Assistant Chief Johnson the Chief was submitted. This was February 13, 1909. February 14, 1909 was the meeting that ended all investigations. On February 15th Mr. Dennis C. Christian was named the new Chief of the Durham Fire Department. Salaries, positions, men to be hired were to be announced. The new chief had his hands full. Older members of the department threatened to start their own Independent Company separate from the newly formed fire department. Drinking whiskey from a coffee pot was addictive and the older firemen wanted to let the "old days" continue.

At last, organizational plans by the City Alderman and Chief Christian laid out the long awaited future of the department. We started the paid department with

the following positions and salaries.

- A full paid chief at a salary per annum of \$1,000.*
- Hose Company No. 1*
- One driver, salary per month \$50.*
- Two Firemen, salary per month \$40 each.*
- Ten runners, salary \$7.50 each.*
- One foreman, (who shall also be assistant chief) salary per month \$60.*
- Hose Company No. 2*
- One driver, salary per month \$50.*
- Two Firemen, salary per month \$40 each.*
- Ten runners, salary \$7.50 each.*
- One foreman, (third in command of the department) salary per month \$60.*
- Engine Company*
- One driver, salary per month \$40.*
- One stoker, salary \$35.*
- One engineer, salary \$15.*
- Hook And Ladder Company*

- One driver, salary per month \$40.*
- Two reelmen, salary \$25 each.*
- Ten runners, salary \$5 each.*
- In respect to the equipment your committee recommended the purchase of the following:*
- One combination wagon with a 36-gallon chemical tank, \$2,200.*
- One two-horse extension or aerial truck, \$1,500.*
- Harness and two horses, \$725.*
- Buggy and harness for chief, \$175.*
- Furniture for quarters, \$300.*
- Your committee considered that the following items*
- Horse feed per annum, \$1,620.*
- Shoeing, \$100.*
- Laundry, \$100.*
- Repairs on harness, \$200.*
- The total expenditure, including expenditures for equipment and maintenance, according to the above recommendations, would cost the city \$16,800.*

March 1, 1909 was the first day of a fully paid department.

With the start of the new city department, a new commission was formed. It was the Police and Fire Commission, consisting of N. Underwood, Chairman, Claborne Carr, and W.H. Yearby. The town was still faced with insurance rates increasing. Chief Christian and the Fire Commission started to fight the never ending battle, even the one which continues today.

To help clarify some of the terminology, we have found that a "hook" with the Hook and Ladder Company, was a hook that was connected onto chains, and this allowed the fire fighters to pull walls away from buildings. "Runners" were paid very little for their services. Runners were paid in 1909 to respond to the fires as firemen assistants. They fought fire and anything else ordered by the paid men. The "stoker" position was the man who help get the steam built up in the steamer so the "engineer" could operate the engine at the scene.

The Excelsior Hook and Ladder Company until 1913 had operated at 206 Pine Street (Roxboro Street). Then, the company was moved to 104 Holloway Street, located behind No. 1 station. The hook and ladder truck was replaced in 1909 with a new horse drawn ladder wagon for the price of \$1,500. Four regular African-Americans and quite a few runners had manned this unit.

Another interesting article reported on July 21, 1909

stated: *the police and fire commissioners were in review of the police and fire department. "The police department looked handsome" and mention was made "that no town in North Carolina could make a finer showing of police officers."*

As usual, fire fighters were applauded. *"The fire department was alright. It was shown that, all men are in good condition." Judge Sykes went on to say "the size of the fire fighters attracted attention especially. When they passed in review the able bodied youthful appearance of the men attracted attention."*

On December 16, 1902 American Tobacco Company donated \$4,500 toward the purchase of the new No. 2 station. It was understood that three men would occupy the building. The station would cost \$7,000, and would be one of the finest in the country. This building included a hose tower, a "state of the art" floor design. Also, coming from the tobacco factory was a pipe that was connected to the steamer engine for heat that allowed the engine to always be ready to go to a fire. In 1918, a triple combination white pumper was installed in No. 2 station replacing the last horse drawn wagon. The horses had been a joy and pride to the men who had taken care of them and a beautiful and familiar sight to the citizens of Durham.

To help the department grow with the ever-growing town, Fire Station 3 was built in the year 1911, at East Main Street and Peachtree Alley (600 block East Main Street). This station housed a steamer. This steamer is now located at the Training Academy on East Club Boulevard. A hose wagon was also housed at this station for many years. In 1924, Station No. 1 was torn down and while Station No. 1 was being rebuilt, the city housed the motorized ladder truck at Station No. 3.

The first motor driven truck in Station No. 3 was put in service in 1915. This truck was known as the "Red Devil." This was a combination hose and chemical truck. Because of the uncertainty of motors pumping water at the fire scene, for a number of years this truck pulled the steamer behind it....Just in case the motorized equipment failed.

The citizens were proud of the decision to have paid men. Fire fighters were proud individuals, second to none. The men trained daily to perfect the team work that is imperative in any department.

In May 1926 the fire department started using it's first training tower. This tower was located on Washington Street near the city garage. This five story, 61 foot tall brick structure was the most modern training structure in the state. Because of the fine training facility, the N.C.



Durham Fire Department in August 1923.

Fire Association held its meetings in Durham several years. The building included a standpipe, smoke room, safety net, and platforms. Drill tower training continued as a regular part of the agenda until the early 1970s when the department decided the tower was unsafe for renovation.

Prior to 1909 Durham had a volunteer fire department. No organization, no laws to adhere to, made being chief very difficult. Members of the Durham Fire Department prior to 1909 who were chief are as follows:

Dick Blacknall	1888-1889
Howard E. Heartt	1889-1891
Albert Kramer	1891
M.E. McCown	1891-1892
W.C. Bradsher	1892-1899
Howard Heartt	1899-1900
J. Frank Maddrey	1900-1903
W.H. Llewellyn	1903-1905
J. Frank Maddrey	1905-1909
Chief D.C. Christian	became the first paid chief 2-15-1909 to 6-1-1921.

Following him were:
 Chief Bennett 6-1-1921 to 11-26-1946
 Chief Cosmo Cox 11-26-1946 to 7-1-1972
 Chief J.A. Letzing 7-1-1972 to 7-1-1983
 PSO Director acted as chief for two years.

Chief N.L. Thompson 10-28-1985 to present

Durham's worst fire in history was recorded March 23, 1914. The fire destroyed a large portion of the Downtown Business District, particularly that part bounded by Main, Corcoran, and Mangum Streets. This million dollar fire took out many, many businesses. It started at 10:30 p.m. and shortly turned out to be the only conflagration that Durham fire fighters were unable to get under control in due time. One signal that was started with alarm boxes on the onset of the fire alarm system, was three taps of the alarm signifying that the fire was under control. Three taps on this fire came 3:00 p.m. the next day.

The water system failed on Durham's largest fire. With the contract running out with Mr. Howland, Durham looked for new plans for their water system. The Eno River had been the town's water source, and future water would come from the Flat River. By 1925, Lake Michie was formed. To this day Lake Michie supplies most of Durham's water.

The first motor driven apparatus Durham purchased arrived in 1912. This was a 750 g.p.m. American LaFrance. This unit was used continuously until 1942. An accident on Fayetteville Street damaged this unit extensively.

The fire alarm system required maintenance, the job of the superintendent. From 1909 until 1924 the alarm

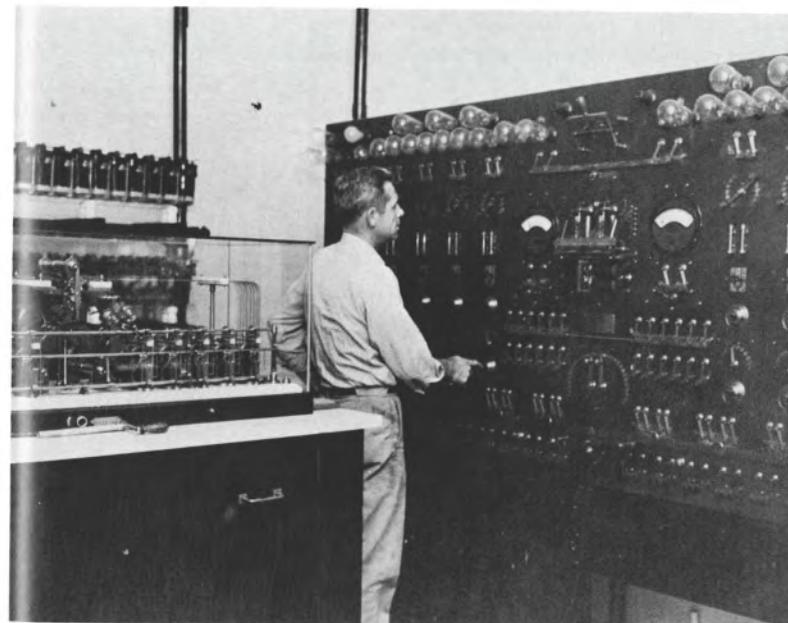
system was operated by a two circuit battery system, using blue stone batteries. In 1909 the number of boxes totaled 30. The tower bell in the First Baptist Church, located across the street from No. 1 station was connected to this alarm system; the bell at No. 1 Station was hooked up to the system and the church bell was no

longer needed.

In 1924 the fire alarm system was changed to a 12-circuit system. Forty-five miles of wire were put up to update the system. Approximately 175 fire alarm boxes were in service as the red boxes disappeared. Aside from pulling a box to report a fire, telephones were

starting to be very popular. To report a fire by phone one dialed 152. By 1925, you called the operator and ask for the fire department. Shortly after this the number 953 was used up until the number changed to 116; then in the 1950s, 5401 was used. Around 1970 box alarms were replaced with emergency phones on poles. The emergency number became 911. Emergency pole phones were discontinued in the late 1970s.

