

THE FIRST ONE HUNDRED YEARS

A History of the North Little Rock, Arkansas Fire Department

From 1904 to 2004



By Lee Clark



Photo Courtesy of N.L.R.F.D. Capt. (Ret.) H.H. "Hack" Richards
The North Little Rock Chamber of Commerce Fire in 1955 - On Top of Aerial Ladder: H.H. Richards

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FOREWORD

This book was written in an effort to tell the story of the Argenta/ North Little Rock Fire Department and its members during its first one hundred years of existence. North Little Rock was known as Argenta from 1904 until 1917, and consequently the Fire Department of the new city, which emerged from Little Rock's Eighth Ward in 1904, was known as the Argenta Fire Department. The mission, working conditions, demands and objectives of the Fire Service have changed drastically from 1904 until 2004.

This book will have the insight and perspective of someone who has lived in North Little Rock or Pulaski County for practically all of his life, but is not a member of the Fire Service. The volume that you are about to read was written as a companion for *The North Little Rock Fire Department- 100 Years of Service*, which is a publication of the Fire Department of North Little Rock. The author of this book wishes to express his grateful appreciation to the North Little Rock Fire Department for its cooperation and assistance in making this book possible.

Finally the realization becomes obvious to someone: **“YOU ARE A FIREBUFF!”** How does this take place? The author of *The First 100 Years* was always interested in the fire apparatus of North Little Rock. Memories of Company 1 (the 1955 Seagrave pumper) and Company 5 or 1A (the 1947 Seagrave ladder truck) coming to Lakewood Elementary School during Fire Prevention Week in the early 1950's are still there. The 1955 Seagrave pumper and the 1947 Seagrave ladder truck in quarters at Old Central Station are easily recalled.

The author knew all the locations of the six Fire Stations in North Little Rock, when he was in elementary school in the early 1950's. (This was probably not something that anyone else in elementary school knew, or something that anyone else in elementary school was even the least bit concerned about!)

The author remembers his Dad stopping by Old Central and asking the firemen on duty if we could take a look at the fire apparatus. (This request originated with author, obviously.) It was a great adventure to climb in the old Seagrave aerial truck. It was surprising that the floor was metal. The steering wheel seemed huge.

By 1976, the author had begun taking pictures of North Little Rock fire apparatus. (Little Rock apparatus was photographed for a while, as well.) There were no plans for the pictures until many years thereafter. Chief John Finn's widow allowed the author to copy old photos of North Little Rock apparatus. Bobby Franklin was equally generous. A visit to Roy Nichols at his home in 1976 or 1977 revealed that this former Chief of the N.L.R.F.D. had incredible insight and recall. How regrettable it is that the author did not know questions that he would have twenty-five to thirty years later, so that they could have been asked then!

Firefighters on duty at every station were always extremely courteous to the author. It was obvious that the firefighters cared about the people they served. Stories of North Little Rock Firefighters taking money from their own pockets to help families in dire straits after a disaster are well known. This generosity extends all the way to the leaders of the department, and most likely it extends to every fire department in Arkansas and the United States. It was easy for the Fire Service to become a hobby and a passion, in light of what was seen and observed from those who are in the fire service for the second, third or greater generation.

ACKNOWLEDGEMENTS

So many people have been so much help in compiling the material for this book, that it is almost impossible to start naming them. To those who have inadvertently been omitted, please accept the author's sincere apologies.

All Members of the North Little Rock Fire Department (Present and former): For allowing me to visit them at their stations and/or homes and for allowing me to ask many, many questions to learn more about the history of the N.L.R.F.D.

Chief Joe McCall of the North Little Rock Fire Department: For his professionalism, patience, knowledge, encouragement and interest in this project.

The North Little Rock Fire Department History Book Committee Members: Capt. Roy Sanchez, FF. Tracy Lester, Lt. Jeff Bennett, FF. Doug Davis, FF. Jeff Jeffries and FF. Chad Frey: For their cooperation, patience and assistance with this book.

The North Little Rock Fire Department Administrative Staff –Cindy Yancey and Peggy Borel: For assistance with the wealth of pictures of the Department and a wealth of patience with me.

Cary Bradburn of the North Little Rock History Commission: For photos and information. Mr. Bradburn's *On the Opposite Shore*, a history of North Little Rock is recommended reading.

Chief Lee Church of the Sherwood Fire Department: For photos of his '66 ALF Pumper (Former NLRFD Eng.1) and photos of the 1947 Seagrave and 1982 'LaFrance aerials.

Tom Cross of the North Little Rock Fire Department: For his knowledge of fire apparatus and for having the time to always answer questions.

Captain Jim Dancy (Ret.) of the North Little Rock Fire Department: For all of the historic old photos he has provided me; for the incredible source of history and knowledge of the North Little Rock F.D. that he is, and for the endless questions he has answered for me.

Mrs. Ruth Farris: For the photos of the Prioleau Building and the 1917 American LaFrance

Captain Bobby Franklin of the Little Rock Fire Department: A former North Little Rock firefighter who has an incredible knowledge and love of the NLRFD.

Lt. Dustin Haworth of the Sherwood Fire Department: For photos of December 10, 2004.

Mr. Jim Henry: For old photos and his interest in the history of North Little Rock.

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Mrs. Jeanneta Martin: For photos of the '47 American LaFrance and '51 Ford/Seagrave Pumpers.

Assistant Chief Robert Mauldin of the North Little Rock Fire Department: For Photos

David Moore, A terrific friend and acquaintance over the years, who shares my passion for the fire service. David's recollections of the North Little Rock F.D. were very helpful.

Captain Jim Roberts (Ret.) of the North Little Rock Fire Department: For information on the Old Levy Station Photo.

Capt. Roy Sanchez of the North Little Rock Fire Department: For his willingness to share any and all information and official Department photos that he had gathered.

Sandra Smith of the North Little Rock History Commission: For photos and information.

Mr. and Mrs. John Snow: For photos, interviews and insight.

Mrs. Gretchen Spinelli: For photographs, including the picture of Blackie.

Bernice Springer: For always making certain that I got word of any old photos that she found, as well as her encouragement and assistance.

Mr. Bill Treadway (deceased) – Fire Buff and Fire Service Advocate. Bill was most generous the last time I talked to him in permission for his pictures to be used in this book.

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Mrs. Ida Jane Uekman – For photos of the 1947 Seagrave Aerial Truck.

Chief (Ret.) C.R. Vaughn of the North Little Rock Fire Department: For his assistance, encouragement and knowledge.

Mr. and Mrs. Tom Welch of Conway, AR: For historic photos.

Battalion Chief Lee Wilkins of the North Little Rock Fire Department: For photographs, technical information and an incredible wealth of old documents he has shared with me.

All North Little Rock Firefighters who have worked at Central Station in several years: For allowing me to learn what the fire service is all about from their perspective.

City Clerk Diane Whitby of North Little Rock, the Deputy and Assistant City Clerks and the Office Assistant of the North Little Rock City Clerk's Office: For their willingness to allow the author access to N.L.R. (and Argenta) City Ordinances and Minutes.

The Arkansas Democrat Gazette: For permission to use photos displayed in this book.

The North Little Rock Times: For an incredible wealth of information on microfilm.

A note about acknowledgements of old photographs: Every effort has been made to acknowledge the generous donation of each and every old photo used in this publication. In many instances, two or more copies of the same photo have been donated to the author. The source of the actual copy of any given photo used is credited in this book. The author apologizes in advance for the omission of credit to any individual who was so generous in the donation of his or her photo(s).

Prologue and Dedication:

If there is one group of people in North Little Rock (and its predecessor city of Argenta) who should have their story told, it is the firefighters of Argenta and North Little Rock.

The average citizen has no idea how many times the firefighters of the city have put their lives on the line to save the lives and property of others. The average citizen is probably unaware of the conditions under which early Argenta/North Little Rock Firefighters worked. The number of lives that have been saved by the Firefighters of this city, either by rescuing citizens from fire, water or entrapment, as well as the lives saved in medical emergencies would come to an amazing total, indeed.

In the early days of the Fire Department, the apparatus of the department consisted of horse drawn hose wagons. Alarms were probably transmitted by phone, if one could be found, or by word of mouth. Until two platoons of firefighters were approved, firemen in North Little Rock had ONE DAY A WEEK OFF!

Today, apparatus is incredibly complex, and the mission of the department is equally complex.

**TO ALL FORMER AND
PRESENT ARGENTA/
NORTH LITTLE ROCK
FIREFIGHTERS:
THIS BOOK IS
RESPECTFULLY AND
PROPERLY DEDICATED.**

CHIEF OF THE NORTH LITTLE ROCK F.D.



Chief Joe McCall, Chief of the North Little Rock F.D.

Original Date of Service: May 1, 1972. Named Chief July 8, 2002

The author wishes to express his appreciation for Chief McCall's encouragement, knowledge, assistance and cooperation in making this book possible.

SPECIAL DEDICATION



The most enjoyable aspect of writing *The First 100 Years* for the author has been meeting and talking to so many wonderful people. North Little Rock Fire Department (Ret.) Captain James A. (Jim) Dancy has been an incredible source of knowledge in the course of writing this book. His genuine interest in seeing *The First 100 Years* come to completion has been very inspiring to the author. Jim has always had time to answer questions, recall his memories of the North Little Rock Fire Department and to contact his many, many friends in search of old photos for this publication. Jim was the son of an Argenta /North Little Rock Fireman. Jim's Dad, August H. (Red) Dancy started working for the Argenta F.D. as a young boy, with his first assignment as a stable boy. Jim's unique perspective on the history of the North Little Rock Fire Department and his genuine concern for seeing the history of this Fire Department told is something the author of *The First 100 Years* will always appreciate and remember.

IN MEMORIAM

During the period of time that this book was being written, two North Little Rock Firefighters who were very helpful in providing information and photographs used in this book passed away. The writer of this book interviewed both Capt. “Hack” Richards and Chief Wesley Springer. Both of these men possessed an insight and history of the N.L.R.F.D. that was impressive indeed. May they both rest in Peace, with all the Faithful Departed. Amen.

