

Durham Fire Department – Annotations to 1995 History Book

Last updated February 11, 2025

Research notes

This messy document is based on the 1995 history book text (auto-generated by computer), split into per-sentence and per-paragraph sections. Legeros has since added rows for new milestones and factoids. Unless otherwise noted, the source for a milestone and the notes is the 1996 history book. This is a work in progress.

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1871			<p>THE HISTORY OF THE DURHAM FIRE DEPARTMENT</p> <p>Durham Is Burning</p> <p>1850-1889</p> <p>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!</p> <p>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."</p>	
			<p>In the year of 1871 Durham had a population of 256. Ten years later it's population had grown to 2,041.</p> <p>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.</p> <p>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.</p>	
1871	1871-09-23	City officials decide to purchase fire equipment for town.	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.	

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			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 northwest 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.	
1876	1876-06-13	First meeting(s) held to organize fire department.	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.	Citizen meeting held at Good Templars Hall, for purpose of organizing an FD. Those willing to become members of a fire company signed a roll, and 33 names were obtained. Newspapers were requested to publish the proceedings, and citizens and property holders in particular were requested to meet the following Tuesday night, to complete the organization process. Source DH, 6/14/76
			These 33 volunteers, all at least 18 years old, created the Durham Fire Company.	
1877	1877-05-__	Ten houses destroyed by the "late Durham fire."		Source: Daily Nut Shell, 03/25/77
1878	1877-06-18	Editorial asks "has there been any organization of the fire commission."		Notes that the "commissions have done their part." TP, 6/18/78.
1880		Snapshot		By 1880, Durham Fire Company consisted of the Durham Hook and Ladder Company No. 1 and Bucket Company No. 1
1880	1880-05?-__	Prof. George I. Nowitzky elected Chief of Fire Department		Reported in The Observer, 5/6/80.
1880	1880-07-13	Editorial asks, why isn't there an organized fire company, even though Durham has a "truck with hooks, ladders, buckets, etc."		TP, 07/13/80

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1880	1880-11?	New chemical wagon delivered	On November 16, 1880, under the command of Captain Hanes, a large fire was set in a pile of combustible 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.	
1880	1880, fall	Durham Chemical Fire Company No. 1 organized		Capt. W. H. Hanks foreman. Date and foreman named mentioned in letter to editor by fireman, TP, 03/29/82
1881	1880-12-__	Major fire		List of losses in Farmer and Mechanic, reporting Danville News, 12/9/80
1881	1881-01-20	Major fire – Main Street	Nineteen stores were burning on both sides of Main Street. Raleigh FD was called, with Phoenix Chemical and Hook and Ladder companies ready to respond, when a second telegram arrived, saying fire was under control. Fire controlled at noon. "Excellent work" done by the chemical engine. Third fire since December 1, and the three have destroyed more than 50 houses. Warrenton Gazette reporting News & Observer story, 1/21/81	
1882		First version of unified Durham FD ?	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.	
1884	1884-03-19	Dick Blacknell is Fire Chief by this time		Mentioned in TP, 03/19/84
1884	1884-03-19	Snapshot	Though the city has a chemical engine, only a very few citizens take interest in "keeping the engine in trim". And unless "some steps are taking" he will be compelled to "turn the engine over to the town and give up the organization."	

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1884	1884-03?-__	Editorial advocates for purchase of a steam fire engine.		Mentioned in TIP, 3/19/84
1887	1887-07?	Dick Blacknall Fire Co. No. 1 organized (re-organized?)		Newspaper reports that organization of the company is "about complete." Two hand reels have been procured, and have been here for "some time." The large horse-drawn reel has not yet arrived. The company has 30 members and "are in negotiations" for uniforms. TP, 07/13/87
1887	1887-11	Colored fire company organized by this time		From parade report in TP, 11/23/87
1887	1887-11-23	Snapshot		Fire companies listed in a parade report in TP, 11/23/87: Dick Blacknall Hose Company, R. D. Blacknall Captain Colored Fire Company, Sidney Carson, Captain
1888		Major fire	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.	
1888		Major fire	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.	

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1888	1888-05-16	Fire Commission organized	<p>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.</p> <p>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.</p>	
			<p>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 Company 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.</p>	
			<p>News accounts of a fire shortly after Chief Blacknall became Chief read;</p> <p><i>"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. "</i></p>	

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			<p>From this fire, foreman were made for the individual companies.</p> <p><i>Independent Hose Company No. 2</i></p> <p><i>Chief: W. T. O'Brien</i></p> <p><i>Asst. Chief: J. B. Warren</i></p> <p><i>Asst. Foreman: E. W. Whitaker</i></p> <p><i>Asst. Foreman: T. T. Tabb</i></p> <p><i>Durham Hook and Ladder Company No.1 (Colored)</i></p> <p><i>Foreman: P. H. Smith</i></p> <p><i>Treasurer: L. S. Walden</i></p> <p><i>Dick Blacknall Hose Company No. 1</i></p> <p><i>Chief: H. E. Heartt</i></p> <p><i>Foreman: H. A. Reams</i></p> <p><i>Asst. Foreman: C. H. Whitted</i></p>	
			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 this piece of apparatus was replaced with the Silsbury Truck Reel which was pulled by two mules.	Legeros: Silsbury = Silsby ?
1886	1886-06-01	City signs contract for water works system installation.	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."	
1888	1888-01-11	First fire fought using new water system.	The first fire using the water system was January 11, 1888 on South Railroad Street.	
1888	1888-08?	Independent fire company organized at W. Duke, Sons & Co. tobacco factory	Company will be independent and "not relieve the town authorities of making provision for" the Blacknell hose company. Reported as recently organized in DTP, 08/20/88, and 08/31/88	

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			<p>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.</p> <p><i>"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.</i></p>	
			<p><i>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.</i></p> <p><i>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."</i></p>	