In 1926 Station No. 4 was built at the intersection of McMannan Street and Cobb Street. Cost of this station was \$14,350. Since 1909 Station No. 4 was located behind Station No. 1. It was a small building that housed the Hook and Ladder truck. Station No. 1 was remodeled so it would house the Hook and Ladder Truck in 1924.



J.M. Durham, Jr. inspecting the fire alarm room at Station 1 in the 1950s.

The Hard Years 1930-1949

Through the 1930s and 1940s Durham grew rapidly. With the tobacco companies thriving, the population had outgrown the fire department. In 1937, Durham's Fire Department had only 57 paid men. Only a few fire fighters were hired to help man the trucks. During the 1930s, the Depression Years, were hard for the fire apparatus industry. The city was unable to keep up with the demand for new fire equipment. The old Ahrens Fox Pumper and the two Seagrave Triple Combination Pumpers were nursed and repaired for many years.

As the war years in the 1940s came to a close, Durham began to replace the old equipment with newer Seagrave Pumpers. The open air Seagrave Pumpers would serve the city into the 1960s. The 1940s also saw the traditional light gray uniforms issued to the fire fighters. These uniforms were recognized by the public for many years. Not until the mid 1980s were the uniforms changed. Fire Helmets were not in existence during these years. Only water proof rain hats were issued. There was no "turn out" gear. Fire fighters fought fire in regular work clothes. By 1941 "night clothes" could be purchased by the fire fighters from the city—along with fire boots. The Independent Hose Company No. 2 in 1890 had all of the men in leather helmets. They had better head gear than the men operating motorized equipment. Head gear was optional. If you wanted something on your head, buy it. No standards to deal with, a straw hat might have been acceptable. The earliest helmets arrived with the breathing equipment

on the new ladder trucks. These received the same reception as SCBA. A good requirement of a fire fighter was a hard head. Peer pressure rather than good judgement again ruled the day. The construction helmets were issued in the mid-1950s. This helmet would be worn until 1969, when the first "plastic" helmets were issued.

In the 1930s fire departments across the state would share ideas at the fire conventions. Numerous articles have led us to believe that Durham was one of the leaders in the fire service. Other cities from across North Carolina came to Durham to collect ideas for their departments. One of the names that continued to lead the fire service was one of our own, Chief Bennett. He was looked upon as a friendly, outgoing man with one thing on his mind; making the fire department safe for its members as well as for the citizens. Chief Bennett has been given credit for starting public relation programs, as in schools, business and fire prevention.

Perhaps one of the best programs was started back in 1940. This was the introduction of specialized units into the fire department. Until now, only large, slow fire engines were being utilized. Two specially equipped auxiliary trucks were placed in service giving the department added protection for life and property, plus a more economical operation for the fire service.

Local fire fighters turned their talents to converting the bare trucks into well equipped engines for combating fires. Equipment on the trucks including an electric siren, ladders, fire extinguishers, axes, pike pole, tar-

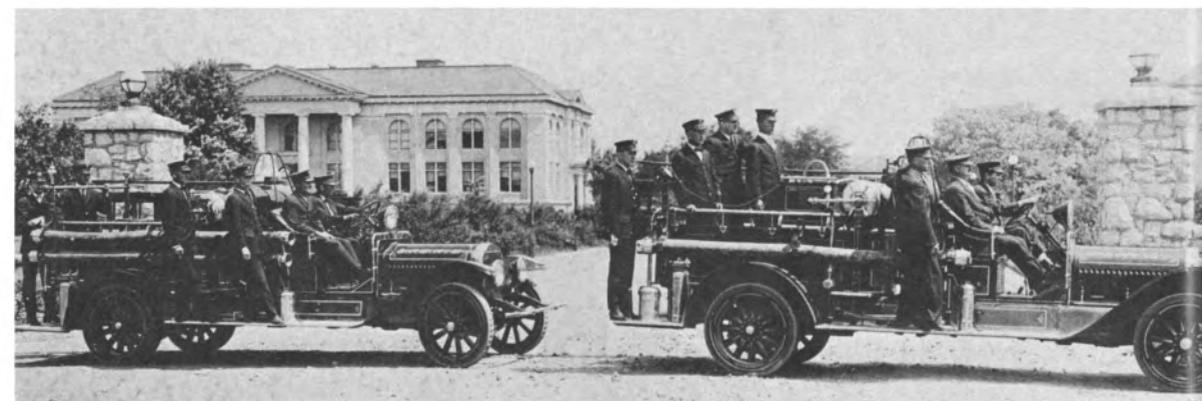
paulin, water hose, wrenches, 120 gallon water tank, and a 500 watt light to illuminate the scene of a night fire. Two men teams were trained to man these trucks.

The first day the truck was placed in service, a fire on Elizabeth Street broke out in an occupied residence. Five people were saved due to the quick actions of the auxiliary truck. At this time, Durham was the only department to have an auxiliary truck in service.

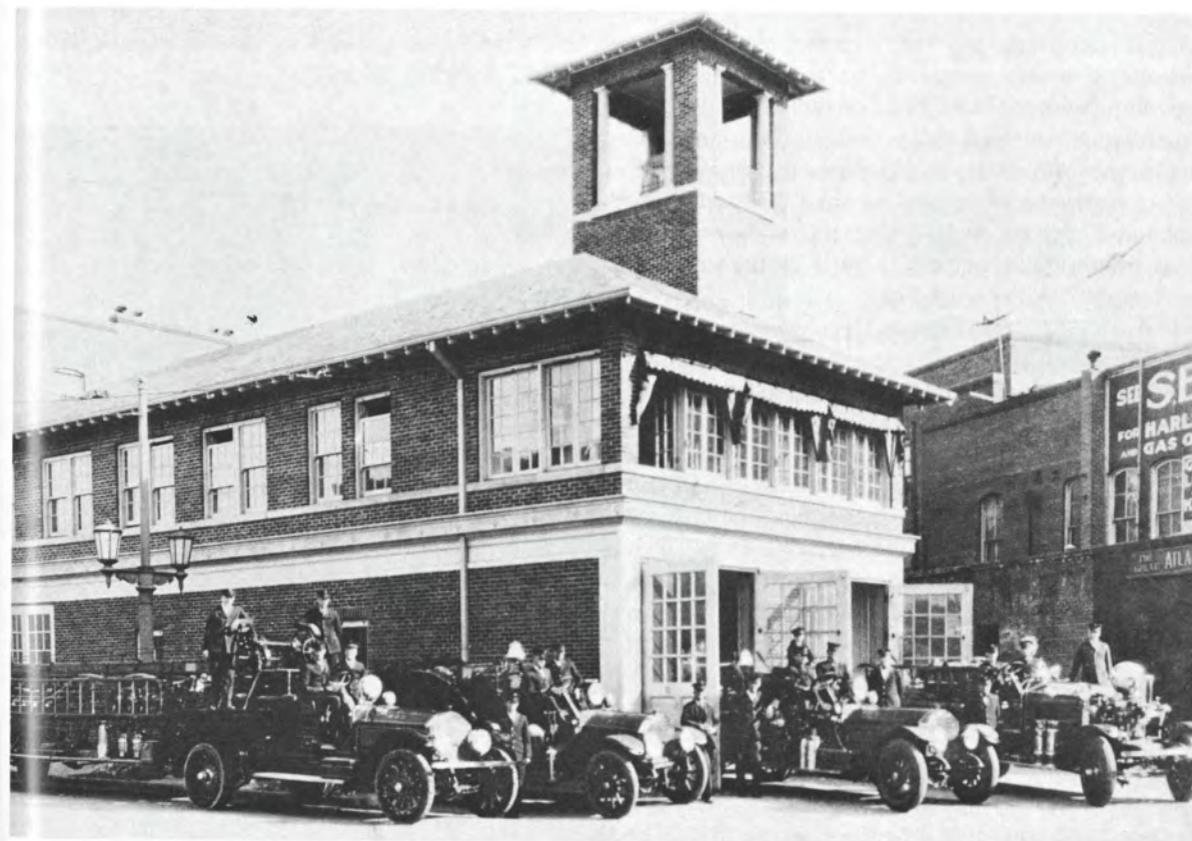
After the horses left the fire service other animals took up at the fire stations. In 1931 "Kaiser," a big Boston Bulldog became "the pride of the fire department" for six years. Kaiser would spend one night at No. 1, then No. 2, No. 3, and finally No. 4, before starting



Durham's first auxiliary truck in the 1940s.



No. 2 and No. 3 white pumpers at the Duke East Campus in 1933.



No. 1 Station at Holloway and Mangum Streets in the 1930s.

his rounds again. He would ride the fire trucks incessantly. He attended fire prevention programs. Upon his death Kaiser was mounted and kept at No. 2 Station on Main Street. Rumor has it that he ended up in the attic at the Children's Museum.

At one time Jube Evans had a garden behind Station No. 3. He had pet crows that would follow him around flying over his car as he drove about town. Joe Johnson, a fire fighter, had a monkey named Jocko. A citizen who sometimes came to No. 1 Station with his dog, and Joe taught Jocko to ride the back of the dog. To make the dog walk or run, Jocko would use a pencil to jab the dog in

the "rump area" while he held the dogs tail up with the other hand. He remembers sometimes the monkey had some wild rides.

During the onset of paid men, many different work schedules have been established. The first department work hours were work one entire month then 1 day off. Changes continued to reduce this to every fourth day off. By 1938, the two platoon schedule of work 12 hours off, 12 hours on was established. In 1947, Council approved the 72-hour week schedule. After the 72-hour work week members voted on the 56 hour shift. This schedule remains in effect today.