In Memory of N.L.R.F.D. Captain (Ret.) Hack Richards



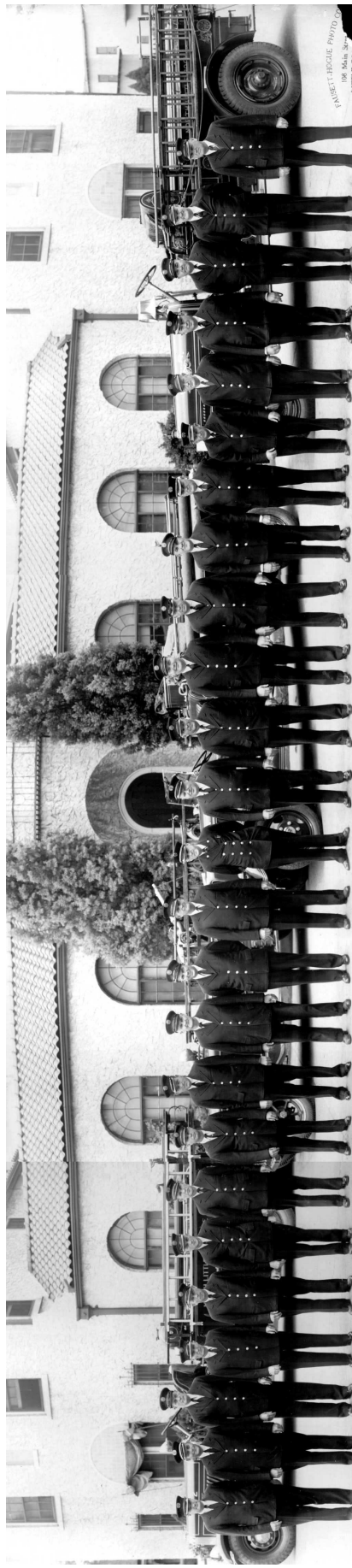
Captain H.H. “Hack” Richards served in the North Little Rock Fire Department from 1950 until 1980. His insight and recall of the North Little Rock Fire Department were of tremendous value in the writing of this book. The author interviewed Captain (Ret.) Richards at his home. His concern for those who had been and those who were North Little Rock Firefighters was very, very evident.

In Memory of N.L.R.F.D. Battalion Chief (Ret.) Wesley Springer



(Picture courtesy of Mrs. Bernice Springer)

Chief Springer served 47 years, 7 months, and 23 days in the NLRFD. He retired May 24, 2002. This is the longest known term of service of any firefighter in the Argenta/North Little Rock Fire Department. Chief Springer began his tenure as a Hoseman and then was promoted to Driver and Captain. He attained the rank of Battalion Chief, serving as a Battalion Chief and as Fire Marshal. The Fireboat J.W. Springer was named in his honor.



The N.L.R.F.D. in 1938: Rohn Drye, John Snow, John Neal, Thomas Farris, Raymond Henson, Tom L. Exum, John Caldwell, John Wall, Hoover Robinson, W.W. Pemberton, Earl Eller, Frank Neely, Chief Roy Nichols, Henry Gray, Robert Goss, John Finn, Sherman Zinn, Julian "Jude" Smith, Loyal House, Raymond Nichols, August Dancy, Charles Youngblood, John Stufflebeem, William Wright and Clarence Matchett. Photo from NLR History Commission

CHAPTER 1:

The Early Years Of The Argenta (North Little Rock) Fire Department: 1904-1916

February 23, 1904 was the date chosen for Argenta to officially become an independent city. A Fire Department for the new City of Argenta, Arkansas was planned well before Little Rock was to give up control of the area north of the Arkansas River known as Argenta. City leaders and citizens well realized the inherent dangers of heating and cooking with stoves and fireplaces that used wood (or coal) for fuel. A fire could easily consume several homes or businesses before it was extinguished.

The Little Rock Fire Department housed Hose Company Number Six at 506 Newton Street in what was then the Eighth Ward of Little Rock. There is no record of a Little Rock steamer ever being housed in Argenta. Fire equipment of Little Rock Hose Company 6 consisted of a horse-drawn hose wagon. Normally, two horses pulled the wagon, which was loaded with up to 1000 feet of fire hose.

As late as February 16, 1904, *The Arkansas Gazette* reported that negotiations with Little Rock had failed and that Argenta would not keep the fire equipment and fire station at 506 Newton Avenue. (Newton Avenue later became Main Street in Argenta, Arkansas.) Negotiations finally produced the following scenario of events according to Cary Bradburn's *On The Opposite Shore*: Little Rock kept the tax revenue from the Eighth Ward (Argenta) for 1903. Argenta was given possession of the building at 506 Newton Street and Argenta leased Hose Wagon Six and two horses, Dock and Dick, from the Little Rock Fire Department until two new hose wagons and two new teams of horses arrived.

The Argenta City Council Minutes of April 11, 1904 document the formal beginning of the Argenta Fire Department. The minutes reflect that Walter Powers was appointed Chief. John Bell Duckworth was hired as a driver, and Walter Russ and Claud Bates were chosen as hosemen. There were plans for the Fire Department of Argenta to eventually be made up of eight members. John Duckworth's obituary mentions that he was the "first Fire Chief of North Little Rock," but Argenta City Council Minutes, *Arkansas Gazette* and *Democrat* microfilm all show Powers as the first chief, and Duckworth as the second chief. (The 1900 census found Duckworth as a Little Rock fireman at 506 Newton Avenue.)

A run by the Argenta Fire Department on May 9, 1904 was recorded. The alarm was sounded at approximately 12:00 p.m. The report was a fire in the rear of Metz's saloon in the 100 block of East Washington Avenue. The *Gazette* reported that the Argenta Firemen never needed to use the hose to extinguish the fire. Hose wagons also carried one or two soda-acid type fire extinguishers. The article further reported that the "old team and wagon" were dispatched on the run, because the "new team had not been thoroughly broken in yet."

The Argenta Fire Department received two alarms in a thirty-minute period on May 14, 1904. The first alarm was for 212 Pine Street. A small fire on the roof of the house was extinguished before the department arrived. One might wonder why a roof would catch on fire during the month of May. Cooking with a wood stove was very common in 1904, and therefore, such fires were common as well. The *Arkansas Gazette* of May 15, 1904 reported that the second alarm on May 14, 1904 was received after the firemen had "hardly returned to quarters and swung the harness."

This alarm was for 104 Walnut Street. The *Gazette* went on to report that the fire was thirteen blocks away, and that both “fire trucks” were dispatched. The structure at 104 Walnut was a residence, which was at least five blocks from the nearest fire hydrant. Over 1,600 feet of fire hose was laid. Chief (Walter) Powers had nothing but high praise for his men. Chief Powers stated, according to the *Arkansas Gazette*, “that the water pressure was all that we could ask.” The *Gazette* also mentioned that Chief Powers had used this fire to illustrate the capabilities of the Argenta Fire Department, including the ability of his men and the availability of an adequate supply of water.

The newspaper article of May 15, 1904 documents that the Argenta Fire Department had two hose wagons by this date. This alarm was the first alarm on which the “new equipment” was used. “The new horses” were also used on both alarms on May 14, 1904.

An Argenta Fire Department Hose Wagon



(Picture with permission of the North Little Rock Fire Department and Chief Joe McCall.)

The picture above is undated from the Argenta Fire Department. This picture shows the rear step of an early Argenta hose wagon. There was a nozzle on the back step, ready to use. The fenders above the rear wheels were certainly needed with the condition of the roads at the time. The two ladders were of different lengths. The two hose wagons were designated as Company 1 and Company 2. There is no information about the people in the picture. The driver of the hose wagon and the gentleman standing by the rear wheel were obviously firemen. One might wonder if the man wearing the suit seated in the left side of the wagon might be a city official of some capacity.

The Day of a Parade in Early Argenta



(Photo with permission of James and Barbara Humble- Photo supplied by Ret. Captain Jim Dancy)

This picture must have been taken on the day of a parade in Argenta. Flags were highly visible. The gong under the left side of the seat on the wagon was the only warning device in the early 1900's Argenta Fire Department. A soda-acid fire extinguisher is mounted to the left front side of the wagon. A coal-oil lantern is mounted just behind the fire extinguisher.

In case of a fire in this era, the only two options available to the Argenta F.D. were to grab the fire extinguisher and hope that it was sufficient to put out the fire, or to catch a plug with the 2 1/2-inch hose and rely on hydrant pressure to put out the fire.

Argenta was lucky to have city leaders who saw to it that fire hydrants were installed in the city. Minutes of the City Council of early Argenta (and North Little Rock) are full of references where additional fire hydrants were authorized.

The Argenta Fire Department, according to the 1931 Insurance Underwriters' Report became a full paid fire department in 1908. Evidently from 1904-1908 the Argenta Fire Department utilized volunteers in some capacity. The original four firefighters hired in 1904 could have hardly been expected to fight a major fire without some kind of additional reinforcements.



WASHINGTON AVENUE AND MAPLE STREETS - 1915

(Picture With permission of N.L.R.F.D. Captain (Ret.) Jim Dancy- Photo Retouched by Lee Clark)

From Left: Red Dancy, John Doolin and Ed Campbell (Identified by Jim Dancy and Bob Franklin) Jim Dancy's father, August H. (Red) Dancy is the driver in this picture. A streetcar is partially visible at the right corner of the photo. Little Rock Fire Captain Bob Franklin believes this was Hose Wagon 2 of the Argenta Fire Department. The intersection of Washington and Maple was paved by this time.

Horsepower had an entirely different meaning in this era! The dog seemed to be enjoying the day as much as anyone in the photo was. The fire extinguisher on the left front corner of the hose wagon was ready to be put into service at a moment's notice. The only other alternative was stretching the 2 ½" hose from a hydrant.

A pike pole is visible just above the ladder on the hose wagon. The street light, mounted on the pole just behind the hose wagon, was part of what was called "The Great White Way." This was in reference to the portion of downtown Argenta that had streetlights of this design at this time. The new streetlights recently installed in downtown North Little Rock on Main Street are almost identical in appearance to the lights of 90 years ago.



Companies 1 and 2 of the Argenta Fire Department

(Photo With permission of North Little Rock Fire Department and Chief Joe McCall)

Old Central Fire Station, which still stands today at 506 Main Street, was the background of this early Argenta Fire Department photograph. This photo shows what were evidently Hose Wagons 1 and 2 in front of Central Station, which was the only fire station in town at the time. The condition of the streets would appear to make travel extremely difficult, especially for a heavy fire wagon.

This photo is one of the oldest surviving photos of the early Argenta Fire Department. This is the only photo found thus far in which the white horse was one of the Argenta Fire Department horses. A 1917 inventory of the Argenta Fire Department contained in the City Council Minutes mentions a "Bay Horse named Jeff, 13 years old, 1375 pounds. This inventory was taken just before the name of Argenta was officially changed to North Little Rock.