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1888		Town officials order the rental of a building for use as a fire station.	<p>As for housing, the following article appeared September 1888.</p> <p><i>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.</i></p> <p><i>Commissioners Corbett, Herndon and Blacknall constituted the committee provided for in the above order.</i></p>	
1888		Town officials also approve purchase of two horses, wagons, and harness for the fire department.	<p><i>It was also ordered that the same committee be empowered to purchase two horses, wagon and harness for the use of the fire department.</i></p> <p><i>It is not intended that the building to be rented shall be permanent quarter 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.</i></p>	
1888	1888-11-29	New hose carriage for Hose Company 2 shipped from New York.	<p>As for equipment, the following article appeared December 6, 1888.</p> <p><i>At a regular meeting of the Board of Commissioners of the Town of Durham, held December 5th, 1888, the following business was transacted:</i></p> <p><i>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.</i></p> <p><i>Committee appointed to purchase two horses for the Fire Department, reported that they had made a purchase.</i></p>	
			Other accounts of interest during 1880s were as follows:	
1888		First firefighter injury, John Burnette.	<p>1888</p> <p>First known injury was to John Burnette, member of the Hook and Ladder Co. <i>He was attempting to catch the wagon as it passed 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.</i></p>	

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1886		Major fire, with Raleigh responding via railcar as mutual aid.	<p>1886</p> <p>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 pro-vided a special train to transport men and equipment of the Raleigh Fire Department to Durham to assist the local fire fighters in combating flames.</p>	
			<p>After another large fire loss, headlines read:</p> <p><i>"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 de-struction 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. "</i></p>	
1889	1889-05-03	Town officials recommend that a hook and ladder truck be purchased for the colored fire company.		
1889	1889-05-03	Town officials recommend buying a lot, to erect a fire department building.		
1889	1889-05-03	Snapshot		<p>Fire department report to town officials, May 1, 1888 to May 1, 1889:</p> <p>Number of fires, 8</p> <p>Number of active members of fire company, 26</p> <p>Company in better condition and working order than ever</p> <p>House they are using is "unfit" for use by fire department.</p> <p>Horses are "in perfect trim" and well trained.</p> <p>Reel in good condition.</p> <p>Jumpers are sound but need repairing.</p> <p>TP, 05/04/89.</p> <p>Fire alarm is electric light whistle, which will quickly spread by "the bells and people" TP, 05/11/89</p>

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1889	1889-11-13	New hook and ladder truck has been purchased by/for the colored fire company		Reports Durham Recorder, 11/13/89
			Ashes of Growth	
			1890-1899	
1891	1891-08-25	NCSFA conference opens in Durham.	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.	
1891	1891-08?-__	Fire Chief Albert Kramer resigns		Reported in DG 09/02/91, after he generated controversy as a state tournament judge, and by ruling a contest in favor of a Raleigh team over a Durham team.
1891	1891-09-01	Moses E. McCown elected Fire Chief by town officials, who also adopt resolution thanking Chief Kramer for his work.		Reported in DG, 09/02/91
1891	1891-08-19	Uniforms arrive for the two (white?) fire companies		DG, 08/19/91
1891	1891-10?	Horse purchased by Durham Hose Company No. 1		Mentioned in DG, 10/03/91, and was being "tried on the streets" a few days back, has been purchased.
1891	1891-11?	Fire alarm system installed	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.	<p>News reports that a "general fire alarm" will be "turned in" every Monday between 12 and 12:30 p.m. to test the system. "The fire companies are not expected to respond." DG, 11/13/91</p> <p>Bell delivered by December 17, 1891. Weighs 829 pounds. Cast by McShane Foundry in Baltimore. Installed December 22, and connected to new "electric alarm system." DG, 12/17/91, 12/22/91, 12/23/91</p>

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1891 [PHODFD]	1891-12? [dg, 12/23/91]	First fire station erected	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.	Cost \$3,000. DG, 12/17/91.
1891	1891-12	Snapshot		Fire department is described in Durham Globe, 12/23/91, as: Durham Hose Company No. 1 Independent Hose Company No. 2 Excelsior Hose and Ladder Company
1891	1891-09-04	First alarm received on new alarm system	Research believes the first alarm reported on the new system was September 4, 1891, Box 42, located on Morris 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 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.	

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			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 harness 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.	
			<p>The trip to the fire was exhilarating. News accounts often made references to fire calls.</p> <p><i>"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.</i></p> <p><i>"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."</i></p>	
			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.	

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			<p>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 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.</p>	
			<p>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 Chiefs 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 ...</p>	
			<p>This only moments before the Chief arrived to work. Joe also stated that the last two horses purchased by the city, from Mervin 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.</p>	
			<p>Captain Turner of Station No. 3 wrote the following in 1943 about the horses.</p>	