Birth Of The Modern Department 1950-1969

By the late 1950s, Chief Cosmo Cox had begun to make his mark in the fire service in North Carolina. He became one of the first pump instructors. Because of his ability to teach pumps and the fire training tower Durham had, our city hosted many of the fire associations meetings, along with the Fire Chief Conventions.

Durham maintained a class three fire insurance rating. The department was faced with the usual problems, lack of stations and equipment. In 1953 we had 19 captains, 20 drivers, and 61 fire fighters. As in earlier years, people lined the streets to watch the fire trucks go by. Everybody loved a fire fighter.

In April 1953, the old station three was closed and a new station No. 3 was built and relocated to East Main Street and Driver Ave. In October 1958 the old station four was closed and relocated to Fayetteville Street and Pekoe Street, at a mere cost of \$80,000.

Station No. 4 was a first. Not since 1913 had any African-Americans fought fire in Durham. Station No. 4 was to house an all African-American crew. The ten men were selected and placed under the training of Captains Herman O'Briant and J.A. Miller. Chief C.L. Lawson also assisted. The crew proved to function as a team, and for many years would serve the city well.

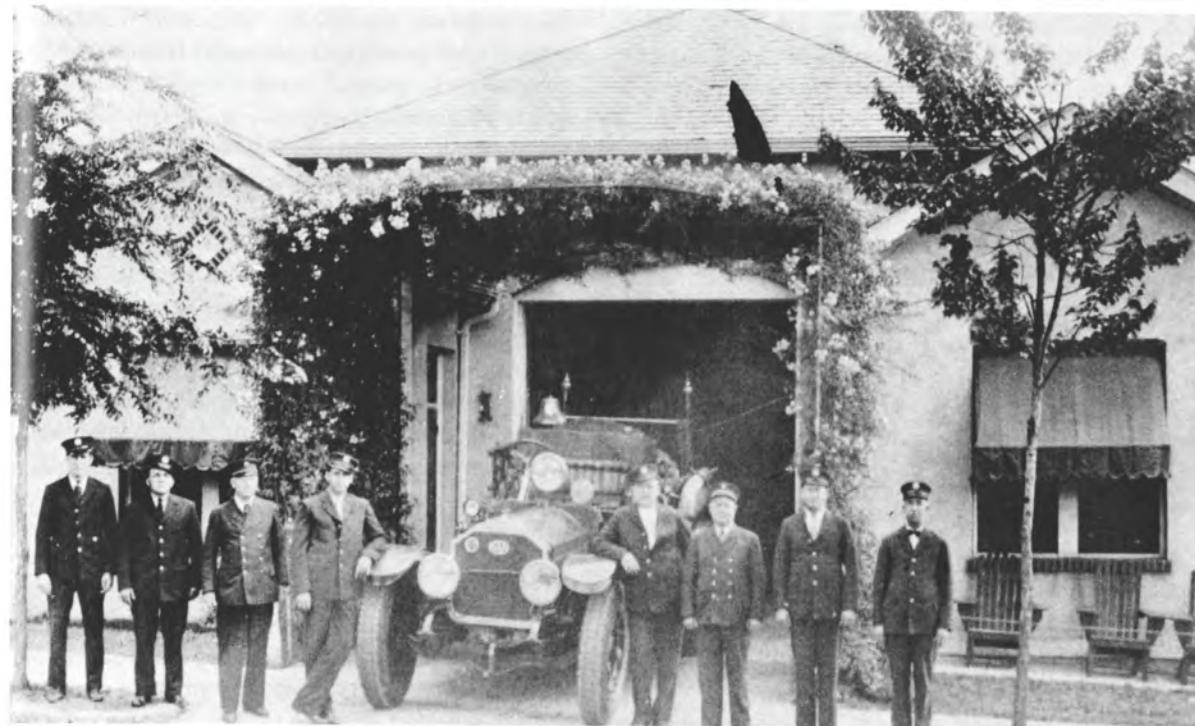
Station No. 5 was built to accommodate the Lakewood section. Men and equipment were moved in February 1960. Cost of Station No. 5 was \$90,000.

Now the city with five fully manned stations was ready and eager to serve the citizens in the 1960s. The first rescue truck was given to the fire department from

the Civil Defense Office. A 1957 GMC truck was placed at No. 2 Station. This truck was to be manned by fire fighters who were Red Cross Trained in First Aid. The truck would also respond to wrecks, plane crashes, hospital fires, etc. Shortly after inception, this truck



"Warm-up" before training in the 1950s.



No. 4 fire station at South Mangum and Cobb Streets in 1925.

became known as Rescue 11.

Only a handful of fire fighters wanted to ride this new adventure that would someday be a vital part of all departments. After serving downtown Durham for 72 years, No. 1 Station was moved to Morgan and Cleveland Streets. At a cost of \$296,000, Station No. 1 was one of the most modern fire stations in the state. With the annexation of 13 square miles of the county, the fire department was able to acquire new pumpers in 1966. With the pumpers came a class of recruits, known as the "Fabulous Fifteen."

Rescue 11 was moved to Station One. This truck had no paid position, and a person from each of the pumpers was assigned to ride the Rescue Truck if it was needed. With an aerial truck, two city pumpers, and one county truck and a tanker, Station No. 1 was full. On an average 20 to 24 men manned the equipment. In 1961 the chief got a part-time secretary. She was Delores J. Barbour. She soon was hired to a full-time position. Following Mrs. Barbour was Linda Currin, Amelia Baker, Dianne Bowers, and Dot Watson. Without computers, secretaries were a must for all of the fire fighters.

Station No. 2 also had a lot to show off. Two pumpers

and a ladder service truck responded to the west side of Durham. Duke Hospital was starting to grow and the "Duke Fire Department" (Station 2) was willing and able to respond to many fire alarms. There were several fires that did do considerable damage. Fires in the Morgue Building, Research Labs, and the Bell Building were without loss of life, but high in property loss.

Early in the 1950s the request for short sleeved shirts for the summer was granted. A dark blue cotton shirt was worn with no tee shirts exposed and the "Bell Boy" hat was compulsory. These shirts were somehow waterproof. Perspiration could not penetrate this cloth. It formed in little rivulets and by gravity followed the natural channels of the body to run all the way to your socks. This was tolerated for about two years for fear of going back to the long sleeves and neck tie. Finally negotiations began and a gray shirt replaced the dark blue. In 1954 the fire fighters received the "construction" helmet for head gear.

All of the city stations had decent equipment, and morale was high. Off duty personnel would hang around the stations ready to work for anyone who had to go to take care of personal business. If a call came and an off

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

duty fire fighter wanted to, he could catch the truck and go on the call. Durham never had Dalmatians to run with the steamers, but there were several Dalmatians at the stations...Lady, Smokey, Spanner, Sparky and Flint. Flint was a mixed Chow that lived at No. 4 for a while. Another mixed breed was Rufus at Station No. 7. Perhaps the last dog was a Chihuahua named Sheila at Station 3, Station 8 had Charlie, a pet squirrel. Most all of the critters were loved by the men, and as usual, hated by some.

Fires were hot and many during the 1960s. Some of the more notable fires were Dowd Street School, Yellow Cab Company, Ingold Tire Company, Capitol Furniture, Texaco Service Station, Downtowner Motor Inn, and Edgemont School.

In 1969 the North Carolina EMS System was started.

Until now the only first aid fire fighters had was American Red Cross classes, and this wasn't mandatory. The states first EMT class in this area was given to Durham Rescue personnel at Durham Tech. This 81-hour EMT class created the Fire Driver/Rescue Specialist position on Rescue 11. All emergencies in Durham and Durham County were answered by Rescue 11. With hardly any volunteer companies in service, twenty to thirty calls a day were answered by Rescue 11. This made Rescue 11 an undesirable truck for most fire fighters.

During the 1950s and 1960s fire fighters across America became involved in Muscular Dystrophy Association. Fire fighters would assist the association by "stuffing" the envelopes that would be mailed to everyone. Durham participated and soon the department was helping with Easter Seals and Christmas Seals. It wasn't until the early 1970s that this gesture was stopped.

Some time in the 1940s, several types of breathing equipment were introduced. A mask attached to a very long rubber hose attached to a bellows pump was used for a short while. As the fire fighter pumped the bellows by turning them, fresh air was relayed to the fire fighter inside. Stories of foul odors being placed at the fresh air inlet as a joke always made the masked man holler!! One type was the canister type referred to as MSA. The shortcomings of this equipment was the lack of oxygen in the surrounding air. Dense smoke and depleted oxygen could confuse and disorient a fire fighter with hazardous results. Another safer type was the CHEM-OX. This was similar to the MSA but no outside air entered the mask. Oxygen was generated in a bladder on the chest containing chemicals that converted the moisture in your breath and the exhaled air into oxygen. Navy Seals now use equipment resembling the CHEM-OX so no bubbles are emitted to give their position away when in hostile waters. Strong warnings that grease on the face could cause severe burns stopped some personnel from using this equipment. Oxygen equipped masks were on the ladder trucks at No. 1 and No. 2. These carried a green tank and had to be sent out to be refilled.

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

The fear of facial blisters and the fact that the tanks had to be sent out to be refilled were two reasons these were not used. A cascade or manifold system for filling the air packs on the ladder trucks were installed at No. 3 at Main and Peachtree. The only good reason not to use this equipment was the ridicule of fellow fire fighters. The amount of smoke you could eat was the only measure of a good fire fighter. A set of leather lungs was the only acceptable breathing equipment. Regular use of SCBA did not become common until the late 1960s

Until 1964 reported fire calls were routed through No. 1 Station. Fire fighters stood at roll call every morning, "on going" and "off going." The "on going" crew would be told what truck they would be assigned to. They would also be told what "watch" he would have. All fire fighters were trained on how to take a fire call and to dispatch the trucks. When the new Police Station was built in 1965, the radio, telephone, and fire alarms

were received in the basement of this building, commonly called "the Hole." For the first four or five years, fire fighters from station one would relieve watchmen in the "Hole" for lunch and dinner. This new communication system was a repeater system that worked well until 1994. At this time communication was upgraded and relocated in the Police Station on Chapel Hill Street.