A Scene In Front of the Argenta F.D. Circa 1914

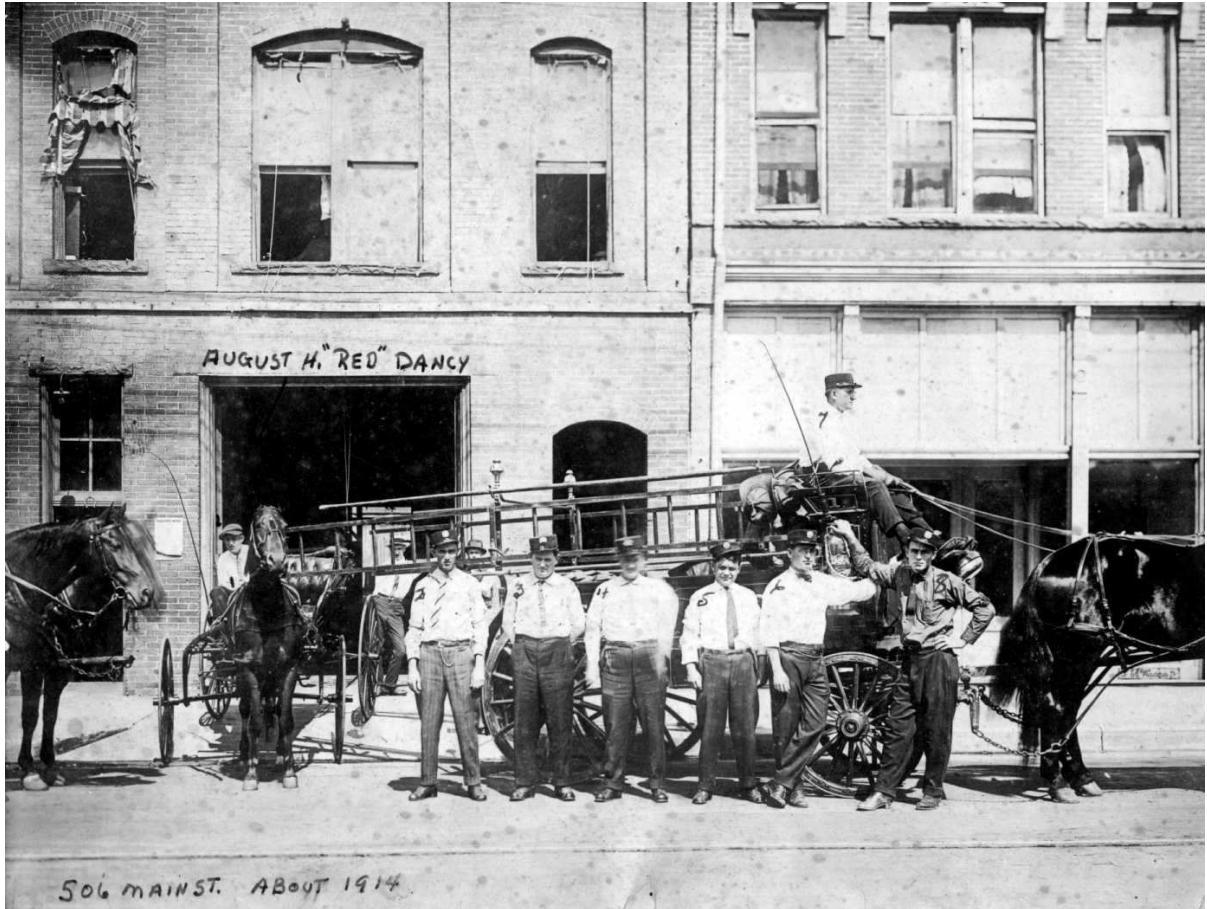


Photo with permission of N.L.R.F.D. Captain (Ret.) Jim Dancy
Driver of the Buggy: August "Red" Dancy - in his youth.

Streetcars were evidently making their way down Main (Newton) Street of Argenta at this time, since the rails are visible in the street. This was evidently a bright, sunny day, judging from the excellent quality of the old photograph. This appears to be the same Argenta F.D. hose wagon that is shown on page 14 of this book, judging from the longer ladder on the right side of the wagon.

A chief's buggy is just coming out the door of the station. The other hose wagon must have been behind the horse (or horses) in the left portion of the picture. The building just to the right of the Fire Station is gone now. It was the casket shop owned by Owens Funeral Home. There is a courtyard in its place today.

“City of Argenta”



Station 1 at 506 Main Street in another photo prior to motorized apparatus in the city. Note that “City of Argenta” is proudly displayed on the top of the Old Central. This building, which was originally Little Rock Fire Station 6, housed the Argenta City Hall, jail and Fire Department.



Above: Early Chief's Buggy of the Little Rock F.D. most likely before Argenta became a separate city. (Picture With permission of the North Little Rock Fire Department and Chief Joe McCall) The old U.S. Mail Box on the pole was a common site in North Little Rock, even in the early 1950's. L.R.F.D. Capt. Bob Franklin identifies the firefighters as Chief Haeffer and 1st Asst. Chief Burns of the L.R.F.D.



Above: Another photo of an Argenta Hose wagon.
Thanks to Capt. Roy Sanchez and the N.L.R.F.D. for the photo.

Another Scene From The Early Argenta F.D.



(Photo with permission of the NLR History Commission- Sandra Taylor Smith, Director)

A few of the firemen pictured here appear to be the same men pictured in photos of early motorized N.L.R.F.D. apparatus in coming pages in this book. The bench, which is visible behind the horses, may have been for the firemen, or it perhaps was for waiting for a streetcar. The streetcar tracks are visible just in front of the hose wagon.

The idea of a second fire station in Argenta was first discussed in 1906. On April 11, 1906 the *Arkansas Gazette* reported that there was “talk of moving one of the two fire companies” housed at 506 Main (Newton) in Argenta to East Washington Avenue. This would decrease the response time to the eastern part of the city.

Chiefs of the Argenta (North Little Rock) Fire Department were appointed by the Mayor, and served at his pleasure. Walter Powers, most likely was the Argenta Fire Chief until late 1907. The *Arkansas Gazette* reported in its April 13, 1909 edition that “Chief of Fire Duckworth” was to be retained as Fire Chief by the new city administration. John Bell Duckworth had been hired as a driver in 1904 when the Argenta Fire Department was first founded. John Duckworth would have become Chief in 1907, if Powers ended his term then.

The *Arkansas Democrat* reported on April 11, 1911 that Tom Exum would “remain as Fire Chief.” (A new administration took office.) The *Gazette* of April 13, 1915 again stated that Tom Exum would be the N.L.R.F.D. Chief. Chief Exum served until April 10, 1917. Tom P. Exum began his term as Chief in 1909, according to his obituary.



August H. Dancy – Argenta/North Little Rock Firefighter: August Dancy saw the Department first with horse drawn apparatus. He was a driver of the first motorized pumper. He was deemed a hero for his rescues.

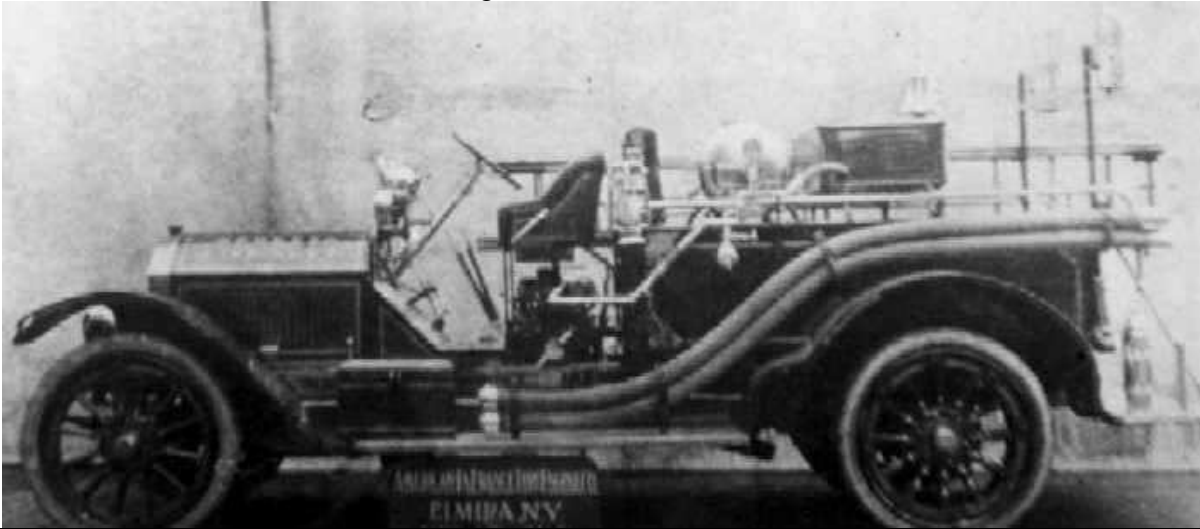
CHAPTER 2: The North Little Rock Fire Department: 1917-1924



(Permission for photo: James and Barbara Humble. Provided by Captain Jim Dancy; retouched by Lee Clark.
1917 American LaFrance Pumper: The First Motorized Apparatus of the Argenta/ N.L.R.F.D.
This photo must have been made after a huge snowstorm. The snow is almost axle deep to the 1917 American LaFrance pumper. Tire chains are visible on the rear wheels. Evidently Argenta was still the name of our city at this point, since the firemen's helmets are inscribed with "A.F.D." March 1917 marked the point at which Argenta officially became North Little Rock. The first motorized fire apparatus to arrive in the city had a pump with a maximum output of 350 gallons per minute.

On October 3, 1916 The Argenta City Council passed Ordinance Number 403. This ordinance was to change fire fighting in Argenta (and North Little Rock) in a way from which there would never be a return. Ordinance 403 of the City of Argenta stated that "Horses were ... worn out. The season was approaching where there will be much flammable material." The ordinance further stated that "winter fires" were soon to be in use. With all of this wording (and more) as a "preamble," it was enacted that a "Type 40, combination chemical, hose car, equipped with a Junior Fire Pump" was to be leased from the American LaFrance Fire Truck Company. Total cash price of the pumper would have been \$5875.00.

The first payment of \$500.00 for the American LaFrance Pumper was appropriated and was to be paid on January 1, 1917. The first motorized apparatus of the Argenta Fire Department arrived in 1917. It had a 350 GPM pump. Horse-drawn hose wagons also remained in service, for the time being.