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

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			<i>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.</i>	
			<i>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.</i>	
			<i>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."</i>	
			<i>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.</i>	
			<i>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.</i>	
			<i>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.</i>	
			<i>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.</i>	
			<i>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.</i>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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.	Legeros: Believe it's Kramer, one "m".
			To raise money to send the Durham teams to Raleigh, firemen sponsored a Firemen's Festival at Parrish's Warehouse. Food and music would be offered, and half of the citizens of Durham would be present. News articles stated: <i>"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."</i>	
			Next day accounts of the Globe reflected: <i>"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."</i> <i>Shame, Shame, Shame.</i>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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. <i>This would allow responsibility to the fire department at accost of \$500 per man. This system would be more satisfactory and in the end cheaper!!!</i> Will history repeat itself???	
1892	1892-03-25			Editorial comments in news story about a house fire mentions “keys” to the alarm boxes, and suggests that not be entrusted to anybody/everybody, for they may rush to the box “every time a parlor match explodes” DG, 03/25/82
1892	1892-05-05	New reel ordered for Independent Hose Company No. 2	.	Reports DG 05/05/92. The “wagon” was ordered from Boston and will cost \$400
1892		Station 2 opened.	In 1892 a wooden building was built on Main Street across from W. Duke & Sons Tobacco Company. This 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.	
1892	1892-02	Chief W. C. Bradsher starts Chief M. E. McCown stops	M.E. McCown was now chief but only a short while. W.C. Bradsher took over as chief in February 1892.	
189_		Hose wagon accident.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
189_		Daily alarm box test start, continue through the 1960s.	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: <i>"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. "</i> 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 meeting, 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 <i>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.</i> The African-American fire fighters were getting well known throughout the state.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1893	1893-04?-__	Durham Hose Company No. 1 re-organized.	Reported DG on 04/08/93. Why did they reorganize? Or were they doing what Raleigh did during some decades, where a fire company re-organized annually?	
1894		Colored fireman's tournament held in Durham	In this same year, Durham hosted the <i>"Black Fireman's Tournament"</i> in Durham. This fire unit was very good and won many of the tournaments in the early years.	
1896	1896-07-21	Meeting at Mayor's office to organize "the new fire company."		All who "compose the present roll" and those wishing to join are requested to attend. Story mentions Hose Company No. 1, so this must be about Company No. 2. From DS, 07/21/96.
1896	1896-07-30	Independent Hose Co. 2 members meet, and make "preliminary arrangements" for their organization.	Charles Warren elected driver. The "boys" are "preparing for active service?" Again, why organizing or re-organizing?	
1907		Colored fireman's tournament held in Durham.	Again in 1907 the <i>Black Fireman's Tournament</i> 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. <i>"Had it not been for the large firemen's hat, it might have been a serious lick to Charley Whitaker."</i>	
1893	1895-05-5	New fire law added to town ordinances	On May 5, 1893, Chief Bradsher submitted a new fire law to the town ordinances. The law as follows: " <i>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 fine of \$10.</i> <i>"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.</i> <i>"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."</i>	
			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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1895		Snapshot	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 hy-drants 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 department was surfacing.	
1896	1896-01-16	First hook and ladder wagon purchased (delivered)	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.	
1896		City orders fire horses used to pull water wagons	<i>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.)</i>	
			Coming Of The Steamers 1900-1908 As the turn of 1900 rolled around, news accounts continually showed up. Firemen still disgruntled.	
1901		Chief Maddrey stops.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1901	1901-03-10	Mutual aid to Hillsboro.	<p>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.</p> <p><i>"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. "</i></p>	
1902		Snapshot – Payments to firemen	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.	
1902 [?]		City stables sold, but other stables leased for fire horses	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.	
1902	1902-09-15 [dmh, 9/16/02]	City officials decide to purchase steamer		
1902		Contract awarded to American LaFrance for steam engine.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			<p>On Friday, February 20, 1903 the following article appeared concerning the new steamer.</p> <p><i>"Test Made Yesterday"</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>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.</i></p> <p><i>Today a report of the tests will be made to the commission. As a firefighter the new steamer comes mayor and he will then probably accept the machine with the highest recommendations and guarantees for the city. Durham has in this machine one of the best fire fighters in the state. This steamer also would match any in the country.</i></p>	
1903	1903-02-09	First steamer placed in service.	<p>This steamer was placed in service February 9, 1903 at Station No. 1. The fire boys nicknamed her "Black Pattie."</p>	
			<p>February 12, 1903 news accounts show that another steamer has been purchased. Fire steamer is shipped.</p> <p><i>"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.</i></p> <p><i>"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 commission. As a fire fighter the new steamer comes with the highest recommendations and guarantees."</i></p>	Legeros: This is all an apparent mistake. My searching of news stories finds no account of a second steamer purchased around the same time.

