

VOLUNTEER DAYS



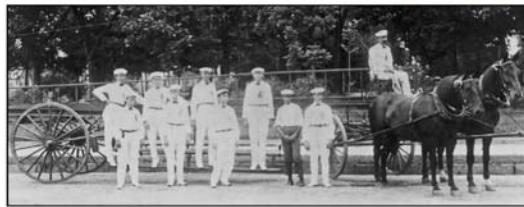
The fire department headquarters was located at 112 W. Morgan Street. Opened in 1896, the two-story building housed the fire department, the Hook and Ladder company. The first floor held the apparatus and the horses. The second floor had sleeping rooms for the men and a meeting room for the association. The horses ate in the basement and were part of the fire alarm system. The drawing on the right appeared in the News & Observer on September 3, 1900.



The Rescue Horse Company set a "world record" for horse-haul wagon racing at the 19th Annual State Firemen's Association convention in 1900. The team of six horses ran 200 yards in 26 seconds, loping 280 feet of hose, attaching a nozzle, and spraying water fifty feet. A banner displaying the achievement hung above the doors to the engine house until its demolition in 1964.

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VOLUNTEER DAYS



The Hook and Ladder Company also won awards at the 1906 tournament in Asheville. Pictured from left to right are (on truck) drummer John R. Dilling, Edward B. Parish, L. Preston Brooks, Edgar D. Peabody, and Driver Eugene A. Lander; (on ground), catcher George W. McMurtry; assistant drummer W. Cleveland Underhill; drummer J.W. Watson; clincher F.M. Mangum; and Capt. John H. Wyman. The horses were named John and Tom.



The city's second steam fire engine was a third-rate 1903 American LaFrance Metropolitan with a 600 GPM capacity. Delivered on July 7, 1903, it had a wooden frame and a wooden pump house. It was operated by the newly formed L.A. Muller Steamer Company until 1912. The steamer is pictured on May 21, 1940, at a transportation parade on Franklin Street.



Left: Headline from the Morning Post on October 2, 1903.

Right: Raleigh Times article on June 26, 1912, about the anniversary of the Victor Fire Company. Organized on June 26, 1890, they were the city's first black fire company.



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In October 1960, Capt. Kenneth J. Smith was elected the first President of the North Carolina Fire Fighters Association, a newly organized affiliate of the International Association of Fire Fighters. The first members came from Charlotte, Durham, High Point, Raleigh, and Winston-Salem departments. News & Observer photo.



Commissioners Lease Property on Fairview Road for New Fire Station
Carolina Commissioners have passed a day signed a lease on a plot of land at 2601 Fairview Road to be used to build a new fire station.

The new station will be built in the new area of Bullard, Anderson Heights, Villa Park, and other areas in the new city. The commissioners voted in the Safety Robert C. Powell to be the architect for the project.

Right:

Station 6 opened in a rented building at 2613 Fairview Road on March 1, 1949. The engine company moved into the new station on that day. A permanent Station 6 opened at 2601 Fairview Road on June 23, 1949. News & Observer photo.