Above: Builder's Photo Plate Of The 1917 American LaFrance Pumper
(Photo with permission of L.R.F.D. Captain Bob Franklin)

The lettering on the hood of this historic fire apparatus says "ARGENTA FIRE DEPT," since it was ordered before the Argenta's name was changed to North Little Rock. This pumper must have brought incredible change to the Fire Department. Assuming that streets made speed possible, firemen could get from the station to a fire in much less time. This first motorized apparatus arrived in 1917. It had to be a grand occasion.

The pumper pictured above was at the Main Fire Station until 1925. It was decided in the later part of 1925 that the American LaFrance would go back to the factory for a complete overhaul to the tune of \$6,000.00. The overhaul ended up taking place in the Bass Brothers' Garage, next door to the Fire Station. A mechanic from American LaFrance supervised the operation. A. H. "Red" Dancy gave an account in the *Arkansas Gazette* many years later of how the hose wagons (horse-drawn) and the motorized apparatus raced to fires.

On April 10, 1917 Frank Collins became Chief of the Argenta Fire Department. He served as Chief until November 25, 1918. It was during Chief Frank Collins' tenure that North Little Rock began operating the Fire Department out of two Fire Stations.

Ordinance 482 of North Little Rock, Arkansas, as Argenta was now called, noted that land at 15th and Pike had been given to the City by the Missouri Pacific Railroad. A Fire Station was to be constructed at that location, and a Fire Truck (motorized) was to be purchased "for not more than \$800," with one of the "present fire wagons" to be placed on the new truck. The ordinance was enacted on November 12, 1917.

The Fire Station at 15th and Pike Avenue cost \$1,390 and was of brick construction. The *Democrat* reported on March 6, 1918 that the Fire Station (15th and Pike) was "finished," meaning that construction was complete. The *Democrat* of April 16, 1918 reported "New Fire Truck Received." The article reported that on the preceding Tuesday morning Mr. Fred Snyder had delivered the truck. Fred Snyder (also listed as Schneider) was a local blacksmith.

The Second Motorized Apparatus of the N.L.R.F.D: A 1917-18 Vintage Model T Ford In Front Of North Little Rock's Second Fire Station



(Photo with permission of James and Barbara Humble - Photo obtained from Captain (Ret.) Jim Dancy)

The second N.L.R.F.D. motorized apparatus was a most unusual apparatus. The chassis was a Model T Ford, which was originally Mayor Faucette's car. A Smith-Form-A-Truck Chassis was installed, and one of two original horse drawn hose wagons of the Argenta Fire Department was installed on top of the chassis. The Fire Station was the first at 15th and Pike.

The Ford Model T hose wagon gave North Little Rock two motorized fire trucks. The time it took for a horse drawn hose wagon to come from 506 Main Street to the Baring Cross community was greatly reduced. The Missouri Pacific Railroad and the citizens of what was then the western part of North Little Rock had their fire protection increased to a much greater level. The first "sub station" in the North Little Rock Fire Department was apparently closed sometime before 1925.

November 26, 1918 – April 19, 1919 marked Chief John Welch's tenure as Chief of the North Little Rock Fire Chief. Joe Engleberger became Chief of the N.L.R.F.D. on April 10, 1919 and served until April 10, 1921.

F.O. Stettler served as Chief from April 10, 1921 until April 10, 1923. The North Little Rock City Administration, which took office on April 10, 1921, listened to the pleas of the North Little Rock Firefighters concerning their working conditions. Up to this time, firefighters **practically lived** at the fire station, since firefighters only had four days off per

month! The City Council approved a two-platoon system for the North Little Rock Fire Department on or about June 1, 1921. By July 9, 1921, The *Arkansas Gazette* was reporting that Mayor Gardner was predicting an extremely dire state of financial affairs for North Little Rock. He predicted that the city would be in dire financial straits in short order, if the extra expense of the two-platoon system of the North Little Rock Fire Department was not changed. Mayor Gardner first recommended going back to a one-platoon system, but he later stated that a one platoon system or reduction in expenses to the level that was in place before the two-platoon system was put in place would be acceptable.

The North Little Rock Firefighters responded that they were in favor of keeping the two-platoon system, even if it meant lower wages and fewer firefighters. The North Little Rock City Council and the Firefighters agreed that a \$10 a month reduction in pay would take place. Also, two Firefighters would be laid off. The N.L.R.F.D. then had eleven members, including the Chief, instead of the thirteen that had been employed. Evidently the financial crisis of the city was severe, since electrical workers also had their wages reduced.

Alderman J.B. Ray was in favor of the Mayor giving up one-fourth of his salary and Aldermen giving up half of their compensation. Mayor Gardner ruled motion as “OUT OF ORDER,” since law fixed the salaries of the Mayor and Aldermen. At this same meeting, \$400.00 was approved for several small items of equipment for the Fire Department and four new tires for “the fire engine.”

The July 30, 1921 *Arkansas Gazette* stated that the N.L.R.F.D. had received an alarm on July 29, 1921 to 119 West 23rd Street. A Missouri Pacific Lines train had held up the fire company responding from Central between six and seven minutes under the Main Street Viaduct. The Main Street Viaduct was in an alarming state of repair, and heavy vehicles were not allowed to travel on it. Heavy vehicles had to take their chances crossing the tracks at a grade level crossing. The Main Street Viaduct was rebuilt in 1927, and that bridge still stands. The house had burned down when the firefighters from Central arrived. The “small Ford engine” (the Model T Hose Wagon) quit running before it reached the fire scene.

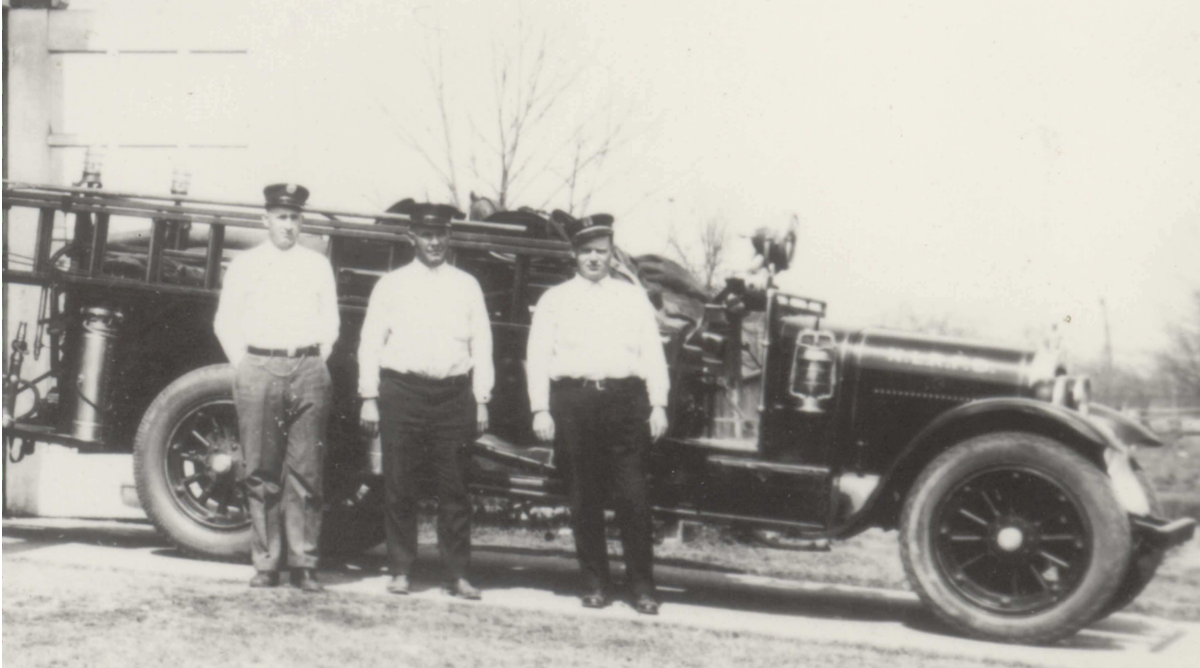
August 2, 1921 saw a huge fire erupt at 601 Main Street. This was the home of Mechanics Lumber Company. The loss was estimated to be between \$60,000 and \$100,000. Soon the North Little Rock Fire Department realized that reinforcements were needed, and Little Rock was called for help. Company 8 of the L.R.F.D. responded. Fire Underwriters’ Reports of the era indicate that Company 8 was a hose company. Another call was made for Little Rock to send Company 1, which was a 1,000 GPM pumper. Company 1 of the L.R.F.D. along with L.R. Co. 8 and the N.L.R.F.D. finally subdued the fire. The Little Rock American LaFrance 1000 GPM pumper, and North Little Rock’s 350 GPM pumper “almost drained the water mains dry,” until the water main for Camp Pike was diverted to the city.

It seems that the pumping station in North Little Rock had been unused for some months then. Since this action, Chief Stettler said that water pressure in North Little Rock had been “very poor.” Chief Stettler stated that pressure had been 100 to 120 PSI before the artesian wells had been shut down. This left North Little Rock dependent on water pressure from Little Rock. Pressure was about 20 PSI during the fire.

April 10, 1923 was the date on which Roy Nichols became Chief of the North Little Rock F. D. He would serve until January 1, 1947. This was a tenure of well over 23 years!

CHAPTER 3:

The North Little Rock Fire Department: 1925-1934



The Third Motorized Apparatus of the N.L.R.F.D. - 1925 Dodge-Foamite/Childs Pumper (Photo With permission of N.L.R.F.D. and Chief Joe McCall. Photo Edited from the original.) Pictured: Capt. Henry Gray, R.J. Goss and Al Roberts

In late May or early June of 1925, this 1925 Foamite/Childs pumper on a Dodge chassis arrived at the North Little Rock Fire Department. The coal oil lantern just behind the right front fender looks identical to those on the horse-drawn hose wagons. The bell, located in front of the toolbox, served as the warning device. When this apparatus initially arrived, it was stationed at Central Station.

Upon the arrival of the Dodge truck, the 1917 LaFrance was completely overhauled. The Dodge Foamite/Childs only stayed at Central Station for a few months. A “huge” 750-gallon per minute pumper was ordered from The Seagrave Corporation in September 1925. Much consideration and thought was given to the design of this apparatus. The City Council approved the apparatus in July 1925. Ordinance 721 of the North Little Rock City Council had authorized spending not more than \$13,080.00 for a new pumping engine for the fire department.