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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.	
1905	1905-12	Hose wagon 1 overturned.	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.	
1907	1907-08	Snapshot of department	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.	
1908		NCSFA convention and tournament held in Durham.	<p>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 Durham in late 1908. No city boasted of faster horses and better drill teams than Durham. <i>Fast stepping horses pulled light wagons that swung side to side, daring firemen took hazardous jumps from the wagon when the water hy-drant was reached and strong streams of water were send heavenward.</i> 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.</p> <p>The tournament annually was heeded as one of the high points in the state. Wherever held, large crowds gathered. Descriptions of the firemen were:</p> <p><i>"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. "</i></p>	
			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. <i>"This was one of the many stories praising the men who surrender all in the shrine of duty."</i>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			Accounts of the Morning Herald bring forth the merchants feelings. Merchants want paid firemen. They contend that paid men have advantage. Volunteer fire-men 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	
1909	1909-01-17	Durham Municipal Building (City Hall) destroyed by fire.	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.	
			<p>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 [Firemen?] 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.</p> <p>Chief Maddrey shows up on January 20th loaded with answers. <i>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.</i></p> <p>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. <i>Investigation by the city attorney left no stones unturned. Accusations of drunk fire-men, drinking on duty, whiskey in lockers at the station, and behavior on fire calls was discussed into the wee hours of the morning.</i></p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1909	1909-02-13	Chief Maddrey stops	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.	
1909	1909-02-15	Chief Dennis C. Christian starts Planning begins for full-time FD	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.	
			<i>A full paid chief at a salary per annum of \$1,000.</i> <i>Hose Company No. 1</i> <i>One driver, salary per month \$50.</i> <i>Two Firemen, salary per month \$40 each.</i> <i>Ten runners, salary \$7.50 each.</i> <i>One foreman, (who shall also be assistant chief) salary per month \$60.</i> <i>Hose Company No. 2</i> <i>One driver, salary per month \$50.</i> <i>Two Firemen, salary per month \$40 each.</i> <i>Ten runners, salary \$7.50 each.</i> <i>One foreman, (third in command of the department) salary per month \$60.</i> <i>Engine Company</i> <i>One driver, salary per month \$40.</i> <i>One stoker, salary \$35.</i> <i>One engineer, salary \$15.</i> <i>Hook And Ladder Company One driver, salary per month \$40.</i> <i>Two reelmen, salary \$25 each.</i> <i>Ten runners, salary \$5 each.</i>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			<p><i>In respect to the equipment your committee recommended the purchase of the following:</i></p> <p><i>One combination wagon with a 36-gallon chemical tank, \$2,200.</i></p> <p><i>One two-horse extension or aerial truck, \$1,500.</i></p> <p><i>Harness and two horses, \$725.</i></p> <p><i>Buggy and harness for chief, \$175.</i></p> <p><i>Furniture for quarters, \$300.</i></p> <p><i>Your committee considered that the following items</i></p> <p><i>Horse feed per annum, \$1,620.</i></p> <p><i>Shoeing, \$100.</i></p> <p><i>Laundry, \$100.</i></p> <p><i>Repairs on harness, \$200.</i></p> <p><i>The total expenditure, including expenditures for equipment and maintenance, according to the above recommendations, would cost the city \$16,800.</i></p>	
1909	1909-03-01	Career FFs placed in service.	March 1, 1909 was the first day of a fully paid department.	
1909		Police and Fire Commission created.	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.	
1909		Major fire – Old City Hall		
1909			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.	
1913		Excelsior Hook and Ladder Company relocates to 104 Holloway Street	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1909		Hook and ladder truck replaced with new horse-drawn wagon.	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: <i>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."</i>	
			As usual, fire fighters were applauded. <i>"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 at-tracted attention."</i>	
1902	1902-12-16	Money donated to city toward purchase of new Station 2	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.	
1918		New pumper placed in service at Station 2, 1918 [?] White Last horse-drawn wagon retired [from front-line service?]	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.	
1912	1912-07-08	Second steamer delivered, 1912 American LaFrance Metropolitan, 750 GPM		Source: Legeros
1912	1912-07? [dmh, 6/27/12]	Station 3 opened on East Main Street. Company 3 activated.	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.	Legeros: Morning Herald from 6/27/12 said Station 3 was almost ready. Thus sounds like 1912, not 1911, was the year it opened.
1924		Station 1 rebuilt.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1912	1912-07? [dmh, 6/27/12]	First motor apparatus delivered, 1912 [?] Webb combination hose/chemical car	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.	Source: Legeros
1913	1913-02-12	Fire Commission orders that black members of Excelsior Hook & Ladder Company be replaced by white firefighters. [DMH, 2/12/13]		
1914		Major fire – First block of West Main Street		
1915	1915-04-12	City officials place order for motor pumper and motor ladder truck. [DMH, 4/13/15]		
1915		First pumper delivered, 1915 American LaFrance Type 12, 750/80		Delivered by Sep 14, 1915 (DMH, 9/15/15)
1915	1915-09-14	First motor ladder truck delivered, 1915 American LaFrance Type 20 combination service truck		Source: Legeros
1918		Two pumpers delivered, 1918 [?] White, 500/40		Both delivered by Jul 2, 1918 (DMH, 7/2/18).
			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.	
1923		Major Fire – Trinity Methodist Church		
1924		New pumper, 1924 [?] Ahrens-Fox, 750/60		Delivered by Dec. 23, 1924 (DMH, 12/24/24)
1926	1926-12-26	New pumper accepted, 1925 Ahrens-Fox, 900/80		DMH, 12/17/26

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1926		First aerial ladder, 1926 American LaFrance Type 17-6, 75-foot		Delivered by Mar 20, 1926 (3/21/26)
1926		Station 4 opened on McMannan Street. Engine 4 activated.		Year from DFD/AF site
1926	1926-05	Training tower completed	In May 1926 the fire department started using its 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.	This is incorrect. The structure was erected in 1928, not 1926. Construction bids were opened on February 3, 1928. Source: FB posting by Legeros
			Because of the fine training facility, the N.C. [State] Fire[men's] Association held its meetings [fire colleges] 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:	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			<ul style="list-style-type: none"> 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 <p>Chief D.C. Christian became the first paid chief 2-15-1909 to 6-1-1921.</p> <p>Following him were:</p> <ul style="list-style-type: none"> 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 	
1888		Chief Dick Blacknall starts		
1889		Chief Howard E. Heartt starts Chief Blacknall stops		
1891		Chief Albert Kramer starts Chief Heartt stops		
1891		Chief M.E. McCown starts. Chief Kramer stops.		
1892		Chief W.C. Bradsher starts. Chief McCown stops.		
1899		Chief Howard Heartt starts Chief Bradsher stops.		

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1900		Chief J. Frank Maddrey starts Chief Heartt stops		
1903		Chief W. H. Llewellyn starts. Chief Maddrey stops.		
1905		Chief Howard Heartt starts Chief Llewellyn stops.		
1909	1909-02-15	Chief D. C. Christian starts Chief Heartt stops.		
1921	1921-06-21	Chief Bennett starts Chief Christian stops		
1946	1946-11-26	Chief Cox starts Chief Bennett stops (dies in line of duty?)		
1972	1972-07-01	Chief Letzing starts Chief Cox stops		
1973	1983-07-01	Chief Letzing stops		
1975	1985-10-28	Chief Thompson starts		
1914	1914-03-23	Major fire, worst in city's history	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1912		First motor apparatus delivered. Note: Make/model incorrect in book.	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.	
1942		1915 ALF pumper retired after extensive damage in accident.		
			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.	
1909		Snapshot, fire alarm system	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.	
1924		Fire alarm system upgrade	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.	
192_		Fire department phone number changed to 953, then to 116	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	
195_		Fire department phone number changed to 5401	; then in the 1950s, 5401 was used.	
1970, circa		Street alarm boxes replaced with emergency telephones	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.	
1924		Station 1 remodeled to house the hook and ladder truck, that was housed at Station 4, a small building behind Station 1.		