Another human interest story occurred in October of 1950 at No. 1 Station on Mangum Street. In the wee hours of the morning Mr. Thurman Woodlief was passing by the station and he noticed smoke coming from the attic of the fire station. He pulled in and went to the watch room where he found fire fighter Sidney Levy on watch. He reported the station was afire. Levy nearly wore the bells out arousing the fire fighters from their sleep. Only some old fire prevention reports stored in the attic were lost.

The Experiment 1970-1986

As 1970 began the fire department, unbeknowingly, was in for a big change. Little did we know that 78 years ago the forefathers in our town voted down the idea of one person trained as a policeman and a fire fighter. But it happened again on a cool night of November 6, 1970. After opposition from fire fighters and police officers, the council voted 11-1 in favor of starting the Public Safety Program. They recommended that a person cross-trained in both fields would be cheaper for the city. History had repeated itself.

Nearly all of the police officers signed up for this new program and only a few fire fighters.

With the new annexations of the city facing the departments it was agreed that the merger would come slowly. Station No. 5 would become the first station with PSO's.

By 1973 Stations No. 6, No. 7, No. 8, and No. 9 were placed under PSO. Then shortly afterwards Station No. 10 was built. By now the only fire stations fully manned by fire fighters were Stations No. 1, No. 2, and No. 3. By 1980 Stations No. 2 and No. 3 would be taken over. Class after class of new PSO's were trained and manpower at No. 1 Station was down to 8 to 10 persons per shift.

As for the fire department, they were told "They were a dying breed." Chief Letzing had introduced hydrau-



The first radios placed in trucks in December 1952.



Dispatcher Troy Williamson in "The Hole" (1970s).

lics to the department. A lot of the "old timers" wanted to resist hydraulics, but eventually all drivers were masters of $2 \times Q^2 + Q$. When Chief Letzing retired, no chief was named. A Public Safety Director governed the Fire and Police Departments.

Public Safety came with heated arguments, and on April 2, 1985 a heated meeting in council chambers ended Public Safety. It was found that by splitting the police and fire departments 18 million dollars would be saved. PSO Officers were given their choice — fire or police. In due time personnel that requested the fire department were assigned to the department. Chief Nathaniel Thompson was named Chief to fill the vacant office. A re-birth of the department was beginning.

Today's Department 1985-1995

From 1971 to 1985 the City of Durham operated a Public Safety Department. During this time personnel were trained as police officers, as well as fire fighters. After much debate and controversy the decision to split finally came. At the time of the split there were 67 sworn fire fighters who had never been trained as public safety officers (PSO). Seventy five PSOs at this time switched over to the fire department.

At the time of the split there were 10 fire stations in the city. These stations housed 11 engines and three ladder trucks, one rescue truck, and one tanker. During this period there was only one battalion chief to respond to the entire city. This was later increased to two per shift. The first fire academy graduated 31 fire fighters on January 10, 1986. Since the split, 158 fire fighters have graduated from eight academies.

Station No. 12, located at 1230 Carpenter Fletcher Road in the southern part of the city was opened August 31, 1989 due to annexations. This station houses an engine company and the fourth ladder company. Station 12 was the first station built to blend in with the neighborhood and to utilized drive through bays. Another first for the fire department built into this station was the individual bedroom concept. This was done mainly to accommodate the female fire fighters and also to provide more privacy for everyone.

Station 11 opened in June, 1990 at 2800 W. Cornwallis

Rd. This station houses an engine company and a ladder company. The engine company for this station was moved from Station 2, leaving only one engine company at Station 2. Using the same floor plan as Station 12, the outside was changed to blend in with the surrounding neighborhood.

Station 2 was renovated in 1994 to include the individual bedroom concept. Station 1 was renovated in 1995 to include a new roof and the individual bedrooms. Once the renovation of Station No. 1 was completed, the administrative offices were leased to the cities real estate department. Administration remained in the fire acad-



Chief Thompson and Joe Thompson.

emy building along with Fire Prevention and the Training Division. The fire academy building will be renovated to accommodate these departments. This was done to save rent paid by the fire prevention bureau and to house all of administration in one building for a better working environment. This renovation should be complete in early 1996.

Future plans include three additional stations to cover newly annexed areas and relocating Stations 3, 4, and 8. Station No. 3 will be relocated to the 800 block of N. Miami Blvd. This station will house engine company 3 and engine company 8. In September 1995, the Hazardous Materials trucks and crew were moved to Station No. 1. Engine One and crew were moved to Station No. 3. Old Station 8 will be leased to Durham County Emergency Medical Services to house one ambulance and their training department. Once more annexation takes place in the eastern parts of the county, a new Station 8 will be built in that area.

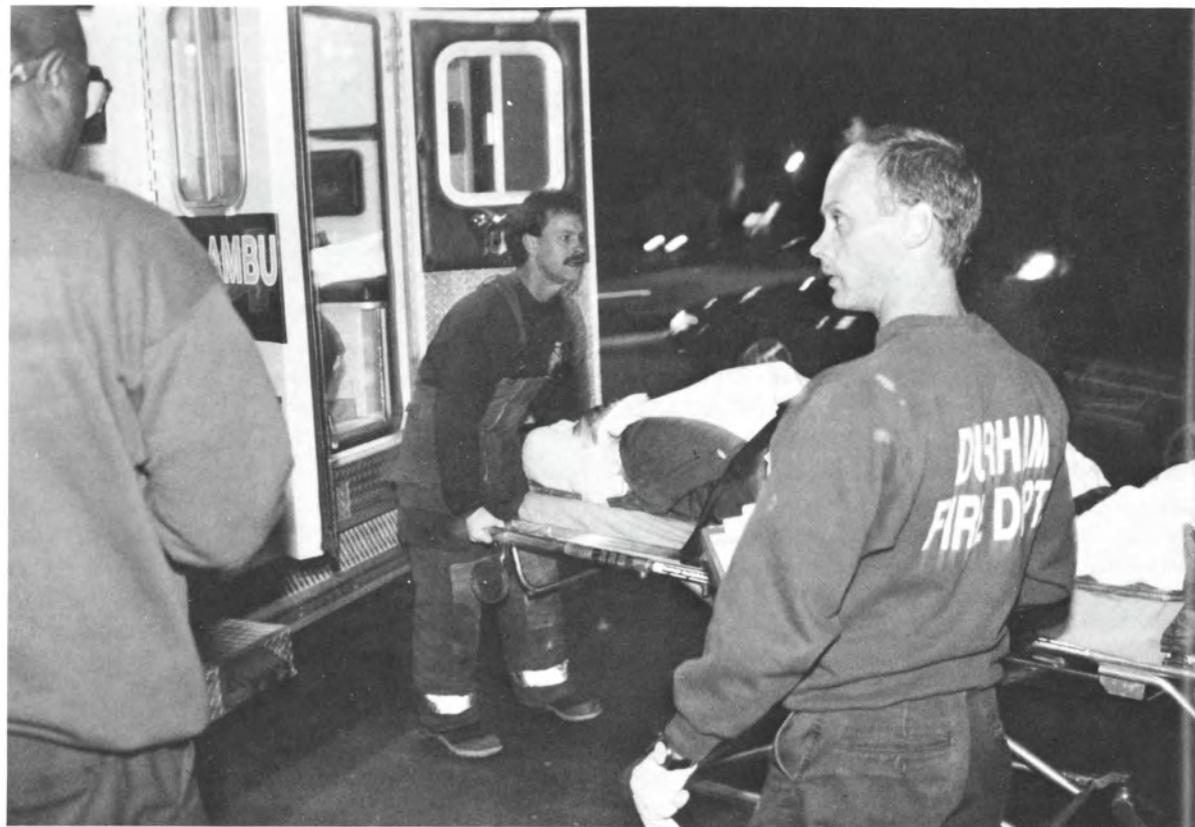
Currently the department operates with 12 engine companies, four ladder companies, one heavy rescue

company, one mobile air unit, one tanker, and one hazardous materials materials unit. Additions to the department since the split is an additional battalion chief per shift, three safety/training officers, supply officer, EMS coordinator, planning and research officer.

A major addition to the operations of the department was the implementation of the First Responder Program in October of 1993. After several years of debating, the department decided to start answering medical calls. All members were trained to the first responder level and the department started answering life threatening medical calls. This program has proven to be very beneficial to the citizens of Durham. Many lives have been saved due to the fact the fire department is arriving on scene quickly and starting life support measures. Presently, over half of the department is at the EMT level, and about half of the EMT's are EMT-D. The department's goal is to purchase defibrillators for all responding vehicles over the next few years. The relationship between the Fire Department and Durham County Emergency Medical Services is excellent. Per-



A fire at Cherry Grove Street in 1994.



Fire fighter Forte, Capt. Tyler and Fire fighter B. Boeing.

sonnel from both agencies work close together with very few problems noted.

Computers are coming of age in the fire department. Most of the records and files are computerized. Computers will be purchased in the 1995-1996 budget year for all stations. The city is using a high tech paperless computer system called "imaging." Personnel files and some pre fire plans are in this system. The goal is for the fire officer to do his reports, evaluations, and other records on computer. This should prove to be a very effective way of managing the paperwork of the department.

The department, along with the rest of the city, will start using the 800 MHZ radio system in the fall of 1995. This new radio system will be very beneficial to the department in respect to communications. This new system will put all responding agencies on the same frequency. No longer will the communicator have to relay messages between agencies.