An event took place before the new Seagrave apparatus arrived that changed the philosophy of fire suppression in North Little Rock forever. The North Little Rock City Council voted on the evening of September 8, 1925 to establish a Fire Station in the east section of North Little Rock near the 2300 block of East Third Street (now East Broadway). It was also decided to remodel the Fire Station at 15th and Pike and reopen this Fire Station as well. It seems this station had been closed at some point after it opened in 1918, and the Ford Model T had returned to Central Station.

Things had not looked better for the North Little Rock Fire Department in a long time! The following events had all taken place very recently: There were to be three North Little Rock Fire Stations for the first time in the history of the city. A new 750 GPM Seagrave was

on order. A 1925 Dodge Foamite/Childs 300 GPM Pumper had arrived just a few months ago. The 350 GPM 1917 American LaFrance was receiving a complete overhaul at the Bass Brothers' Garage in North Little Rock. The old Ford Model T hose wagon was to be kept for emergencies. At some point, a chemical tank had been added to the Ford Model T, because this fact was noted in the 1931 Insurance Underwriters' Report for North Little Rock. A reserve apparatus was in place almost 80 years before this book was written!

City officials must have left the September 8, 1925 City Council Meeting feeling a sense of pride and accomplishment in view of the huge steps they had voted to take that night in terms of fire protection for their city. That was all to change in a matter of hours. About 4:45 a.m. on the morning of September 9, 1925, a fire was discovered at North Little Rock High School on West Fourth Street. The blaze resulted in damage of \$100,000 to the structure. North Little Rock High School had been said to be completely "fire-proof." The results of the most devastating fire to ever hit North Little Rock to this point certainly proved this theory to be false. The building was completely destroyed. The fire was thought to have started with the spontaneous combustion of chemicals in the chemistry lab on the third floor.

Water pressure was said to barely reach the second floor. Fire fighting apparatus was deemed to be "totally inadequate" by the September 9, 1925 *Arkansas Democrat*. North Little Rock only had available the 1925 Dodge-Foamite/Childs and the Ford Model T. The 1917 American LaFrance was being overhauled. The Dodge was the only North Little Rock fire truck available, which had a pump, and this was a 300 GPM pump. Little Rock was called for help. Engines 2 and 8 from Little Rock responded along with the Little Rock Aerial Company. Efforts were made to increase water pressure at the North Little Rock Water Treatment Plant. The Mechanics Lumber Company fire of 1921 certainly should have made the extremely serious consequences of low water pressure very evident.

Every newspaper article concerning this fire made mention of the heroic efforts of the North Little Rock Firemen. They were just were completely without two major needs at any fire: An adequate water supply and adequate apparatus for fighting the fire. Discussions for arranging for adequate water with plenty of pressure to be brought across the Arkansas River from Little Rock began soon after the September 9, 1925 fire at North Little Rock High School. The 1923 Little Rock Insurance Underwriters' Report indicates that water was piped across the Arkansas River all the way to Camp Pike. This had been discontinued after World War I was over. Evidently a bridge, which the water main to North Little Rock was attached to, had been torn down.

On October 27, 1925 the *Arkansas Democrat* reported that work had begun on remodeling the 15th and Pike Fire Station. A "number" designation for the station was never indicated until the city had three fire stations. When the Fire Station at 15th and Pike reopened in early December 1925, the 1925 Dodge was assigned as the apparatus at the West Side Station. (The station at 15th and Pike was referred to as the West Side Station or the 15th and Pike Station in *Arkansas Democrat* and *Arkansas Gazette* articles dating from this time.)

December 1, 1925 marked the arrival of the 750 GPM Seagrave pumper at the N.L.R.F.D. It received its final test on December 8, 1925 and surpassed all of Seagrave's claims. Little Rock Fire Chief Charles Haefter was in attendance at the acceptance test, as was Little Rock's mayor.



Thanks to Mrs. Ruth Farris for this photo and thanks to Mrs. Bernice Springer for her assistance in obtaining it. Above: **The first North Little Rock Fire Station in eastern North Little Rock**, which opened on October 24, 1925. The 1917 American LaFrance was assigned as the pumper at the station. The fire station was in a rented building on East Third, the Prioleau Building. This building was in either the 2100 or 2200 block of East Third. John Snow, Tom Farris and Tom L. Exum are identified as the crew of Company 2.

October 1925 also saw the Arkansaw Water Company, a private water company which supplied Little Rock's water at the time, and North Little Rock come to an agreement on plans that would see water piped across the Arkansas River via the Broadway Bridge in a sixteen inch pipe.

The December 1, 1925 arrival of the Seagrave 750 GPM Pumper was talked about for days in advance in the *Arkansas Gazette* and *Arkansas Democrat*. It was "advertised" almost like a circus was coming to town. The acceptance test was publicized equally well. Needless to say, the new 1925 Seagrave 750 GPM pumper passed the test with flying colors. It pumped for ten hours straight, delivering up to 1000 GPM, an amount that more than doubled what the two existing North Little Rock pumps could produce!

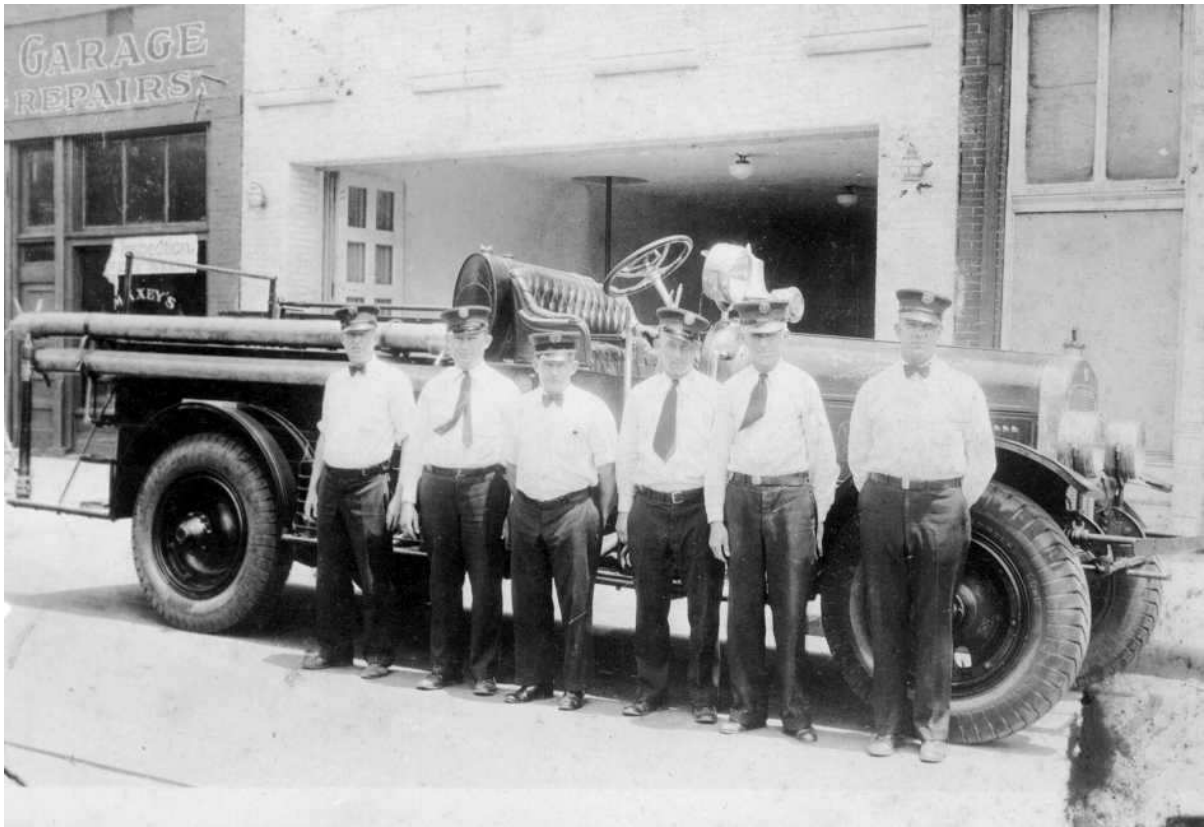
The Seagrave was now assigned to Central Station, and the '25 Dodge was sent to the station at 15th and Pike, which was now ready to reopen. The Dodge-Graham pumper cost \$5,350.00 in 1925. The '17 LaFrance at Station 2, along with the Dodge and the Seagrave gave the N.L.R.F.D. a pumping capacity of 1400 gallons per minute!



Above: **Original Fire Station on Pike Avenue at 15th Street** - After it was reopened in December 1925 (Photo with Permission of N.L.R.F.D. and Chief Joe McCall.) This station was built in 1918 and torn down in late 1940 or early 1941. Capt. Henry Gray, R.J. Goss and Al Roberts are in front of the Dodge. (Firefighters Identified by Jim Dancy and Bob Franklin.) The apparatus is the 1925 Dodge/Foamite-Childs.



Above: Central Station as it Appeared In The Early Days of Motorized Apparatus. (Photo with permission of Jim Henry) Computer enhancement of the photo indicates the '25 Seagrave is the pumper in the picture. Capt. (Ret.) Jim Dancy identified the men as: (L-R) Tom Crumley, Gaston McClain, Frank Neeley, Mr Robert T. Owens, John Neal, Raymond Nichols, August H. Dancy (Jim Dancy's father) and Chief Tom "Red" Welch.



1925 Seagrave 750 GPM Pumper of the N.L.R.F.D.

(Photo with permission of the North Little Rock Fire Department and Chief Joe McCall. Note: Several other copies of this photo exist, which have been generously donated to the author.)