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1926		New Station 4 opened on McMannan Street. Hose/engine Company 4 activated at this time?	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.	
1927	1927-12	Service truck wrecked		The 1915 American LaFrance service ladder strikes a telephone pole. City chooses to replace instead of repair. (DMH, 1/7/28)
			<p>The Hard Years 1930-1949</p> <p>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. Their Ahrens Fox Pumper and the two Seagrave Triple Combination Pumpers were nursed and repaired for many years.</p>	Legeros: Another factor during this time was the War, and restrictions on vehicle and materials purchases, such as fire apparatus, or building materials for new fire stations.
			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.	
1943	1943-04-08	New pumper accepted, 1943 Seagrave		DMH, 4/9/43
1944		Major fire – Morgan Street warehouse		
1949?		New service ladder delivered, 1947 Mack		Place in service by Jan 18, 1949 (DMH, 1/18/49)
1948	1948-08	First county pumper delivered, 1948 Mack, ___/600		Source: Legeros
1949	1949-06-21 [DS, 6/22/49]	New aerial ladder delivered, 1949 American LaFrance 700 Series		
1949	1949-03?	New pumper delivered, 1949 Seagrave, 750/300		By March 2, 1949 (DMH, 3/2/49)

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
194_		New light grey uniforms	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 "tum 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.	
1969		New fire helmets, plastic	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.	<p>Legeros: Be careful not to confuse the annual convention, with the annual fire college. The latter was repeatedly/frequently held in Durham.</p> <p>Legeros: Chief Bennett was also known as the state's "singing fireman."</p>

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1940*		<p>Auxiliary truck program started.</p> <p>* More likely late 1941 or early 1942. Both were in service by Feb 1942, from news reports.</p>	<p>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.</p> <p>Local fire fighters turned their talents to converting the bare trucks into well-equipped engines for combat-ing fires. Equipment on the trucks including an electric siren, ladders, fire extinguishers, axes, pike pole, tarpaulin, 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</p> <p>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.</p>	<p>Legeros: The auxiliary trucks were also called "squads", but were NOT rescue squads. They were also operated in Raleigh, Greensboro, Wilmington... and maybe other NC cities. I suspect they were a response to staffing challenges during the War years. In Raleigh at least, men were leaving, either drafted or taking higher-paying jobs associated with the industries supporting the war effort. The auxiliary trucks were also perhaps easier to acquire and equip, during the war-time restrictions.</p> <p>In Raleigh, the squad truck (they had just one) would also respond on out-of-city calls in the county.</p>
1931		Boston bulldog added as mascot	<p>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 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.</p>	
			<p>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.</p>	
			<p>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.</p>	
193_		Two-platoon schedule started.	<p>By 1938, the two-platoon schedule of work 12 hours off, 12 hours on was established.</p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1947		72-hour week schedule started.	In 1947, Council approved the 72-hour week schedule.	
19__		56-hour week schedule started.	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.	Legeros: Need to check, but I believe Durham housed the annual NCSFA fire school quite a few times, versus comparably fewer NCSFA and NCAFC annual conventions.
1953		Snapshot – Class 3 fire insurance rating. With 19 captains, 20 drivers, and 61 fire fighters.	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.	
1950	1950-09 [PHODFD]	Station 2 relocated to 1001 Ninth Street		Year from DFD/AF site
1953	1953-04 [PHODFD]	Station 3 relocated to Driver Street. Old Station 3 closed.	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.	
1957	1957-12-22	County fire truck damaged in collision		Truck is totaled. One civilian is killed. Others are injured, along with firemen. N&O, 12/23/57
1958*	1958-10-1 [PHODFD]	Station 4 relocated to Fayetteville Street. Old Station 4 closed.	In October 1958 the old station four was closed and relocated to Fayetteville Street and Pekoe Street, at a mere cost of \$80,000.	* Check year, was it 1957, per DFD/AF site?
1958	1958-10	First black career firefighters.		
			Station No. 4 was a first. Not since 1913 had any African-Americans fought fire in Durham. Station No. 4 was to house small 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.	Legeros: Believe they were the second career black FFs of the era, after Winston-Salem. Then came Greensboro, I believe, and then Raleigh. Need to check.

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1960	1960-02-01 [PHODFD]	Station 5 opened. Engine 5 activated on that date?	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.	
1960		Rescue truck added		DFD receives 1957 GMC rescue truck from county Civil Defense, serves as city-county unit. Source: Legeros
			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 became known as Rescue 11.	Legeros: My rescue notes are here, from convos with you and other findings along the way: https://legeros.com/blog/durham-rescue-history/ The page also pulls some things from this text, I think.
1962	1962-08-01	DFD takes over operation of county rescue truck.		Durham FD takes over operation of county rescue truck, though the service is called the Durham County Rescue Squad. It was previously operated/augmented with volunteers. Four men on each of the two shifts are assigned to the truck. They serve with their regular duties as firemen "without extra pay." Each has received or is receiving special training. Source: Legeros
1966	1966-11-06	Rescue truck damaged in collision		Durham County rescue truck damaged in a vehicle collision at Holloway Street and Alston Avenue. The 11:55 p.m. accident injured both men in the rescue truck, and the two people in the car. All were treated at Watts Hospital and released. The severely damaged truck requires replacement, and another vehicle is pressed into service as a temporary replacement. Sources: DS 11/7/66, DS 11/9/66
1966		New rescue truck, late 1960s GMC van		Durham County rescue truck replaced with late 1960s GMC van.



Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1973	1973-06	New rescue truck, 1973 [?] Chevy/Murphy ambulance		New Durham Rescue 11 placed in service. The Murphy body is mounted on a one-ton Chevy chassis and includes patient compartment, for "transported of accident victims if necessary." Though it normally doesn't transport patients, and instead, leaves that task to Durham Ambulance Service. The truck is also equipped with an electric winch, a generator, "more lights," and "more storage space for first aid equipment." The truck cost \$12,000, including the equipment on it. It was purchased with local and Civil Defense funds. The old rescue truck is retained, probably a standby unit. Source: Hose & Nozzle, July-August 1973; DMH, 6/8/73.
1974	1974-07-09	Rescue truck damaged in collision		Durham Rescue 11 collides with a truck at Roxboro Road and Geer Street. The squad was responding to a medical call, and struck a pick-up truck that didn't stop for the lights and siren. The pick-up truck overturned, and slid into a dump truck parked nearby. No serious injuries were reported. The cab of the rescue truck is totaled. Source: DMH, 10//74.
1974		Rescue truck repaired with new chassis, 1974 [?] Ford		Durham Sun reports that Durham Rescue 11 has returned to service, with a new/updated truck that was received last week. The original Murphy body has been remounted on a larger chassis with a larger cab. Source: DS, 11/4/74.
			Only 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.	
1966 ?		Annexation	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."	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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.	
1966	1966-01-01 [ds, 12/31/65]	County tanker placed in service, 1966 International/Atlas [?], 1200		
1966	1966-04? [dmh, 4/20/66]	Two pumpers delivered, 1966? International/Ward LaFrance, 1000/___		
1961		Fire Chief's Secretary added	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.	
195_		Short-sleeve shirts for summer added.	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.	
1954		First (modern) fire helmet, "construction style" helmet	In 1954 the fire fighters received the "construction" helmet for head gear.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			All of the city stations had decent equipment, and morale was high. Off 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.	Stopping point
			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.	
1969	1969-02-01 [PHODFD]	Station 6 opened at 3700 Swarthmore Road Engine 6 activated		Year from DFD/AF site
1969	1969-02-01 [PHODFD]	Station 7 opened at 3919 N. Duke Street. Engine 7 activated		Year from DFD/AF site
1969		NC EMS system started First EMT class in NC given to Durham Rescue personnel	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.	
195_		DFD becomes involved in MDA and assists with stuffing envelopes.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
194_		First breathing equipment	Some time in the 1940s, several types of breathing equipment were introduced. A mask attached to a very long rubber hose attached to a bellow 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.	Legeros: MSA = Mine Safety Appliances, I think, the maker of those old masks.
			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 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.	
196_		SCBA refilling station added at Station 3	A cascade or manifold system for filling the air racks 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.	
1965		Communications relocated to basement of police station.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1994		Communications system upgraded and moved to new police station.	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.	
1950	1950-10	Station 1 caught fire	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	
1970	1970-11-06	City Council votes to start Public Safety Program	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.	
1973	1973-01-02	First aerial platform added.		Delivered Sep 23, 1972. Cost \$100,000. Six men will man the vehicle. [HS, 9/25/72] Placed in service on Jan 2, 1973. First call on Jan 4, 1973. [HS, 1/5/73]
1971	1971-05-01	Public Safety Program becomes operational		First unit of PSOs assumed full-time fire and police duties at Station 5. There were 37 officers who completed a 16-week course. FFs assigned to Sta 5 were reassigned to the city's other six stations. Two PSOs were on duty with the fire truck at the station at all times. Officers PSOs were assigned patrol beats around the station. Other PSOs were assigned to police HQ. Four patrol cars are being used, marked "public safety." [DS, 5/1/71] PSOs began operating. [DS, 5/4/73]
			Nearly all of the police officers signed up for this new program and only a few fire fighters.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1971	1971-05-01	Sta 5 changed to PSO.	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.	
1972	1972-06-01	Sta 4 changed to PSO.		Out of 28 graduates on Apr 26, 1972, 20 PSOs would take over Sta 4 on June 1. The training was 16 weeks long. There were 13 firefighters presently assigned to Sta 4. [DS, 4/27/72]
1972	1972-01-01	Sta 6 changed to PS	By 1973 Stations No. 6, No. 7, No. 8, and No. 9 were placed under PSO.	Sta 6 was planned to open as PSO on January 1, 1972. [DMH, 12/18/71]
1973	1973, May	Sta 3 adds PSOs		PSOs were planned to begin sharing duties at Station 3 by the end of May 1973. [DS, 5/4/73]
1971	1971-09-07	Sta 7 changed to PSO		After 26 new PSOs graduated from a 16-week course on August 27, there were 18 assigned to Sta 6. The rest were assigned to police HQ. Two men were on duty at all times at the station, with two officers and a patrol supervisor on patrol. Sta 7 was previously staffed with 10 full-time FFs. [DS, 9/8/71]
1974	1974-11-15	Station 8 opened Sta 8 changed to PSO  Need date		Date from DS, 11/16/74
1977		Station 9 opened Sta 9 changed to PSO  Need date		Year from DFD/AF site
1980		Station 10 opened E10 activated on that date?	Then shortly afterwards Station No. 10 was built.	Year from DFD/AF site
			By now the only fire stations fully manned by fire fighters were Stations No. 1, No. 2, and No. 3.	
1975	1975-03-17	Station 3 approved to be changed to PSO		City council approved changing on Mar 17, 1975. [DS, 3/18/75]

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1975		Public safety department reorganization		City council approved plan to reorganize department to set-up more neighborhood-oriented police and fire protection. [DS, 3/18/75]
197_		Sta 2 changed to PSO Need date	By 1980 Stations No. 2 and No. 3 would be taken over.	
197_		Sta 3 changed to PSO Need date	Class after class of new PSO's were trained and manpower at No. 1 Station was down to 8 to 10 persons per shift.	
1977		Training center and shop open.	Recently completed as reported by DS on May 17, 1977. Originally named the public safety academy. Dedicated on Sep. 11, 1977. Cost \$1.5M on a 12-acre site. [HS, 9/4/77]	Maintenance shop was previously located in a bay at Station 2. [DMH, 12/19/74]
			As for the fire department, they were told "They were a dying breed." Chief Letzing had introduced hydraulics to the department. A lot of the "old timers" wanted to resist hydraulics, but eventually all drivers were masters of 2 x Q2 + Q. When Chief Letzing retired, no chief was named. A Public Safety Director governed the Fire and Police Departments.	
1977		Second aerial company activated, Station 2.		Aerial 21 assigned a 1976 Sutphen aerial platform. [HS, 6/8/78]
1978	1978-06?	Third aerial company activated, Station 3.		Aerial 31 assigned a 1978 Sutphen aerial platform. Delivered around May 8. [HS, 6/9/78]
1981 [?]		New rescue truck, 1981 Ford F-700/FrontLine		Source: Legeros
1983	Summer	Second engine added at Station 7		Source: DMH, 6/16/83.
1984	1984-07-09?	Station 10 activated		Activated on Sunday on/before July 10, 1984. The station was finished in 1978, but didn't open due to legal challenges to city annexation. [DMH, 7/10/84]