Due to the amount of annexation that has taken place

in Durham over the last several years, there are contracts with several of the county volunteer stations that surround the city limits. There are also dual dispatch agreements in place for a quick response of neighboring departments to respond to structure fires. With the building of new stations in annexed areas, these types of contracts will probably be eliminated in the future.

Currently there are 242 members of the fire department. Academy 9 is scheduled to begin in the Spring of 1996. About 15 new recruits will be hired and trained. The academy will be about 18 weeks in length and will teach fire fighting and emergency medical skills. Training will continue after the recruit is in the field under the direction of a field training officer.

The Durham Fire Department is presently under a very progressive administration. Plans for the future include a high level rescue, tactical rescue/confined space team, and EMT-D medical response. Personnel are very dedicated to the department and work hard at making the department what it is today.

Women In The Fire Department 1975-1995

Along with the ever changing world, Durham began to have women among the ranks. The first female fire fighter was Jinx Pulley who graduated from Public Safety Academy in November 1975. She was also the first female fire fighter in North Carolina. Alana Steele Ennis became the first woman certified to drive during Public Safety Academy No. 11 in 1976/77. In 1980 she was promoted to sergeant and became the first female public safety supervisor in Durham and the State of North Carolina. Alana continued to command fire scenes until 1984, when she transferred to internal affairs. Captain Elizabeth Partin is the first female Captain in the department. Kelley Wimberley was the first female hired for fire prevention.

Public Safety Academy numbers 15 through 21 (from 1980 through 1985) produced 17 more police and fire

trained women for the field. It was in the fall of 1985 that the two divisions split into separate departments.

Only one woman chose to make the change to be a fire fighter solely. Elizabeth Partin from Public Safety Academy No. 17 in 1982, became the first woman to be employed by the Durham Fire Department. Already certified to drive in 1983, she was promoted to Lieutenant in charge of an Aerial Company in 1987. She served in this position until 1990, when she was promoted to Career Development Officer and soon after gained the rank of Captain. In 1993, Elizabeth became the Administration Officer for the department and still holds that position today. Among her many accomplishments, she pulled a 74-year old man with critical burns out of a house fire on Maynard Avenue (1985); created a recruitment plan to bring more women in contact with the fire



Training at Fire Academy VIII.

THE HISTORY OF THE DURHAM FIRE DEPARTMENT

fire service (1987); and has been instrumental in developing several key policies for the Durham Fire Department throughout the years.

Hattie Mitchell was the first female to graduate from a Durham Fire Academy (No. 1) in 1985/86.

Over the years, from Public Safety to present time, there have been 33 women serving Durham, 16 of those Public Safety Officers and 19 fire department personnel. Currently there are 17 women serving in suppression and prevention divisions.



Fire fighter J.R. Bristow in training.

IN MEMORY OF

Deb. A. Love

June 1, 1952 - January 27, 1995

In Deb's Name

*It is never easy to say goodbye,
to all the people you left behind.
Remembering your smile and your laughter,
Carry me through the days hereafter.*

*Missing the times we have shared,
Did I tell you enough how so I cared?
So much more life to live,
So very much more love to give.*

*Deb, your memories go on and on,
Living today in your husband and son.
Lasting impressions you have made,
Carry us on to another day.*

Carol T. Milligan
1995



T. Wilson, K. Lynn and Chief Bibby.



R. Hinchee, C. Milligan and S. Lorraine.

SPECIAL DIVISIONS — FIRE PREVENTION

The City of Durham Fire Department has always promoted fire prevention. Records have shown that the city first began adopting codes to promote fire safety in 1909. Some of the earliest codes assured illuminated exit signs and an unobstructed means of egress. In 1927, the Durham Fire Department was recognized for having the best record in prevention of all the US cities with its same population. We won honorable mention for prevention in 1928, 1929, 1933, 1936, 1937, and 1938. In 1927 Captain C.H. Ross was appointed Durham's first inspector. Once a month he would have an engine company meet him at some designated business in the downtown fire district. The Captains would inspect fire extinguishers, means of egress, exit signs, trash accumulation, and other basic fire codes on all downtown mercantiles. These were inspected once a month and their locations were transcribed on 6x8 cards. Theaters were inspected weekly. In the late 1940s and early 1950s Lemuel Foster would oversee these inspections and conduct his own inspections as well.

On November 17, 1960, the City Council adopted the 1960 edition of the Fire Prevention Code that was prepared and recommended by the National Board of Fire Underwriters. Almost 11 years later, on May 17, 1971, the Council adopted a new code and created a Fire Prevention Bureau to conduct fire inspections and enforce the code. The new code was known as the Fire Prevention Code by the American Insurance Association, 1970 edition. The Bureau's supervisor was to be appointed by the Chief of the Fire Department. The Chief at this time was Chief Cosmo L. Cox and his first appointed prevention chief Fire Marshal was James G. Eubanks. Captain Dillehay acted under James Eubanks as a fire prevention officer in the day time and as a fire captain in the evenings until he was finally assigned to the new Bureau. The following list includes all of the officers who have served as the head of the Fire Prevention Bureau from 1971 to present:

- James G. Eubanks
- Troy Riley
- Charles Ray Taylor
- Norman Leathers
- Jarius Wilson (Acting)
- George King
- Milton Smith

The codes that the Fire Prevention Bureau enforces have changed and grown immensely throughout the years. The Bureau currently enforces the North Carolina



"Toys for Rides", Christmas 1994.

State Building Code, Volume 5, Fire Prevention that was adopted by the Council on July 1, 1992.

Fire Prevention includes more than the enforcement of codes. The Fire Prevention Bureau also conducts educational programs. Educational programs were taught to the Old Watts Hospital, Duke Hospital, and VA Hospitals as early as 1948. The officers would actually pour gasoline on a bed and light it on fire to train the staff in the use of fire extinguishers. The first large scale educational program began in 1979 under the direction of Chief Riley. Jarius Wilson was responsible for developing and teaching the program that was integrated into the city school system. This program, entitled,



Fire fighter Bolar talking with children about fire safety.

SPECIAL DIVISIONS — FIRE MAINTENANCE AND SUPPLIES

"Sparky's Fire Prevention," is taught to fifth graders throughout the city. It concentrates on one aspect of fire prevention month throughout the school year. This program has expanded with the current school system and is taught in over 18 schools. The program now includes two contest with winning prizes donated by the Durham Fire Fighter's Association. The Bureau also teaches programs for job fire safety, hospital fire safety, nurses fire training, hotel fire safety, day care fire safety, and fire extinguishment. In 1995, the Bureau began developing a program for preschoolers. This program will be taught at all day cares and will target early childhood fire safety.

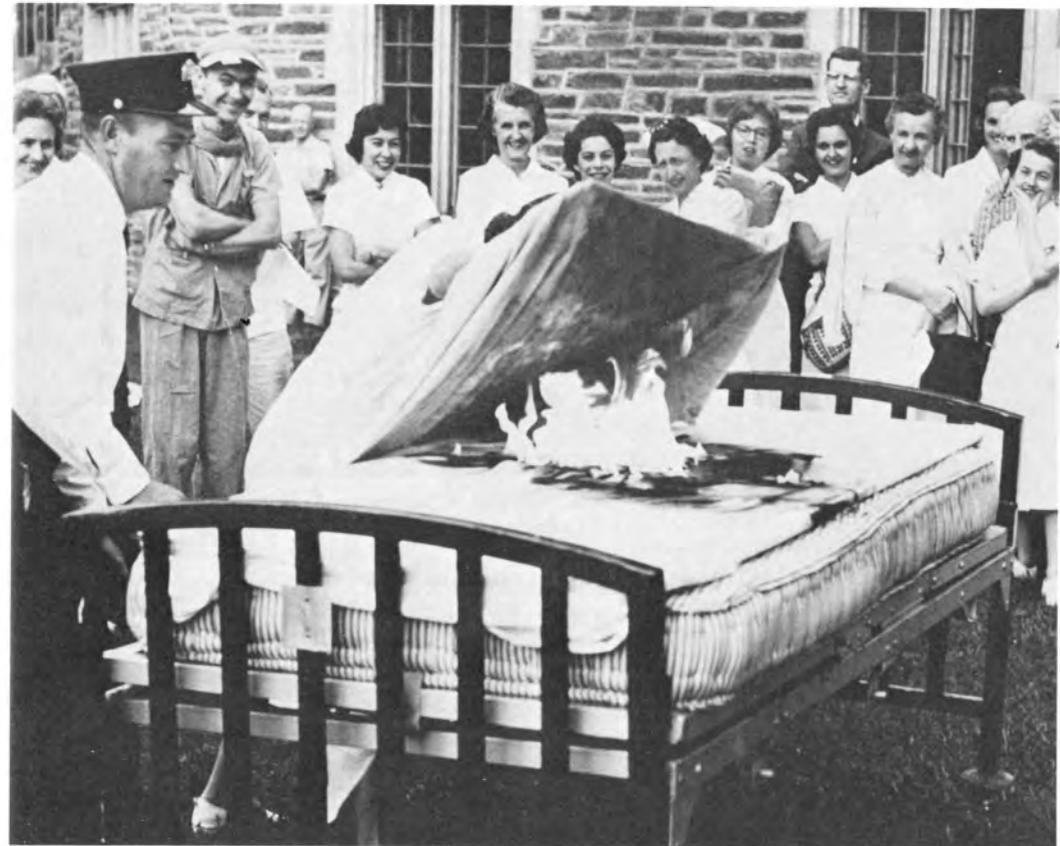
The Fire Prevention Bureau is further responsible for arson investigation. The Bureau has conducted arson investigation since the mid 1970s. The first officer responsible for arson investigation was Clyde Gregory. Chief J. M. Beck handled most all of the investigative work throughout the days of Public Safety. In 1985, Public Safety dissolved and arson investigation again

became a responsibility of the Fire Prevention Bureau. Because it is cost effective, the Bureau continues to investigate all arson suspected fires. Since 1985, arson investigation has been conducted by Milton Smith, sworn officer and current Fire Marshal for the City of Durham's Fire Department.