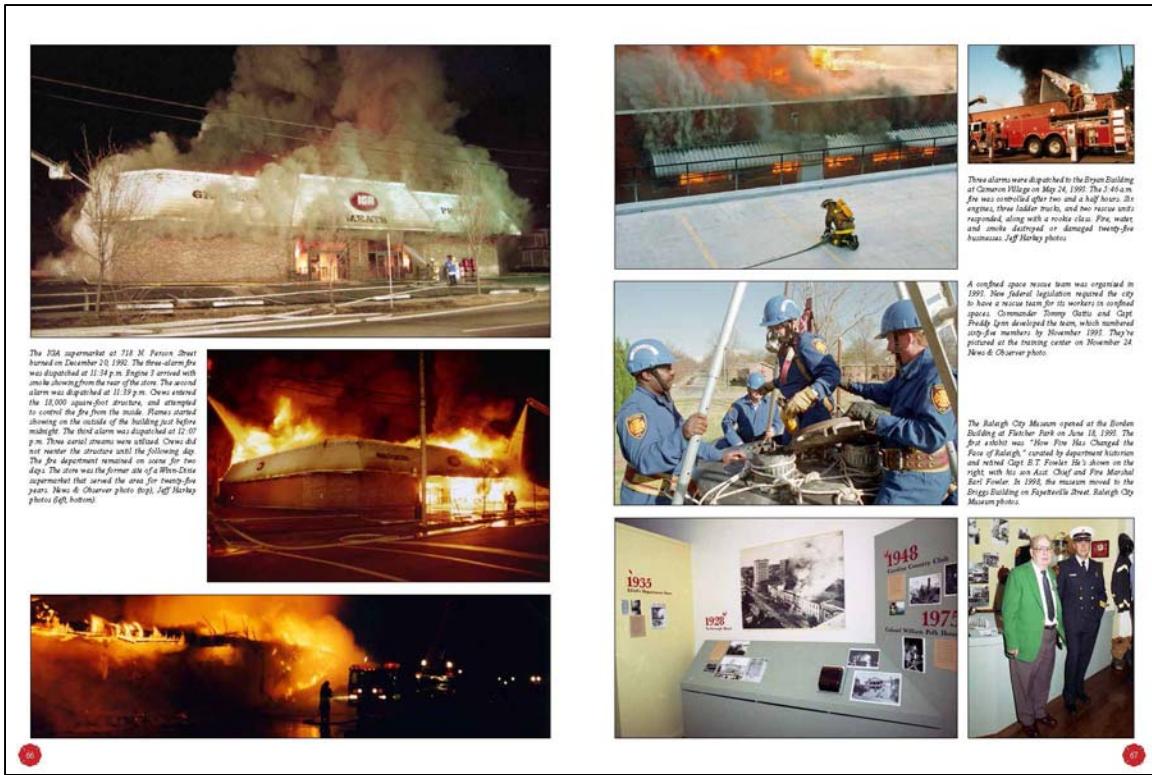


Left: The 1917 American LaFrance Type 17 ladder truck was now pulled by a 1939 American LaFrance 300 series tractor. The hand-cranked, spring-mounted aerial ladder was housed at Station 2 of Memorial Auditorium from 1941 to 1955. The service ladder truck was also housed at Station 2, from 1941 to 1949. Right: Overhead after a house fire on December 13, 1947.



Left: Water pressure and a broken hydraulics delayed extinguishing the Capital Coca-Cola Bottling Company on March 20, 1948. The fire was reported at 7:45 a.m. on a Friday evening. It was leveled from the six floor blocks above. Smoke was also a problem, as there were no volunteers to help the firemen during the heavy heat levels, compared to large fires in the past. Crews in the first flight choking smoke that poured from the building at 111 W. Morgan Street. In the rear, however, the firemen were able to get a hold of the fire and put it out. The fire was reported to be 100 feet high and 100 feet wide, with 100 feet of brick walls. A bulldozer truck worked the hundreds of spectators to stay clear. Plans kept 50 to 100 feet in the air and the heat could be felt at the Morgan Street bridge. The fire was controlled after about forty minutes. The loss of the building and its contents was estimated at \$100,000. A number of firemen were later sent to the hospital, to receive "treatment" after staying on site in the debris. News & Observer photo.

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STATIONS

STATION FOURTEEN
4200 LAKE BOONE TRAIL
ENGINE 14, RESCUE 3

Sixty-five thousand side of the city. Station 14 opened on October 9, 1974. Engine 14 was placed in service with a 1951 American LaFrance pump. Tanker 14 was also placed in service on the same day and operated until 1986. The \$159,000 station was dedicated on June 22, 1975, the first of three fire stations dedicated that day.

Engine 14 was first placed in service on July 24, 1978, with a 1974 Kenworth/McGraw-Hahn pump. It operated until 1986, when it was returned to service on July 17, 2001. Rescue 14 was renamed Rescue 3 on July 7, 2009. Station 14 also housed a Battalion Chief from 1988 to 2001.

Engine 14 operates a 2004 American LaFrance pump, and Rescue 3 operates a 2007 Pierce rescue. Both companies are members of Task Force 8. The station is staffed with eighteen people.

A PLATOON

B PLATOON

C PLATOON

A Platoon - Capt. R. T. McGeer; Lt. A. M. Keil; Lt. B. J. Koller; Firefighters J. T. Allen, E. J. Donaldson, A. L. Walker

B Platoon - Capt. E. E. Bedford; Lt. D. E. Lynn; Lt. T. W. Schmid; Firefighters B. C. Jones, B. O. Muller, D. W. Melton

C Platoon - Capt. M. M. Ezell; Lt. E. A. Larson; Lt. T. G. Rapoole; Firefighters D. M. Ali, J. J. Franklin, C. C. Johnson

Station 14 in 1975.

STATIONS

STATION FIFTEEN
1815 SPRING FOREST ROAD
ENGINE 15, BATTALION 1

Station 15 opened on November 15, 1974. Engine 15, previously the second engine at Station 1, was placed in service at Station 15 with a 1951 American LaFrance pump. The station was dedicated on June 22, 1975, the third of three fire department ceremonies that day. It is located adjacent to Millbrook Exchange Park.

Station 15 operated a service ladder company from 1987 to 1999, an aerial ladder company from 1989 to 2001, and a tower truck from 2002 to 2004. It is now a Battalion Chief since 2001. The tower truck was also based at Station 15 for many years. In 1996, the rear of the apparatus bay was expanded to accommodate a 1988 Pierce articulated aerial platform that was unable to enter or exit from the front of the station.