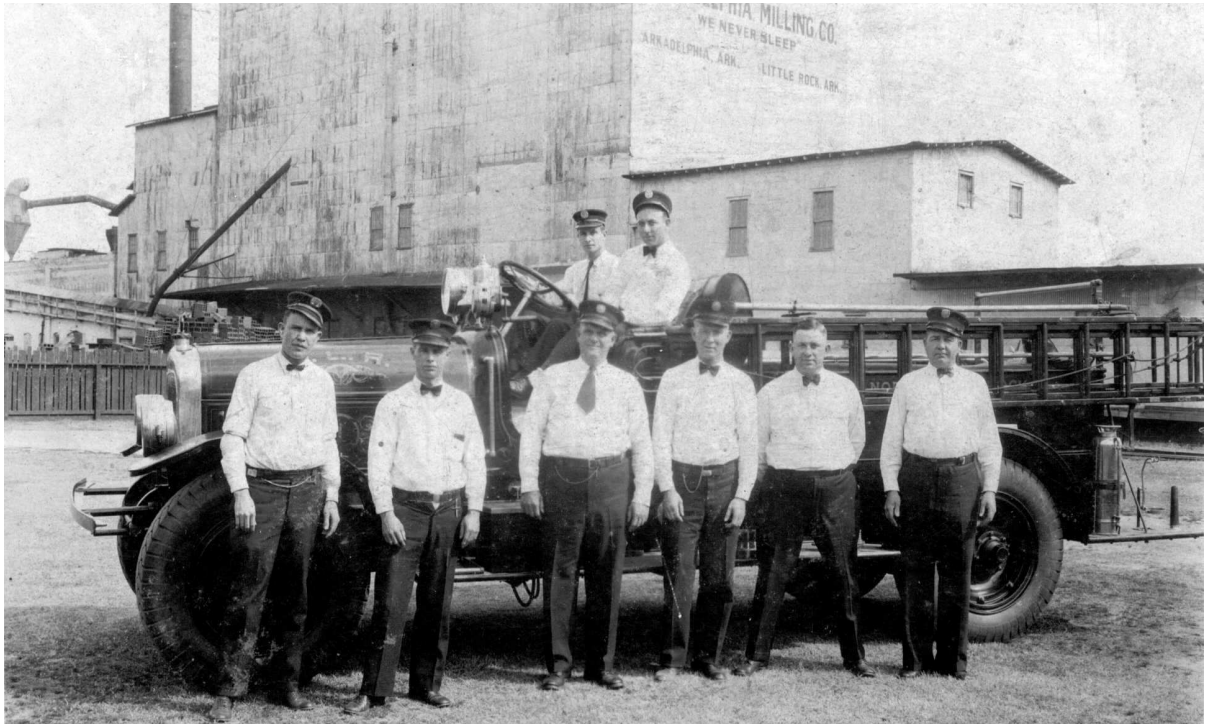
Another copy of this old photo, owned by a member of the Youngblood family, identifies the firemen as: Pictured above: August Dancy, Charles Youngblood, Raymond Nichols, Raymond Henson, George McCain and Earl Eller. Note that the front door of Central had been remodeled and widened by the time this photo was made.

The Seagrave pumper pictured above cost \$13,080.00 in 1925. Its much-heralded arrival was said to be certain to lower fire insurance rates in North Little Rock. The acceptance test of the 1925 Seagrave attracted a large number of people, including news media of the area.

The North Little Rock Fire Department now had four fire trucks on its roster, including a standby truck, which was the Ford Model T hose wagon. Bills paid by the North Little Rock City Council each month no longer included feed for horses and services for fire horses being shod. Such entries on official City Council Minutes actually ceased about 1919.

Ordinance 732 authorized the North Little Rock Fire Department to have twenty-eight firemen! This represented the most firefighters that the city had employed to this date. This ordinance was evidently the subject of a Democrat article described on Page 33.

1925 Seagrave 750 GPM Pumper of the N.L.R.F.D. In Front of Arkadelphia Milling Company (N.L.R.)



(Picture by Permission from L.R.F.D. Captain Bob Franklin) The pride of these North Little Rock Firefighters is evident. A 750 GPM Pumper was really something to be proud of in those days. The pumper had a dual ignition system with two spark plugs for each cylinder.

This photo was made with the Arkadelphia Feed Mill in the background. The caption on the building was: "We Never Sleep." This pumper was a right hand drive vehicle. Hard suction hoses and the pump controls were also on the right hand side of the pumper. Payments for this pumper were spread out over a few years to enable the city to pay for it. The last payment was made in 1928.



Above: The '25 Seagrave on Main Street in front of Owens: Driver: August Dancy; Seated: John Welch. Standing: Tom Crumley, Gaston McClain and Ray Nichols. Photo from N.L.R.F.D. Capt. (Ret.) Jim Dancy

July 30, 1925 marked a report from the *Arkansas Democrat* concerning the hiring of additional firefighters for North Little Rock. Five additional men were added to the North Little Rock Fire Department, making it “one of the best fire fighting forces of any city of its size in the state.” The five men to be hired as regular firemen were Tom Crumley, Will Walker, Sid Gaylor, Lawrence Williams and Wood Pemberton. It seems that Pemberton had been an “extra” fireman for some time.

September 4, 1929 marked the first Fire Chief’s vehicle in North Little Rock. The car for Chief Roy Nichols was said to be a “Chevrolet Runabout” by the *Arkansas Gazette*. The car was painted “brilliant red” and was to “be equipped with a siren” The *Gazette* stated that Chief Nichols had used streetcars to travel from station to station up until this point. The chief had also utilized streetcars to make his fire inspections. Mayor Lawhon said in the same article that if a fire alarm came in while the Chief was making inspections, he would be able to get to the scene of the fire in much less time than had been the case.

Company Number 4 was formed in 1929. Newspaper accounts in September 1929 report that Company 4 was formed and that it would have a “grass fire district” of its own. At the time of its formation, Company 4 was to be manned by firefighters from Company 1. The Model T Ford was most likely the apparatus used by Company 4 for the first several months of its existence.

The 1931 Fire Insurance Underwriters’ Report on North Little Rock listed a Whippet truck placed in service in 1930 as a Hose Wagon. It was used as a Reserve, except for fires in the downtown area, when it ran with the pumper out of Central. The Underwriters’ report further stated that in “the past year” that the Whippet had replaced the Ford Chemical and Hose Wagon. (This was the Model T Ford, that originally was at 15th and Pike.)

More research and study has taken place on the Whippet Hose Wagon than in the case of any other North Little Rock Fire Apparatus. No records of the purchase of this apparatus were to be found in Fire Department records or in City Council Ordinances and Minutes. An old North Little Rock Fire Department journal indicated that the Whippet was a 1929 model and stated that it went in service in August 1929. North Little Rock City Council Ordinance 851 appropriated \$1500.00 for purchase of a Whippet Police Patrol Wagon in August 1929.

The author of this book managed to purchase a 1931 Underwriters’ Report for North Little Rock on Ebay. The Underwriters’ report stated that the Whippet went in service in the N.L.R.F.D. in 1930. After reading newspaper accounts of a fire apparatus to be sold when the 1939 Seagrave arrived, the real origin of the Whippet began to become obvious:

The August 25, 1929 *Arkansas Democrat* contains a photo of a new 1929 Whippet “patrol” with the keys being presented to NLR Police Chief Moore by Mayor Ross Lawhon. The October 24, 1939 *Arkansas Democrat* stated that the delivery of a new Seagrave would result in a fire apparatus which “was built from a patrol wagon formerly used by the police department” being retired. ***The North Little Rock Whippet Police Patrol Wagon went to the Fire Department sometime in early 1930!*** The top, which was made of canvas with wood supports, was removed. Some modifications were made for supports to hold a ladder on each side.

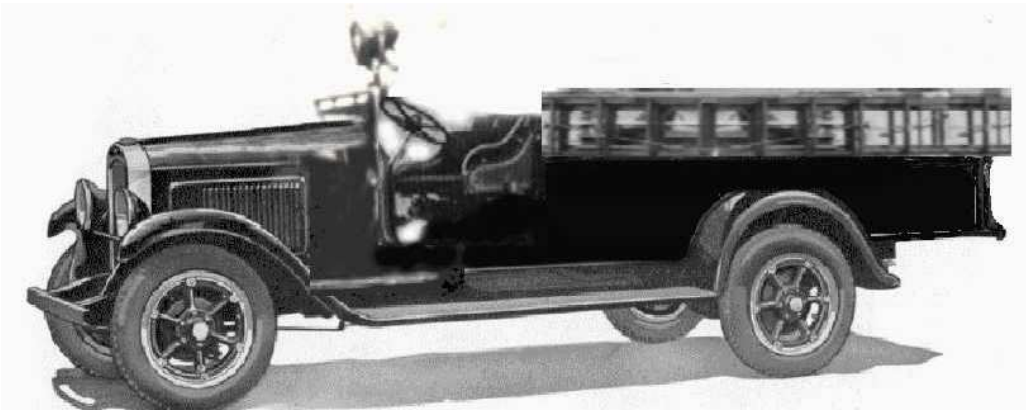
This all took place during the Great Depression, so the city of North Little Rock had to make maximum use of each and every vehicle. This vehicle had to be a great improvement from the 1917-1918 vintage Model T Ford. The 1929 Whippet was not finished serving the City of North Little Rock after the Fire Department replaced it in 1939. It next went to the North Little Rock Street Department!

Jim Dancy (retired N.L.R.F.D. Captain) remembers the Whippet running out of the back door of Old Central Station. The only known photo of the 1929 Whippet Hose Wagon was in the panoramic photograph made of the entire N.L.R.F.D. in 1938. A portion of this photo has been reproduced below. The full photo is shown on page 12 of this book.

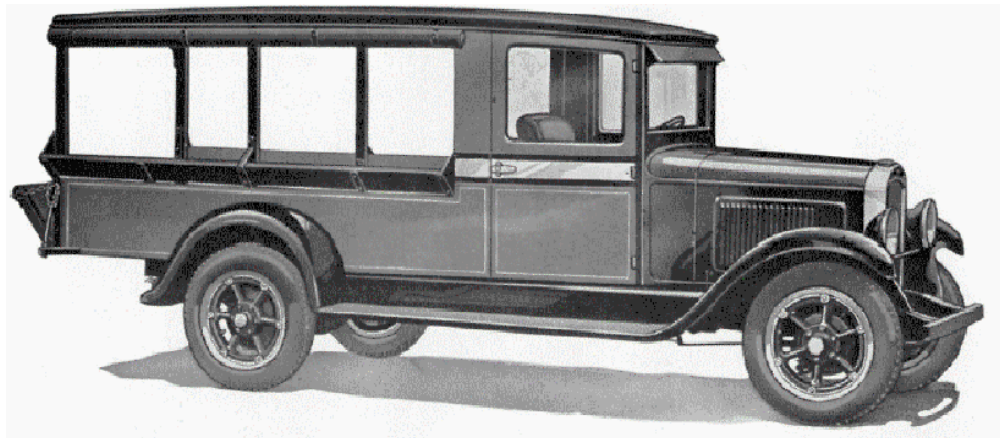


1929 Whippet Hose Wagon of the N.L.R.F.D. (Photo is part of 1938 N.L.R.F.D. Photo at the NLR History Commission. Thanks to Sandra Taylor Smith.)