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1985	1985-04-02	City Council votes to end Public Safety Program	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.	
1985	1985-04-01	County ends funding for engine, tanker, and rescue at Station 1.		County paid for half of rescue expenses, and all of expenses for pumper and tanker. Engine 13 was retired and Tanker 16 was replaced by a city truck. [DMH, 1/26/85]
			Today's Department	
			1985-1995	
1985		Public Safety Program ends. Date of operational split?	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.	
1985	1985-08?	Second engine at Station 7 deactivated.		Noted the Fire Chief, Engine 71 operated as a second piece of Engine 70. It was never staffed with its own crew. [DS, 8/29/85]
1986		Rescue truck damaged in collision.		After extensive repairs, it's repainted in department's new white-over-red color scheme. Source: Legeros
1986	1986-01-10	First fire academy graduates	The first fire academy graduated 31 fire fighters on January 10, 1986. Since the split, 158 fire fighters have graduated from eight academies.	
1989	1989-07-06	New aerial platform delivered.		Cost \$477,000. Replaced the Snorkel, which would be refurbished, then moved to reserve fleet until Station 11 was completed, then activated as Ladder 11.

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1989	1989-08-31	<p>Station 12 opened, 1230 Carpenter Fletcher Road.</p> <p>E12 activated on that date?</p> <p>L12 activated on that date?</p>	<p>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.</p>	
1990	1990-08-03	<p>Station 11 opened, 2800 W. Cornwallis Road</p> <p>Engine 11 activated 1990.</p> <p>Ladder 11 activated with snorkel, 1990.</p>	<p>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.</p>	<p>Correct date in August 3, 1990, from DS 8/3/90.</p>
1991		New chassis for rescue truck		<p>Rescue 11 body remounted onto new, four-door International chassis by Excellence Ambulance. Unit is equipped for patient transport, and is used when all the EMS units were unavailable. It was remounted as the cab and chassis needed to be replaced, and not because the truck was involved in an accident. Sources: FAJ, DFDH. Note FAJ cites 1992 as year for remount, which appears to be incorrect.</p>
1993			First responder program added.	
1994		Station 2 renovated, includes new bedroom concept.	Station 2 was renovated in 1994 to include the individual bedroom concept.	
1995		Station 1 renovated, includes new roof and individual bedrooms.	<p>Station 1 was renovated in 1995 to include a new roof and the individual bedrooms. Crews moved out in October 1994 and units were moved to temporary quarters at four nearby fire stations. Admin staff moved to the gym at the fire training facility. [DMH, 10/11/94] After eight months, they moved back in June 1995. [DMH, 6/14/95]</p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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 academy 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.	
1995	1995-12	Tactical rescue team activated		Durham FD activates Tactical Rescue Team at Station 5. They utilize a 1978 Ford C/1994 M&W box truck created from a former Ford C8000 pumper. Unit later moved to Station 9 for six months, before relocating to Station 7 for years. Team plans to be fully trained in areas of high-angle and trench rescues by July 1, 1996, and swift-water, confined space, and mass casualty by end of 1996. Sources: DMH, 1/22/17; OH.
1996		Squad program started		Durham FD starts squad program, with Squad 1 activated as cross-staffed unit with two people from Ladder 1. First vehicle was a Chevy Blazer, former Battalion Chief's vehicle. Second vehicle was an old city Ford F-150 pick-up truck. Source: Legeros
1996		EMT-D added.		Most of department's firefighters become EMT-D certified. [HS, 5/24/20]
1997	Summer	Chief Thompson retires.		Asst. Chief William Bibby appointed acting chief. HS, 6/16/98.
1997		Engine 14 activated at Station 7		Year from DFD/AF site

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1998		Rescue 11 renamed Rescue 1		Source: Legeros
1997	December	Ladder 11 moved to Lebanon VFD		Needed to cover areas annexed last year. HS, 12/3/98.
1997	Summer	Squad 7 activated		Year from HS, 6/26/97.
1997	Summer	Station 8 closed Engine 8 relocated to new Station 3.		
1997	August?	Station 13 opened at 2901 S. Miami Boulevard Engine 13 activated		Year from DFD/AF site
1998		Station 4 relocated to 1818 Riddle Road		Dedicated Tuesday on/before Feb 24, 1999. [HS, 2/24/99] Year from DFD/AF site
1998		Station 3 relocated to 822 N. Miami Boulevard		Year from DFD/AF site
1998		First mobile support unit added.		Delivered by March 13, 1998. [DMH, 3/12/98]
1999	April	First thermal imager		Carried on Rescue 1, cost \$19,595. HS, 4/10/99.
1998	June	New Fire Chief, Otis Cooper Jr.		Former fire chief of Winston-Salem. HS, 6/16/98.
1998		IAFF local re-chartered (?)		HS, 11/26/98
1999		Hydrant program started.		Hydrants painted red, had been yellow and orange for decades. All public hydrants will also be inspected and tested. HS, 5/13/99.
2000?		Engine 14 activated at Station 7.		Date by May 24, 2000. [HS, 5/24/20]
2000	2000-12	Station 14 opened at 1327 Umstead Road		Opened last week of December with Engine 14 and a swit-water rescue truck. Cost \$1.8M. HS, 1/2/01