Engine 15 operates a 2006 Pierce pump and is staffed with fifteen people.

A PLATOON

B PLATOON

C PLATOON

A Platoon - Battalion Chief R. E. Johnson; Capt. B. A. Butler; Lt. D. D. Campbell; Firefighters B. J. Trice

B Platoon - Battalion Chief G. F. Bagwell; Capt. T. W. Wilson; Lt. A. Glover; Firefighters D. Morris, B. C. McDonald

C Platoon - Capt. J. H. Williford; Capt. J. H. Williford; Lt. T. L. Ulrey; Firefighters J. C. Ong, S. G. Griffin

Station 15 dedication on June 22, 1975. News & Observer photo.

The rear of Station 15 was expanded in 1996.

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STATIONS

Left to right, top to bottom: 1950 Mack pumper; 1953 American LaFrance pumper (Venus & Charboneau photo); 1954 GMC* rescue; 1955 American LaFrance aerial ladder; 1956 GMC service truck; 1960 Chevrolet aerial ladder, and 1965 American LaFrance pumper.

Left to right, top to bottom: 1951 Mack pumper; 1954 Chevrolet/Mack rescue; 1957 Mack/Baker aerial platform; 1959 Mack/1958 American LaFrance aerial ladder; 1965 French pumper; 1966 Pontiac/EEI pumper; 1966 Seagrave aerial ladder; and 1969 Pierce pumper.

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HAZ-MAT

The Raleigh Fire Department's hazardous materials team was placed in service in June 1984. The team consisted of personnel from Engine 2 and firefighters from other stations. For a hazardous response, Engine 2 was placed out of service and its crew operated the hazardous unit. If more personnel were needed, additional resources were brought by a Haz-Mat crew.

The city's awareness of hazardous materials had been growing since a much-publicized chemical fire in Charlotte forced the evacuation of several neighborhoods on September 13, 1982. Soon after that incident, Fire Marshal Jim Owen began compiling a list of hazardous material storage areas in Raleigh.

In the summer of 1983, Fire Chief Tom Kuhn asked Captain Charles Hickey to develop a hazardous response program for the city. Station 2 was selected as the home location due to its proximity to areas of the city's industrial area. It also provided a central location for the city's emergency management staff and that provided equal access to other areas of the city. The amount of \$48,455 was allocated for a vehicle and equipment.

Haz-Mat 1 was placed in service at Station 2 on June 26, 1984, with a 1977 Chevrolet pumper from Engine 13 and Track 8 was added as back-up company on February 1, 1990. Twelve two-man technicians were now on duty at all times, per NFPA standards.

On November 12, 1990, the Haz-Mat unit was moved to Station 10, and Engines 13 and Engine 20 were exchanged. Also on that date, Engine 8 became a two-man company and swapped personnel with Engine 13. Two more two-man companies were added in the spring of 1992, Engine 15 and Track 15.



The Fire Department's first two-man cell was a fire in a second-floor laboratory at the Research Triangle Institute at North Carolina State University on July 11, 1984.



Randy Pearce (left) and Richard Hess (right) assist with a Level A entry suit, circa 1994.



In November/December 1986, the first two-hour haz-mat technician course was delivered. The five-day, 40-hour class was attended by current and future haz-mat team members.



On August 15, 1991, Haz-Mat 20 was replaced with a 1991 Stoen-Dodge/E-One haz-mat unit. The panel was renamed Haz-Mat 21, and placed in service as a support unit.

Haz-Mat 1 (left) is a 1997 International/Hackney haz-mat unit. Haz-Mat 2 (right) is a 2000 Freightliner/Hackney haz-mat unit. IR 2 (right) is a 2001 Ford F-550/2001 Mackfire decontamination unit. SS 3 (right) is a 2010 Ford E-350 rescue unit.



Natural gas leak in a residential neighborhood on Nodder Avenue, April 17, 2010.



Investigation of white powder found at the State Capitol, June 7, 2010.



Demonstration training at the Kenan Trucking Center May 14, 2010.



Petroleum storage tank fire in Greenville with RET 4, June 13, 2010.



Air monitoring at Hurricane with RET 7 after a chemical supply store fire, February 2, 2012.



Cathene leak at a manufacturing facility on Ice Drive, September 11, 2012.



Haz-Mat 1 (left) is a 1997 International/Hackney haz-mat unit. Haz-Mat 2 (right) is a 2000 Freightliner/Hackney haz-mat unit. IR 2 (right) is a 2001 Ford F-550/2001 Mackfire decontamination unit. SS 3 (right) is a 2010 Ford E-350 rescue unit.



IR 2 (right) is a 2001 Ford F-550/2001 Mackfire decontamination unit. SS 3 (right) is a 2010 Ford E-350 rescue unit.

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