The Whippet was the second truck from the left in the 1938 photo. The truck was almost completely covered by the firefighters standing in front of it. The spokes in the left front wheel were visible, and this made it possible to determine that this was a Whippet C101, which was produced in 1929 and 1930. This was a 1-½ ton truck with a six-cylinder engine and a four-speed transmission. The '29 Whippet did have a deck gun on board and it had ladders on both sides of the body. It is not known what the back of the truck looked like. *Arkansas Gazette* and *Arkansas Democrat* articles also document the fact that this hose wagon responded to some grass fires while it was in service.



A Whippet C101 edited with permission by the author to replicate the NLRFD Whippet.
The photo above was edited with permission by computer software from the photo below.



Above: A Whippet C101 Commercial Truck in a Whippet Sales Brochure. Used with permission of Greg Gumtow, Past President of the Whippet Knight Overland Registry Society. (www.wkor.org). This chassis was edited by computer software with the permission of Mr. Greg Gumtow to reflect the N.L.R. 1929 Whippet. The NLR Whippet was an identical vehicle when it arrived new for the North Little Rock Police Department.

December 9, 1929 saw a payment to Finley Turner Service Company of Little Rock for \$3,062.50. This represented the cost of new fire hose for the N.L.R.F.D. Ordinance 827 authorized 52 fire hydrants.

A fire destroyed the North Little Rock City Garage on Friday, February 14, 1930. \$15,000 worth of City equipment was lost in the fire. The structure, valued at \$10,000 was also deemed a total loss. Three North Little Rock Fire Companies responded to the blaze. Little Rock was called for assistance, and two Little Rock Fire Department Companies responded.

The *Arkansas Democrat* reported on February 4, 1930 that a loss of \$75,000 had occurred in a fire on West Washington Avenue. The buildings pictured were most likely in

the block just west of Main Street. Fireman J.P. Caldwell of Central Station pulled Leroy Cook, a North Little Rock Firefighter, from a pile of fallen brick inside the burning building. The greatest loss of that fire was to come in a few days: Fireman LeRoy Cook of Company One had died of his injuries, in spite of the heroic efforts of J.P. Caldwell. (Caldwell later became Chief of the Department on January 1, 1947.)

L.A. Williams, a North Little Rock fireman with Company 3 at 15th and Pike lived on West Sixteenth Street with his wife and twelve children. He became ill while on duty on the Sunday proceeding March 26, 1931. He was taken home, where he died on Sunday evening, leaving his wife, seven sons and five daughters.

Although too much time has elapsed since the event for any of the firemen at the station to be interviewed, (Fireman Williams' surviving children are in their 80's now.) there are some accounts that Williams had fought a fire earlier that day. The newspaper account of "acute indigestion" certainly seems to indicate a heart attack. **It seems possible to the author of this book that L. A. Williams may well have died in the line of duty.** It should be realized that it is just not possible to make a determination after 70 years have elapsed.

May 11, 1932 found *The North Little Rock Times* stating that all North Little Rock City employees receiving a salary of more than \$100 had voted to accept at 10% cut in their wages. This vote was in an effort to keep any employee from losing his or her job. (In January 1936 the Firemen of North Little Rock requested a raise of \$10 a month in wages.)

The Fire Underwriters' Report of 1931 indicated that the 1917 American LaFrance Pumper at Station 2 did not have its pump tested, because the old apparatus was not in shape to pump. The need for a new pumper for North Little Rock was evident. Ordinance Number 944 of the North Little Rock City Council authorized the expenditure of \$11, 300 for the purchase of a new fire engine. The truck was to come from the Mack International Motor Truck Corporation. The Underwriters had recommended replacing the 1917 American LaFrance with a new pumper. The underwriters further suggested that the LaFrance be overhauled and placed in reserve at Central. It was to have 1000 feet of 3-inch hose on its hosebed as a reserve. There is no indication that the 1917 LaFrance was ever a reserve.

The original old wheels and tires on the old "LaFrance" were even replaced with "high pressure tires and rims" at a cost of \$471.62. Ordinance 904 granted the authority to Guenter Goodyear of North Little Rock for performing this work. In spite of all the repairs and upgrades that were made to the 1917 American LaFrance, one thing was obvious: Its days in "front line fire service" in North Little Rock were nearing an end.

1933 Mack 750 GPM Pumper of the North Little Rock Fire Department



Picture used with permission of the N.L.R.F.D. and Chief Joe McCall

This Mack pumper, pictured above, was ordered in late 1932 and arrived in February 1933. It cost some \$11,000. The pumper went in service at Station 2. The 1917 American La France was nearly worn out by now. The '33 Mack was a 750 GPM pumper, and evidently had a powerful engine. The firefighters at Old Station 2 must have experienced a huge change when this became their apparatus.

One of the big selling points of this new pumper was that it was identical, or nearly identical to the latest fire pumper purchased by the City of Little Rock. The Mack remained in the N.L.R.F.D. until the early 1950's. It was in regular service until 1947. When Station 4 opened in 1949, this pumper was again placed in regular service at Station 2 until 1951.

The Great Depression was making itself felt throughout the Nation by this time. This would be the last pumper purchased until 1936. The main concern now was preserving jobs within the department and the entire city. Another pumper with this large of a pumping capacity (750 GPM) would not be purchased again by the N.L.R.F.D. until 1947.

CHAPTER 4:

The North Little Rock Fire Department: 1935-1944

Friday, May 3, 1935 found *The North Little Rock Times* reporting that in an effort to balance the City Budget, the pay of all firemen again had been reduced. Hosemen lost \$10 a month; drivers lost \$5 a month; captains lost \$10 a month. The effects of the Great Depression were still being felt!

The August 30, 1935 *North Little Rock Times* stated that North Little Rock was to build a new fire station in Eastern North Little Rock. Up until this point, the fire station in the eastern part of the city had been in a rented building. The first station in eastern North Little Rock was in the Prioleau Building. The station later at some point moved to 2306 East Third (Broadway) in a building rented from J.M. Branch. Two lots were evidently purchased in the 1300 block of East Broadway. There are no records or documents that show a fire station was ever built at this location. The 1931 Fire Underwriters' Report indicated that Company 2 in North Little Rock was operating in a "concrete block building" at Third and Beech Streets. This is the 1300 block of present day East Broadway, so this may mark one additional location that Company 2 of the N.L.R.F.D. occupied in many rented buildings.

There are a few stories told that North Little Rock Fire Station 2 was on Washington Avenue for a time in a location close to Hubble Funeral Home. Jim Dancy recalls, when he was a small boy, that Company 2 operated out of the building on the southwest corner of Washington and Beech, across the street from Hubble Funeral Home.

1936 Ford/ Seagrave 500 GPM Pumper of the North Little Rock Fire Department



(Picture with permission of L.R.F.D. Captain Bobby Franklin) Jude Smith, John Finn, R.J.Goss, "Doc" Zinn, Captain "Doc" House and Henry Gray; Chief Roy Nichols standing in front of the pumper.

The 1925 Dodge Foamite/Childs was in dire need of replacement. Repair records indicate that it was constantly in need of repairs. A wheel even came off while the truck was responding to an alarm on August 5, 1929. "Doc" Goss, the driver of Company 3, was credited with averting a much more serious accident. One of the crew was thrown from the truck, as it was. A new pumper for Company 3 was needed. Ordinance 1100 on September 27, 1938 authorized selling one 1927 Dodge Fire Engine (obviously the '25 Dodge) for not less than \$200.00. Obviously, the pumper was completely worn out by 1938.

A 1936 Ford/ Seagrave pumper was purchased from the Whitney Harb Ford Dealership in North Little Rock for \$ 3,650.00 to replace the 1925 Dodge. Ordinance 1035 of the North Little Rock City Council on November 28, 1936 authorized this pumper. Since this pumper still made runs as a reserve in the late 1950's, this was a tremendous value for the dollar. This pumper was delivered as a Seagrave pumping unit on Ford chassis with the motor number 18-3308336. The 1936 Ford/Seagrave had a 500 GPM pump, a V-8 engine, and apparently was the first pumper to come equipped from the factory with a booster water tank.

The '36 Ford/ Seagrave first was sent to the Pike Avenue Station. It stayed there until late 1947 or early 1948, when a new 1947 American La France took its place. Newspapers show accounts of this being the truck that responded to fires in Park Hill from Central.

There is also a picture in a 1949 newspaper that shows the '36 Ford in service at the Levy Station, so evidently at some point it was in service as Company 6 after the two 1947 American LaFrance pumpers arrived in late 1947.

There was a problem with the '36 Ford not starting when it was at Levy. Rough roads were attributed to many of its problems, and rightfully so. Jeff Monroe now owns this truck. It is the oldest known surviving North Little Rock Fire Apparatus. This pumper was a reserve in the N.L.R.F.D. when the 1963 Fire Underwriters Report was issued. The other reserve listed on the 1963 Report was the 1939 Seagrave.

The first request for an aerial truck recorded was in January 1936. Chief Roy Nichols told the North Little Rock City Council that \$22,000.00 in new equipment was needed for the North Little Rock Fire Department. *The North Little Rock Times* went on to report that Chief Nichols requested \$12,000 for a new ladder truck, buying the two lots behind the NLR Fire Station at 15th and Pike so that the station could be enlarged and the purchase of more hose. Chief Nichols also felt that additional equipment was needed for a truck already in service (the truck was not described), and he wanted a "new hose truck." This, undoubtedly, was to replace the 1929 Whippet.

The North Little Rock Times gave an account of the Fire Underwriters' Report issued for North Little Rock, Arkansas on Friday, November 25, 1938. The leadership of the North Little Rock Fire Department was commended; however, the addition of an assistant chief and additional firemen were strongly recommended. The underwriters recommended that at least four firefighters be on duty with each company at all times. At least one officer should be on duty at all times with each company, according to the Fire Underwriters' Report.

It was recommended that a "new ladder company be established at headquarters, equipped with a junior type aerial ladder" and a 750 GPM pump. The proposed aerial truck was also to have a booster water tank. The City of North Little Rock would not order an aerial truck until 1945. The "old pumper at headquarters" (this was the 1925 Seagrave) was recommended to

be overhauled, repainted, to have a turret nozzle (deck gun) added, and to have a booster tank installed. At the time of this report, Engine Companies 1,2 and 3 were still operating. Hose Company 4 was also at Central, with Engine Company 1. Hose Company 4 was operating on the Whippet. A final recommendation of the Underwriters: That Hose Company 4 should be changed to an Engine Company. An apparatus with at least a 750 GPM pump and a booster tank was recommended.