Fire Maintenance And Supplies

As previously mentioned, fire fighters could not perform their duties without the trucks. Through the years, maintenance on the trucks has been performed by fire mechanics. Joe Johnson was the first fire mechanic. Others were Cliff Rich, William Browning and Bill Turner. They have been in charge of keeping us rolling. The mechanic now is J. W. Roberts.

For years supplies such as uniforms, equipment, etc. was the duty of the Deputy Chief. As years progressed, the supply clerk was created for the department. Teresa Hayes was hired to this position, and now Cecil Howard is the clerk.



E.I. Dillehay instructing fire safety for nurses.

HONOR GUARD



Fire fighters D. Townsend, L. Boone, W. DeShazo and T. Paschall.

In March 1992 the Durham Fire Department initiated the formation of the first Honor Guard in the Durham Fire Department's history. Assistant Chief William A. Bibby, III spearheaded this effort with assistance from Battalion Chief James B. Yeargan, and Captain Plummer S. Seward. A total of 13 volunteers, varying in rank, within the department comprised the initial honor guard.

The purpose of forming an Honor Guard was to have official representation of the fire department. The honor guard would provide an appropriate level of military style ceremonial honors or representation in the event of death of current and/or retired members of the department. Other responsibilities of the honor guard would include providing appropriate ceremonial services at fire conferences, memorial services, parades, and/or other special events.

The honor guard designed the uniform to reflect a military image as well as the classic fire department traditional dress uniform. The uniforms, which were tailored to be extremely fitted, consist of a belted three quarter length navy dress coat, navy dress pants with a



B. Yeargan, P. Holloman, D. Townsend, J. Roberts and L. Boone.

red stripe running down each side, a white or red bib scarf, white gloves, black shoes, bell crown cap and a white citation cord.

In the relatively short period since formation, the honor guard has received much praise and recognition from the public, fire department members, and other agencies within and out of the state. The honor guard has provided the department with a means to project a positive image, gain public recognition, and reflect the pride and professionalism felt within the department.

HONOR GUARD



D. Townsend, L. Boone, W. DeShazo and T. Paschall.



L. Harris at the opening ceremonies of the North Carolina Firefighters' Association in 1992.



D. Townsend, L. Boone, W. DeShazo and T. Paschall.

As of July 1995, past and present members of the Durham Fire Department Honor Guard include:
 Assistant W.A. Bibby, III
 Battalion Chief J.B. Yeargan
 Captain B.T. Pagan
 Captain A.R. Parker
 Captain P.S. Seward
 Captain D. Warren
 Captain P.E. Tyler

Fire Driver L. Boone
 Fire Driver L.W. Harris
 Fire Driver P.G. Holloman
 Fire Driver T.J. Paschall
 Fire Driver D.K. Townsend
 Fire Driver J.E. Barnett, Jr.
 Fire Driver R.L. Castle, Jr.
 Fire Driver B.E. Schuler
 HRS W.J. DeShazo
 HRS B.R. Lloyd, Jr.

Fire Fighter W.C. Alston
 Fire Fighter J.L. Roberts
 Fire Fighter R.L. Ball, Jr.
 Fire Fighter C.D. Bolar
 Fire Fighter T.L. Hayes
 Fire Fighter D.A. Elston
 Fire Fighter J.L. McKellar
 Fire Fighter D.W. Small
 Fire Fighter A.K. Walker
 Fire Fighter T.J. Wilson

FIRE CHIEF'S ADMINISTRATIVE TEAM



Nathaniel L. Thompson
Fire Chief



William A. Bibby, III
Assistant Fire Chief



Elizabeth F. Partin
Administrative Officer



Dot Watson
Fire Services Officer



Virginia Smith
Executive Secretary



Gail Burnette
Fire Services Assistant



Tina Isom
Secretary II



Teresa Reams
Automotive Data Clerk



Fire Administration Building, 2008 E. Club Blvd.

SPECIAL SERVICES SAFETY AND TRAINING DIVISION



J.D. Partin
Battalion Chief



N. Boyd
Captain



J.S. Krokowski
Captain



P.S. Seward
Captain



C.B. McDonald
Captain
EMS Coordinator



P.H. Lorbacher
Captain
Planning and Research



Training Structure Fire for Academy #8 on La Salle St.



L.P. Training Fire for Academy #8

SUPPORT SERVICES — FIRE PREVENTION



Milton Smith
Fire Marshal



Charles Ottaway
Asst. Fire Marshal



Roger Vandergrift
Asst. Fire Marshal



Kenneth Crews
Asst. Fire Marshal



Ronald Mangum
Inspector



Kelley Wimberley
Public Education



Thomas Darling
Inspector



Dee Warren
Inspector



Robert McLaughlin, Jr.
Inspector



J. Harold Boyd
Inspector



Janice Spinks
Secretary II

SUPPORT SERVICES — FIRE MAINTENANCE AND SUPPLY



J.W. Roberts
Supervisor



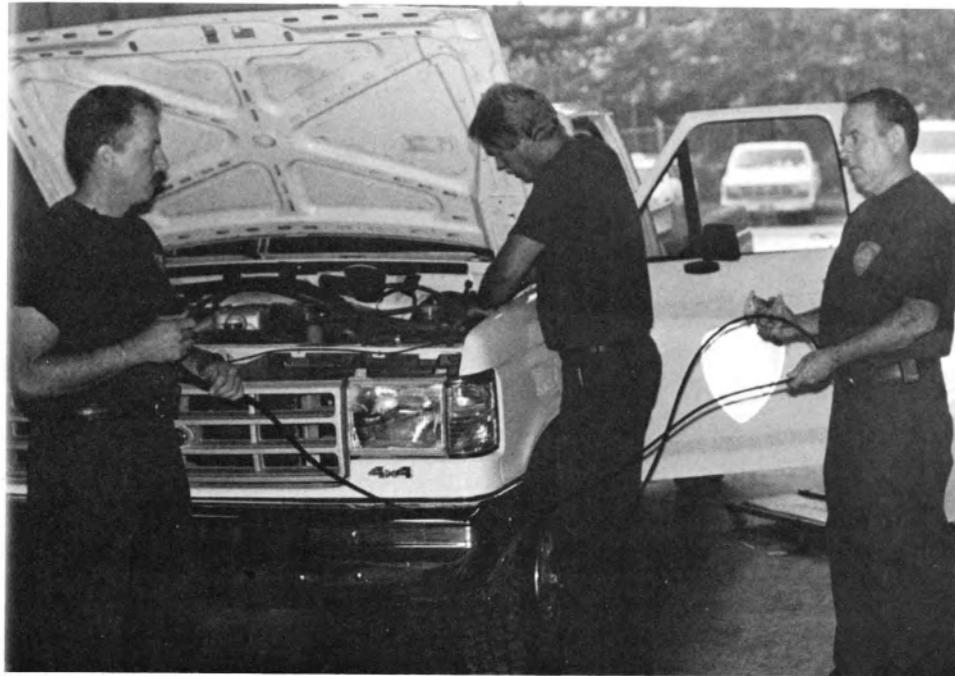
J.S. Morris
*Fire Equipment
Mechanic*



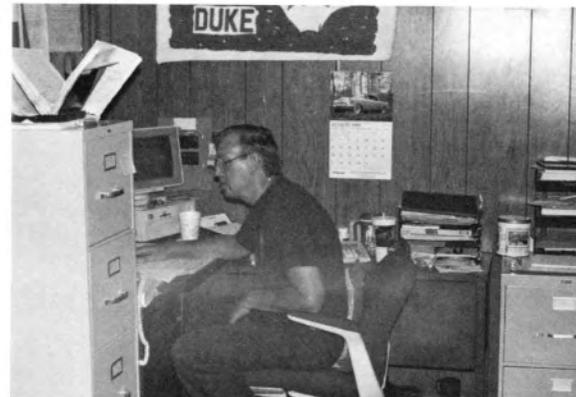
W.H. Smith
Asst. Mechanic



R.C. Howard
Supply Officer



Left to right: F. Delucia, W. Smith, J. W. Roberts doing what they do best.



C. Howard looking over Supply Inventory.



Fire Garage, 2117 Camden Ave.

BATTALION CHIEFS BATTALION I



L.M. Christian
A-Shift



L.S. Smith
B-Shift



D.R. Hanan
C-Shift



Structure Fire Fleming Drive

STATION 2



D.A. Griffith
Captain



B.E. Shuler
Driver



S.R. Gross
Firefighter



S.H. Lorraine
Firefighter



C.T. Milligan
Firefighter



H.S. Turnage
Captain



T.E. Wood
Driver



J.C. Bunnell
Firefighter



D.W. O'Dell
Firefighter



J.J. Barrett
Firefighter



R.L. Baker
Captain



J.B. Vollers
Driver



J.M. Barnes
Firefighter



E.D. Towner
Firefighter

BOTTOM LEFT:
Station 2, 1001 Ninth
St. Remodeled in
1993. "Animal
House"

BOTTOM RIGHT:
Engine 2-A Crew Left
to right: S. Gross, B.
Shuler, Capt. D.
Griffith.



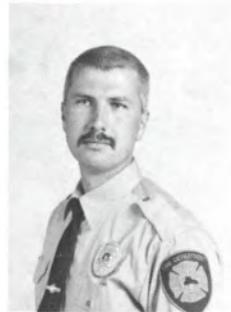
STATION 2



P.W. Pipkin
Captain



Leon Justice
Driver



T.C. Elliott
Driver



R.L. Hinchee
Firefighter



D.R. Maynard
Captain



M.E. Green
Driver



C.E. Reams
Driver



D.E. Sasser
Firefighter



T.E. Oliver
Captain



L.J. Wheeler
Driver



F.M. Whitfield
Driver



R.V. Boening
Firefighter



Ladder 2-C ventilating structure fire on Cherry Grove St.

