



1989 Pierce

By the late 1980s, the design of fire apparatus was changing. The traditional “open cab” design of the 1950s and 1960s had evolved to “covered cabs” in the 1970s and 1980s.

New apparatus had roofs but with open “jump seats” in the back of the cab. Firefighters also rode on the tailboard of trucks, a traditional practice that ended in Raleigh in 1978 for reasons of safety.

The last apparatus delivered in Raleigh with open “jump seats” were a pair of 1989 Pierce Arrow pumpers (1000 GPM, 500 gallons). Each cost \$200,000.

The following year, the first fully-enclosed (or “closed cab”) pumpers were delivered. They were an advancement in both safety and comfort.

This 1989 Pierce Arrow pumper originally served as Engine 9.

Want to see these trucks or learn more about Raleigh’s fire history?

Visit www.raleighfiremuseum.org

PLACE
STAMP
HERE

Raleigh Fire Department

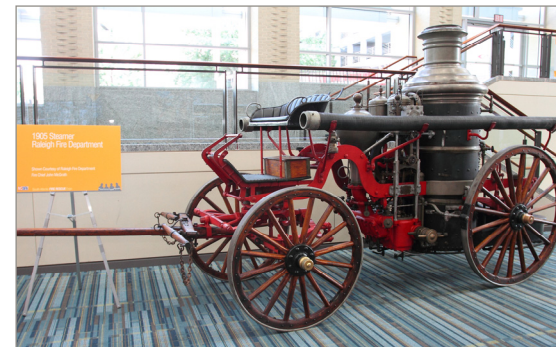
310 W. Martin St., Raleigh, NC 27601

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This 1936 American LaFrance 400 Series pumper was donated to the Raleigh Fire Museum in 2014 by a private owner. It originally served as Engine 1. The museum is planning a future restoration project.

CITY OF RALEIGH FIRE DEPARTMENT ANTIQUE APPARATUS



1905 American LaFrance

This 1905 American LaFrance Metropolitan was the city’s second steam-powered pumping engine. It replaced an 1870 Gould that was hand-pulled until the first fire horses were purchased in 1879.

Since the installation of fire hydrants in 1887, Raleigh’s volunteer firemen connected their hoses directly to hydrants to power their water streams. The steamer was used primarily for major fires and for fires outside the city.

It cost \$2,000 and pumped 600 gallons per minute. The steamer was operated by the new L.A. Mahler Steam Fire Engine Company, and by the newly organized career fire department beginning in 1912.

The steamer was motor-pulled by 1913, served as a reserve unit until the 1930s, and was later used as an auxiliary pump at the State Fairgrounds. It was returned to the city in 1947 and served as parade piece for decades.

On June 16, 2012, the steamer performed its first public demonstration in decades. It was restored to operational functionality and pulled by a pair of horses for events celebrating the Raleigh Fire Department’s centennial anniversary.



1926 American LaFrance

The Raleigh Fire Department's first motorized fire engines—hose cars, pumping engines, and ladder trucks—were made by American LaFrance. The first two arrived in 1913, the fire department was fully motorized in 1914, and the last fire horse was retired in 1915.

This 1926 American LaFrance Type 75 pumper was one of two delivered that year. Each pumped 750 GPM and was equipped with a 40 gallon chemical tank. They cost \$12,500 each.

It was placed in service at Station 4 on Jefferson Street, which opened in 1926. It also served at Station 6 and later as a reserve unit and subsequently as a parade piece.

In 1987, the pumper was restored by retired Air Force Col. Bob Biggs and members of the Raleigh Fire Department.



1950 Mack

During World War II, the infrastructure of the fire department was impacted by wartime restrictions. Unavailability of materials delayed both the construction of new fire stations and purchase of new fire apparatus.

To accommodate the expanding city limits, and to help train volunteer auxiliary firefighters recruited during the war, a used 1919 pumper was purchased from Farmville, NC. It was placed in service at newly opened Station 6.

After World War II, the first pair of modern pumpers were purchased: a 1950 FWD and this 1950 Mack 85LS. The \$13,000 pumper (750 GPM, 300 gallons) served exclusively at Station 6 until moved to reserve status in 1975. It remained a reserve pumper into the 1980s.



1961 American LaFrance

The Raleigh Fire Department purchased more American LaFrance apparatus beginning in 1951 with a pair of 700 Series pumpers. More pumpers were purchased in 1953 (two), 1958, 1961 (two), and 1968, as well as a tractor-drawn aerial ladder (or "tiller") in 1958 and a "straight stick" ladder truck in 1961.

This 1961 American LaFrance 900 Series pumper (1000 GPM, 300 gallons) served as

Engine 1 and Engine 8. After retired from reserve service, it was purchased by the Stem Fire Department in Granville County.

In May 2012, the truck was purchased from a private owner by the Raleigh Fire Museum, with donations from active, retired, and former members of the Raleigh Fire Department.



1982 Mack

Fourteen Mack CF engines and one aerial platform were delivered between 1970 and 1982.

This 1982 Mack CF pumper (1000 GPM, 500 gallons) was one of two delivered that year. Each cost \$108,000. It served as Engine 3, Engine 9, Engine 14, and Engine 21.

It was originally delivered with a single roof beacon and an electronic siren. They were replaced a decade later with a light bar and a mechanical siren.

Two racks for cross-laid hose were also later installed above the pump panel.

In July 2006, the last Mack CF pumper was retired. In February 2009, the second 1982 Mack pumper was sold. It was relocated to Wisconsin, where it was disassembled and sold for parts.