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
2000	2000-05	Rescue 1 removed from service, and other changes.		<p>Durham FD rescue changes:</p> <ul style="list-style-type: none"> • Durham FD Rescue 1 removed from service on May 22, 2000. • Squad 1 assigned with dedicated personnel. They operate the old Rescue 1, a 1991 International with an older remounted Frontline ambulance body. Unit is re-lettered with "Squad 1". • Squad 2 activated. They operate a former EMS unit. • Squad 4 activated. They operate a former EMS unit. • All three squads can transport patients if necessary. <p>Extrication equipment added to all ladder trucks, from Rescue 1 and with newly purchased additional tools.</p>
2000	2000-11	DCEMS adds ambulance at Station 5		First time co-locating at a city fire station. HS, 11/20/00
2000	2000-07-01	EMT-Intermediate level of service added.		Durham FD adds EMT-Intermediate level of service to the firefighters assigned to Squad 1, Squad 2, and Squad 4. Each squad can also transport patients if needed. Source: HS, 5/24/2000; DMH, 7/9/00.
2005	2005-06	<p>New Station 8 opens</p> <p>Engine 8 relocated to new Station 8.</p>		Dedicated Saturday on/before September 4, 2005. HS, 9/4/05. Date from DFD/AF site
2006	2006-10	<p>Station 16 opens.</p> <p>Engine 16 activated.</p>		Cost \$1.2M. [HS, 12/10/06] Year from DFD/AF site

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
2007		NC Task Force 8 placed in service, with Durham as member.		NC USAR Task Force 8 activated, with Durham FD as one of four member fire departments. They receive one of four identical 2007 Ford F-550 Super Duty swift-water rescue units, equipped with walk-in utility body [built by who?] plus a boat trailer and equipment.
2010	2010-06-21	Station 15 opens. Engine 15 activated.		Cost \$2.6M [HS, 6/21/10] Dedicated on/before Saturday, Aug 15, 2010. [HS, 8/15/10] Year from DFD/AF site
2017	2017-04-13	Station 9 relocated to 1648 Midland Terrace Old Engine 9 closed.		Date from Legeros
2018	2018-07-01	Durham County Fire-Rescue merges with Durham FD Engine 17 activated. Ladder 17 activated. Engine 18 activated. Quint 19 activated. Many other changes.		
2018	2018-11-13	Robert J. Zoldos II starts working as fire chief.		Fire Chief Dan Curia retired this summer. Asst. Chief Chris Iannuzzi served as acting chief. [HS, 10/10/18]
2018	2018-07-01	Station 18 opens. Station 19 opens.		
2018	2018-08-23	Station 17 opens at 5503 Leesville Road		
2019	2019-11-16	Rescue 1 reactivated		Durham FD re-activates Rescue 1 as a fully-staffed fire company. The apparatus is a Durham County unit, which was the former Parkwood Rescue 81, a 2006 Spartan Diamond/EVI walk-around heavy rescue that originally served Orange Rescue Squad in Hillsborough.

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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 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.	
1993	1993-10	First Responder program starts	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. Personnel from both agencies work close together with very few problems noted.	
199_		Computers purchased for all fire stations.	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.	
1995		800mhz radio system added	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			Currently there are 242 members of the fire department. Academy 9 is scheduled to being 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.	
1975		First female firefighter	<p>Women In The Fire Department 1975-1995</p> <p>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.</p> <p>Public Safety Academy numbers 15 through21 (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.</p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1982		First female PSO [?] employee of DFD	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 service (1987); and has been instrumental in developing several key policies for the Durham Fire Department throughout the years.	
198_		First female graduate of Durham Fire Academy	Hattie Mitchell was the first female to graduate from a Durham Fire Academy (No. I) 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.	
1909		City's first adoption of fire codes.	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.	
1927		City recognized for best record of fire prevention in US with same-size population.	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.	
1927		First fire inspector appointed.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1960	1960-11-17	City Council adopts 1960 edition of national fire code.	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.	
1971	1971-05-17	City Council adopts new fire code. Fire Prevention Bureau created, to conduct inspections and enforce code.	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.	
1992	1992-07-01	City Council adopts new fire code.	The Bureau currently enforces the North Carolina State Building Code, Volume 5, Fire Prevention that was adopted by the Council on July 1, 1992.	
1948, by		Education programs by FPB start at the local hospitals.	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.	
1979		First large-scale educational program begins.	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,	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			"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, daycare 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.	
197_		Fire Prevention Bureau begins conducting arson investigations.	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.	
1985		Arson investigation returns to FPB with dissolution of Public Safety Program.	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.	
			<p>Fire Maintenance and Supplies</p> <p>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.</p> <p>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.</p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1992	1992-03	Honor Guard organized.	<p>HONOR GUARD</p> <p>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.</p> <p>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.</p>	
			<p>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 red stripe running down each side, a white or red bib scarf, white gloves, black shoes, bell crown cap and a white citation cord.</p> <p>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.</p> <p>As of July 1995, past and present members of the Durham Fire De-partment 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 D. Townsend, L Boone, W. DeShazo and T. Paschall. 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</p>	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
			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.	
193_		The Council of Association of Durham Firemen created.	In the 1930s, Durham Firefighters were known as "The Council of Association of Durham Firemen." Membership of this Council is not known.	
1940		IAFF charter created.	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.	
196_		Brotherhood of Durham Firemen created.	In the 1960s some Durham Firefighters re-organized and started the "Brotherhood of Durham Firemen." In a short time period this organization became inactive.	
1968		IAFF charter created.	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.	
1994		First Association fundraiser.	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.	

Year	Date	Milestone	Yearbook Text (1996)	Legeros Notes
1991		IAFF charter, BCPFA created.	<p>BULL CITY PROFESSIONAL FIREFIGHTING ASSOCIATION</p> <p>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.</p> <p>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.</p> <p>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.</p>	

Sources

DFD/AF - <http://www.angelfire.com/nc3/dfd/>

PHODFD – Partial History of Durham Fire Department, September 1970 – Author TBD