STATION 5



C.M. Stansbury
Captain



W.E. Greene, Jr.
Driver



H.J. Royster
Firefighter



G.J. Holland
Firefighter



W.A. Roberts
Captain



L. McRae
Driver



T.J. Wilson
Firefighter



A.K. Walker
Firefighter



W.E. Atkins
Captain



C.L. Thaxton
Driver



D.M. Curia
Firefighter



J.W. Morton
Firefighter



T. Melvin
Firefighter

BOTTOM LEFT: Fire Station 5, 2212 Chapel Hill Rd.

BOTTOM RIGHT: Make a bid on this truck. Left to right: C.M. Stansbury, G.J. Holland, W.E. Greene, Jr.



STATION 7



D. Warren
Captain



J.P. Carden
Driver



D.M. Eby
Firefighter



T.L. Hayes
Firefighter



C.E. Britt
Captain



D.C. DeShazo
Driver



E.E. Meyer
Firefighter



T.G. Fox
Firefighter



T.R. Hayes
Captain



J.L. Holland
Driver



C.D. Washington
Firefighter



D.A. Elston
Firefighter

BOTTOM LEFT: Fire Station 7, 3919 N. Duke St.

BOTTOM RIGHT: Daily equipment and truck check. Left to right: D.A. Elston, C.D. Washington, J.L. Holland.



STATION 9



J.P. Reardon
Captain



B.W. Lynch
Driver



M.R. Bradsher
Firefighter



M. Williams, Jr.
Firefighter



J.G. Hogan
Captain



J.E. Lynch
Driver



J.E. Latta
Firefighter



A.H. Johnson
Firefighter



G.F. Odell
Captain



A.L. Forte
Driver



J.W. Olson
Firefighter



R.S. Dorsey
Firefighter

BOTTOM LEFT: Fire Station 9, 2012 E. Club Blvd.

BOTTOM RIGHT: Crew of Engine 9-C and Safety Officer. Left to right: J. Olson, Capt. G. Odell, R. Dorsey and Capt P. Seward.



STATION 10



R.E. Porter
Captain

W.J. O'Mary
Driver

C.T. Mouer
Firefighter

J.D. Minner
Firefighter



S.H. Conant
Captain

J.S. Gordon
Driver

S.A. Carter
Firefighter

J.E. Barrier
Firefighter



R.W. Oakley
Captain

G.E. Elliott
Driver

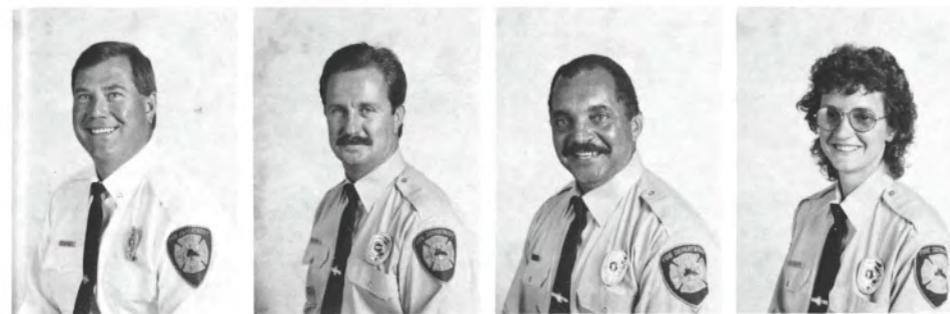
D.J. Earl
Firefighter

BOTTOM LEFT: Fire Station 10, 1805 Cole Mill Rd.

BOTTOM RIGHT: Standing by for their next call. Left to right: Firefighters C. T. Mouer, J. D. Minner and Capt. R. E. Porter.



STATION 11



J.J. Kusz
Captain

K.E. Phipps
Driver

R.L. Harris
Firefighter

B.E. Phillips
Firefighter



A.T. Adams
Captain

W.C. Meeks
Driver

B. Greene
Firefighter

G.M. Atkins
Firefighter



D.C. Rigsbee
Captain

K.W. Roberts
Driver

K.L. Lynn
Firefighter

BOTTOM LEFT: Fire Station 11, 2800 W. Cornwallis Rd.

BOTTOM RIGHT: "We've finally got one!" Post Oak Apartment Fire 1994.



STATION 11



T.E. Reams
Captain



W.F. Arthur
Driver



D. Davis
Driver



W.F. Williams
Firefighter



S.A. Hall
Captain



R.G. Caldwell
Driver



Joey Sherrill
Driver



D.W. Johnson
Captain



E.L. Reid
Driver



C.E. Staples
Driver

BOTTOM LEFT: "Best of the West!" Left to right: W.F. Arthur, W.F. Williams, R.L. Harris.

BOTTOM RIGHT: Post Oak Apartment Fire



BATTALION CHIEFS — BATTALION II



J.B. Yeargan
A-Shift



R.W. Rigsbee
B-Shift



J.M. Beck
C-Shift



Batt. Chief J. Beck presenting award to S. Green.

STATION 1 — HAZARDOUS MATERIAL TEAM



T.L. Freeman
Captain



W.J. DeShazo
H.R.S.



R.K. Whitfield
H.R.S.



M.E. McCowan
H.R.S.



W.E. Hall, Jr.
Captain



A.J. Green
H.R.S.



G.O. Cox
H.R.S.



H.M. Varnum
H.R.S.



R.K. Clements
Captain



D. Jacobs
H.R.S.



B.P. Faircloth
H.R.S.



G.H. Mincey
H.R.S.

BOTTOM LEFT: Fire Station 1, 139 E. Morgan St.

BOTTOM RIGHT: B-Shift Disaster Drill at R. D. U. Airport.



STATION 1 — HAZARDOUS MATERIAL TEAM



P.E. Tyler, IV
Captain



T.W. Wood, Jr.
Driver



J.B. Renner, III
Driver



J.L. McKellar
Firefighter



A.L. Woznicki, Jr.
Captain



C.M. Sanford
Driver



W.F. Taylor
Driver



T.N. Smith
Firefighter



L.W. Crabtree
Captain



P.G. Holloman
Driver



J.E. Barnett
Driver



R.V. West
Firefighter

BOTTOM LEFT: Ladder 1-A crew sets up ventilation for hazardous material incident.

BOTTOM RIGHT: Ladder 1- "Surround and Drown" at Bragtown School.



STATION 1 — HAZARDOUS MATERIAL TEAM



W.A. Ralston
Captain



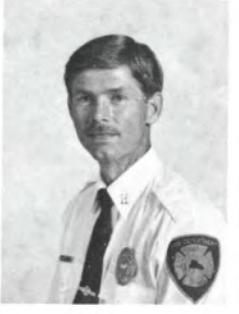
B.R. Lloyd, Jr.
H.R.S.



W.S. Roberts
H.R.S.



R.L. Castle, Jr.
Driver



T.K. Mangum
Captain



J.M. Holsclaw
H.R.S.



D.R. Roberts
H.R.S.



J.C. Broadhurst
Driver



G.A. Barringer
Captain



J.D. Hamlett
H.R.S.



D.L. Abney
H.R.S.

BOTTOM LEFT:
Rescue 11-B assist
with patient care after
extrication.

BOTTOM RIGHT:
Capt. Towner
instructing high level
class for members of
C-shift.



J.C. Cheek
Driver

STATION 3



R.L. Gaddy, Jr.
Captain



T.J. Paschall
Driver



J.E. Barr, Jr.
Firefighter



R.B. Jacobs
Firefighter



G.L. Paschall
Captain



R.P. Jenkins
Driver



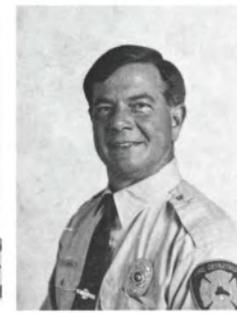
J.R. Bristow
Firefighter



R.L. Green
Firefighter



R.L. Brame
Captain



R.J. Keaton
Driver



T.M. Daye
Firefighter



S.D. Green
Firefighter

BOTTOM LEFT:
Station 3, 101 S.
Driver St.

BOTTOM RIGHT: Left
to right: T. Paschall,
Chief Thompson, R.
Jacobs and Capt. R.
Gaddy.



STATION 4



D.A. Pesce
Captain



L. Boone
Driver



R.L. Ball, Jr.
Firefighter



D.A. Young
Firefighter



R.M. Crutchfield
Captain



G.A. McGee
Driver



D.W. Small
Firefighter



R.J. Greer
Firefighter



R.L. Blackwell
Captain



B.L. Williams
Driver



W.C. Alston
Firefighter



G.W. McGhee
Firefighter

BOTTOM LEFT: Fire Station 4, 2010 Fayetteville St. "DELTA FORCE".

BOTTOM RIGHT: MS Call. Left to right: C. Bolar (back), Bryant, W. vanson, J. Thompson, L. Boone. 1st another day in neighborhood.



STATION 6



B.T. Pagan
Captain



L.T. Hardiman
Driver



J.W. Thompson
Firefighter



J.S. Wilkerson
Firefighter



M.S. Rose
Captain



S.L. Smith
Driver



F.J. DeLucia
Firefighter



S.M. Katz
Firefighter



W.H. Towner
Captain



J.A. Gilchrist
Driver



K.E. Woodall
Firefighter



S.L. Keener
Firefighter

BOTTOM LEFT: Station 6, 3700 Swarthmore Rd. Hope Valley Station.

BOTTOM RIGHT: Engine 6 Crew. Left to right: L. Hardiman, Capt. Pagan, J. Wilkerson.



STATION 8



L.D. Crissman
Captain

W.E. Jacobs
Driver

K.R. Holloway
Firefighter

M.S. Boone
Firefighter



T.L. Price
Captain

D. McDuffie
Driver

K.E. Webb
Firefighter



A.T. Fowler
Captain

T.J. Price
Driver

C.D. Bolar
Firefighter

D.T. Trudell
Firefighter

BOTTOM LEFT: Fire Station 8, 2725 Holloway St.

BOTTOM RIGHT: "The Total Package" Left to right: D. T. Frudell, T. J. Price, A. F. Fowler, C. D. Bolar.



STATION 12



C.D. Hoxie
Captain

D.C. Lee
Driver

A.M. Dudley
Firefighter



B.L. Pate
Captain

R.R. Jenkins
Driver

R.W. Rogers
Firefighter



E. Jannetta
Captain

M.D. Byrd
Driver

K.E. Yow
Firefighter

D.P. McFarland
Firefighter

BOTTOM LEFT: Fire Station 12, 1230 Carpenter Fletcher Rd.

BOTTOM RIGHT: Left to right: L. W. Harris, C. D. Hoxie and J. McKellar.





R. Perera
Captain



L.W. Harris
Driver



M.T. O'Briant
Driver



J.A. Bacot
Captain



R.H. Barbee
Driver



S.L. Peeler
Driver



G. Cooper
Captain



D.K. Townsend
Driver



D.F. Drye, Jr.
Driver

BOTTOM LEFT: Left to right: R. Perera, L.W. Harris and M.T. O'Briant.

BOTTOM RIGHT: Serious Ladder Training.



The brotherhood of firefighters hold a special bond across the country. Firefighters have paid the ultimate price over the years and Durham is no different. Firefighters bond together in their own circles of friends, but still share that common goal of saving lives and protecting property.

It is believed that during the 1890s Durham Firefighters were competing in fire tournaments across the state although there are no findings of the names of firefighters involved in these activities. Records do show that firefighters raised money through fund raisers to help defray the cost of sending members to these tournaments.

In the 1930s, Durham Firefighters were known as "The Council of Association of Durham Firemen." Membership of this Council is not known.

On August 19, 1940, 54 members of the Durham Fire Department formed together and joined the International Association of Firemen. This affiliation lasted for a while.

In the 1960s some Durham Firefighters re-organized and started the "Brotherhood of Durham Firemen." In a short time period this organization became inactive. With little bargaining power, the membership soon diminished to only a few. In 1968, the members reorganized and again affiliated with the AFL-CIO and the International Firefighters Union.

With the inception of Public Safety, members again dropped affiliation with the International Union. For the next few years members did not belong to or have any organization.

Then came the Durham Firefighters Association as we know it today. This Association consists of a large percentage of the department. Membership is open to any Fire Department employee past or present in one form or another. The Association represents the membership as a whole and not individually. The Durham Firefighters Association helps sponsor training programs for firefighters and EMS personnel which includes, but is not limited to, the annual North Carolina Rescue College as well as promoting fire safety and prevention in local school programs. The Association also sponsors social activities for the membership such as the annual Christmas party, retirement dinners, golf tournaments and many more. In 1994, the Association held its first ever professional fund raiser, and what a success it was. This fund raiser allowed the Association to give away over 500 smoke detectors to needy families in Durham. Although the Durham Firefighters Association invests time and money on its membership, it never loses sight of helping others.

Acknowledgments

The History Committee wishes to thank the following whose valuable assistance in the production of this book is greatly appreciated.

Retired Captain Chuck Milligan, Captain A.T. Fowler, Captain Chris McDonald, Fire Fighter Allyson Walker, Fire Investigator Kelly Wimberly, Retired Chief J.A. Letzing, Retired Deputy Chief C.L. Lawson, Retired Assistant Chief E.L. Parrish, Fire Driver W.J. O'Mary, Fire Driver T.J. Paschall, Retired Captain H.L. Copley, Retired Fire Fighter Willie Murray, Family of Captain Duvall Noell, Family of Retired Fire Driver Dannie Jacobs, E.E. Meyer, Family of Retired Fire Fighter Calvin Beck, Retired Fire Captain Lonzo Bass, Family of Retired Captain H.L. O'Briant, Shirley Fowler, Fire Fighter Tamala Wilson, Fire Driver Lennis Harris, Family of Bart Barbee, Family of Wyatt Dixon, Chief Nathaniel Thompson, Retired Fire Driver Luther McDonald, Ron Strickland, Family of J.M. Durham, Retired Communication Supervisor Bryce Davis, Bill Johnson, Captain T.L. Freeman, Ola McClain, Retired Fire Driver Sidney Levy, Durham Fire Fighters Association, University Camera, The Daily Globe, The Planter, Durham Recorder, Hill City Directory, Sandborn Map Company, Durham Morning Herald, Joel A. Kostyu and Frank Kostyu from Durham: A Pictorial History.

The sole purpose of this committee has been to historicize our past. The documentation was gathered to preserve knowledge that has slowly dissipated over time. In years to come, this committee is hopeful future firefighters of our department will add to this book in a time frame that will keep our history alive. Special thanks again to the many people who have encouraged the publication of the book. Authors of the book were:

1850-1985 — Captain A.T. Fowler, Retired Captain C.J. Milligan

1865-1995 — Captain C.B. McDonald

Women in Fire Service — Firefighters T.J. Wilson and A.K. Walker

Fire Prevention — Fire Investigator Kelly Wimberly

Durham Firefighters Association — Captain A.T. Fowler and Captain W.E. Hall, Jr.

Bull City Firefighters Association - L.W. Harris

Word Processing — Firefighter A.K. Walker

Planning — Captain C.B. McDonald and Fire Driver L.W. Harris

Design, Layout — Captain A.T. Fowler, Captain C.B. McDonald, Firefighter A.K. Walker, Firefighter T.J. Wilson

P. S. for the Record...

A 50' section of hose will contain approximately 12 3/4 gallons of water.

Cherry Grove Street, 1994.

The Bull City Professional Firefighting Association came to Durham via Firefighter Willie Alston in 1991. BCPFA is a Charter member of the International Association of Black Professional Firefighters with a national membership of over 65,000.

Getting such a new organization off the ground was no easy task for Willie. Some firefighters thought the organization was going to be divisive and cause problems among the firefighters, until they learned of the true purpose of the association.

The Bull City Professional Firefighting Association's purpose is: promoting racial harmony; cultivating and maintaining professional competence among firefighters; being role models and mentors for young black children; and being aware of and reacting to the increasing complexity of our problems within the black community.

RETIREES



P. Beck



N.B. Bradley



W.R. Browning



J. Carter



C. Chandler



L.M. Christian



D.W. Clark



F.R. Colclough



W.H. Copley



C.B. Davis



Firefighters of Station 2 and Aerial 9, taken in West Durham around 1962.

RETIREES



Firefighters at old Drill Tower, taken around 1955.



N.E. Davis



W.L. Dickerson



J.G. Eubanks



R.T. Fisher



A. Gentry



W.E. Hall, Sr.



E. Hammie



T.H. Harris



M.L. Honeycutt



E. Johnson

RETIREES



Firefighters stuffing envelopes for Muscular Dystrophy Feb 23, 1959, at Station 2.



W.R. Johnson

G.W. King

J.E. King

C.H. Lawson

W.T. Lemons

S.E. Levy

J.A. Letzing

J.N. Lynch

H.S. Lougee

J.O. Lyon

RETIREES



C.J. Milligan

L. McDonald

F.B. Oakley

E.L. Parrish

J.M. Percy



Left to right: L. McDonald, R. Keaton and K. Taylor with the President's helicopter.



J.W. Pendergrass

R.M. Porterfield



J.L. Roberts

J.W. Rose



S.J. Smith

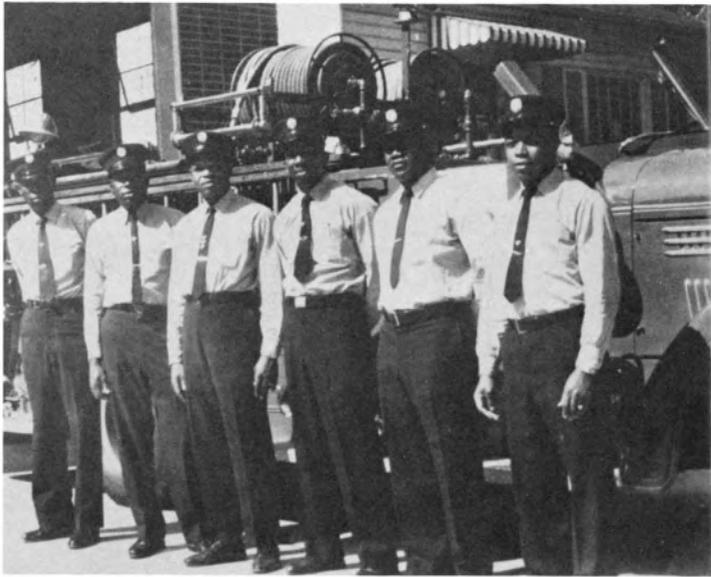
RETIREES



W.H. Smith



K. Taylor



Firefighters at Station 4 on Pekoe St. taken around 1959.



V.P. Thompson



W.T. Turner



C.E. Veasey



D.K. Watson



L.H. Wheeler



E.L. Parrish instructs knot tying class at Old Drill Tower in 1950s.



T.L. Williamson



J.C. Wilson

SNORKLE ONE BUCKET IN OPERATION. EDGEMONT SCHOOL FIRE.
1960's