1939 Seagrave 500 GPM Pumper of the N.L.R.F.D.

(Photo with permission of N.L.R.F.D. Captain (Ret.) Jim Dancy)

This 1939 Seagrave Custom Pumper, which was ordered in July 1939, and was delivered to the N.L.R.F.D. in the fall of 1939, was the first Closed Cab Apparatus of the Department. It was thought to be the first such fire apparatus in the state. The '39 Seagrave had a 500 GPM pump, a 150-gallon booster tank and a split hose bed. The space in the middle of the hose bed was a passage to the rear seat, where four firefighters could sit. An additional three firefighters could sit in the front seat of the cab. The apparatus boasted a 150 horsepower engine!

Ordinance number 1199 authorized the purchase of this pumper. This pumper cost \$7,275.00. Since this pumper was from all reports first closed cab fire apparatus in the State of Arkansas, a new era in fire apparatus in Arkansas had begun!

1939 Seagrave 500 GPM Pumper of the N.L.R. F.D.



Photo used with permission of the North Little Rock, AR Fire Dept. Joe McCall, Chief

The fact that all firefighters could be seated on the way to a fire in an enclosed cab was a major selling point in its purchase. Many types of fire apparatus were studied before this pumper was purchased. The new '39 Seagrave went to Central Station as the "first-due" Engine Company. The Company Designation of "4" on the side of the driver's side door is accurate (page 40), because the truck replaced by the 1939 Seagrave was Hose Company 4. The 1938 Insurance Underwriters' Report had recommended replacing Hose Company 4 with an Engine Company, and the purchase of the new 1939 Seagrave evidently fulfilled that recommendation.

The 1925 Seagrave remained at Central as Company 1. Keep in mind, that in 1917, just 22 years before the 1939 Seagrave was delivered, firefighters in North Little Rock were still riding horse-drawn hose wagons to fires! The 1939 Seagrave pumper of the North Little Rock Fire Department remained in the department until June 1976. Three new 1976 International/ American LaFrance pumpers were to arrive in about two months. The 1939 Seagrave, the 1951 Ford/Seagrave and the 1963 Jeep Wagoneer rescue were all sold at auction. Dr. Gary Wallis, a veterinarian, purchased the '39 Seagrave.

A View of the '39 Seagrave At Work



(Photo with permission of William (Bill) Treadway)

By the time this photo was taken, the 1939 Seagrave pumper had been numbered as "Company 8," which indicated that it was a reserve pumper at this point. A regular assigned pumper was out of service at this fire and the '39 was filling in, or reinforcements had been called for in terms of reserve engines, off duty men, etc.

Also, the old pumper had received a paint job by this time. The new paint covered the original chrome spokes in the radiator grill. The closed cab on this pumper cost \$500.00 extra when the pumper was ordered.

The bell mounted on the right side of the body, just behind the hood, was certainly a holdover from the days of horse-drawn apparatus. A large, bright, shiny silver bell was found on many motorized fire engines in North Little Rock as late as the American LaFrance pumper that arrived in 1959.

When the 1939 Seagrave pictured above was sent on an alarm, the only way to call for reinforcements was to find a telephone or to ask a citizen to call for reinforcements. Two-way radio equipment was not to come to the North Little Rock Fire Department until 1951. Ordinance 2040 evidently authorized the purchase of mobile radio equipment from Motorola, Inc. for \$504.90. By 1957, all fire apparatus in North Little Rock carried two-way radios.

Second Fire Station at 15TH & Pike - Built in Early 1941



(Photo by Lee Clark)

The fire apparatus in the picture is the 1959 American LaFrance 1000 GPM pumper of the N.L.R.F.D. It spent most of its years in service at Station 3. It is now the Parade Pumper of the North Little Rock Fire Department.

In 1940, Federal money was secured for construction of a new Fire Station at 15th and Pike Avenue. The North Little Rock Fire Station located at 15th and Pike at the time was the original fire station, which was built in 1918, and was deemed “unfit for human habitation.” The original station was torn down and the station pictured above was built. It remained as Station 3 until the property was bought by Urban Renewal. Station 3 moved to 15th and Schaer in 1979.

During the time that the second Fire Station at 15th and Pike was under construction and the original Fire Station at 15th and Pike had been torn down, one would have to assume that Company 3 operated out of Station 1, which was the station at 506 Main Street.

CHAPTER 5:

The North Little Rock Fire Department: 1945-1954

1942 Ford/American LaFrance Pumper of the
North Little Rock Fire Department



Permission to use photo granted by Frank Fellone, Deputy Managing Editor-Ark. Democrat-Gazette

Please keep in mind that apparatus in this book is presented in the order in which it arrived at the North Little Rock Fire Department, as far as historical documents have allowed accuracy. How did a 1942 Ford/American LaFrance pumper make its appearance in the Department during 1946? In order to answer this question, it is necessary to explain the events that were taking place in North Little Rock since the end of World War II. The city of Levy, Arkansas had been requesting to be annexed into North Little Rock for quite some time. An election was held for the purpose of voting on the question of Levy, Arkansas becoming part of North Little Rock, Arkansas on February 28, 1946. The vote was overwhelming in both cities in favor of the annexation. Levy, effective in thirty days, would be a part of North Little Rock!

In the General Election held on April 2, 1946, North Little Rock voters again voted on an annexation. This proposal before voters now was for the Park Hill Community, the area known as Vestal's Addition and the Rose City area all to come into the City of North Little Rock. The vote was overwhelmingly in favor of the annexation, as it was in the Levy annexation. North Little Rock, according to the North Little Rock Times, would gain about 12,000 – 14,000 residents with the annexations. Park Hill alone had about 3,500 residents.

With the annexation of all of this area, North Little Rock would obviously be responsible for providing City Services, including fire protection to all of the newly annexed areas. The North Little Rock Fire Department officially began providing fire protection to the Park Hill area on August 1, 1946.



(Photo used with permission of Bill Treadway)

Above: A view of the Ford/American LaFrance pumper which North Little Rock “inherited” upon the annexation of the Park Hill Community in 1946. North Little Rock also inherited the remaining debt owed on the Park Hill Fire Station and the pumper pictured above. This particular picture was made at the bottom of “Snake Hill,” which was on Avondale Road. Avondale is now called Fairway Avenue.

The two 1947 American LaFrance 750 GPM Pumpers were being tested upon their arrival in North Little Rock when the photo above was made.

There had been a meeting on Friday, July 12, 1946 with the Park Hill Fire Commissioners and the North Little Rock Mayor, City Attorney and Fire Chief. The fate of the present Park Hill Firefighters was to be discussed. The Park Hill Fire Chief was John Wade. There were four additional Park Hill Firefighters, according to the *Arkansas Democrat*. The *Arkansas Gazette* indicated in an article on August 1, 1946 that the Park Hill firefighters would have to take an examination in order to be North Little Rock Firefighters. This article also stated that three Park Hill Firefighters had been “removed” after Park Hill became part of North Little Rock.

Upon the annexation of the Park Hill area in 1946, the Park Hill Fire Department, its fire station and pumper became the property of the city of North Little Rock. The remaining debt on the fire station and pumper also became the liability of North Little Rock. The 1942 Ford/American LaFrance spent its entire life at the Park Hill Station. The 1957 Underwriters report recommended replacing this pumper, since it was deemed to small for the job.

The Park Hill Station, upon being annexed to North Little Rock was known as Station 5. The 1947 Fire Underwriters’ Report showed the Park Hill pumper as Company 7. The Seagrave Aerial Truck was Company 5 and the Levy Pumper was Company 6, according to this report. At some point in the early 1950’s, the aerial truck was changed to Company 1A, and the Park Hill Pumper (and station) became Company 5. The exact order in which the renumbering of these companies took place is not certain. One has to wonder if there was a Company 5, which was a pumper, and a Company 5, which was the aerial company for a brief period of time.

The North Little Rock City Council on August 26, 1946 approved twelve additional firemen for North Little Rock. Some of the new firemen were to operate the Levy Fire Station, while others were to man a “truck on order.” (This was the Seagrave ladder truck.) One was to be an “emergency fireman.”

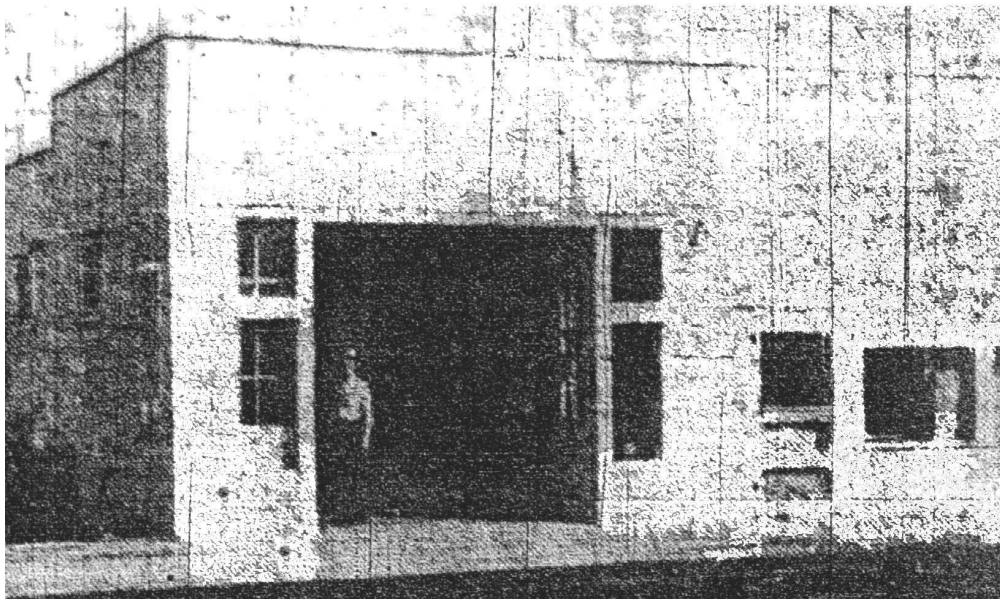
If Park Hill was to have “official” North Little Rock fire protection Levy expected the same! Where would a North Little Rock Fire Station be located in Levy? The decision was to remodel the former Levy City Hall and convert it into a fire station. A door had to be added for a pumper to be parked inside the building. October 17, 1946, according to the *Arkansas Gazette*, marked the opening of the Levy Fire Station. It was to be known as “Number 6 Fire Station.” Captains J.A. Smith and R.J. Goss would be the two captains of the new North Little Rock Fire Station in Levy.



(Photo used with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

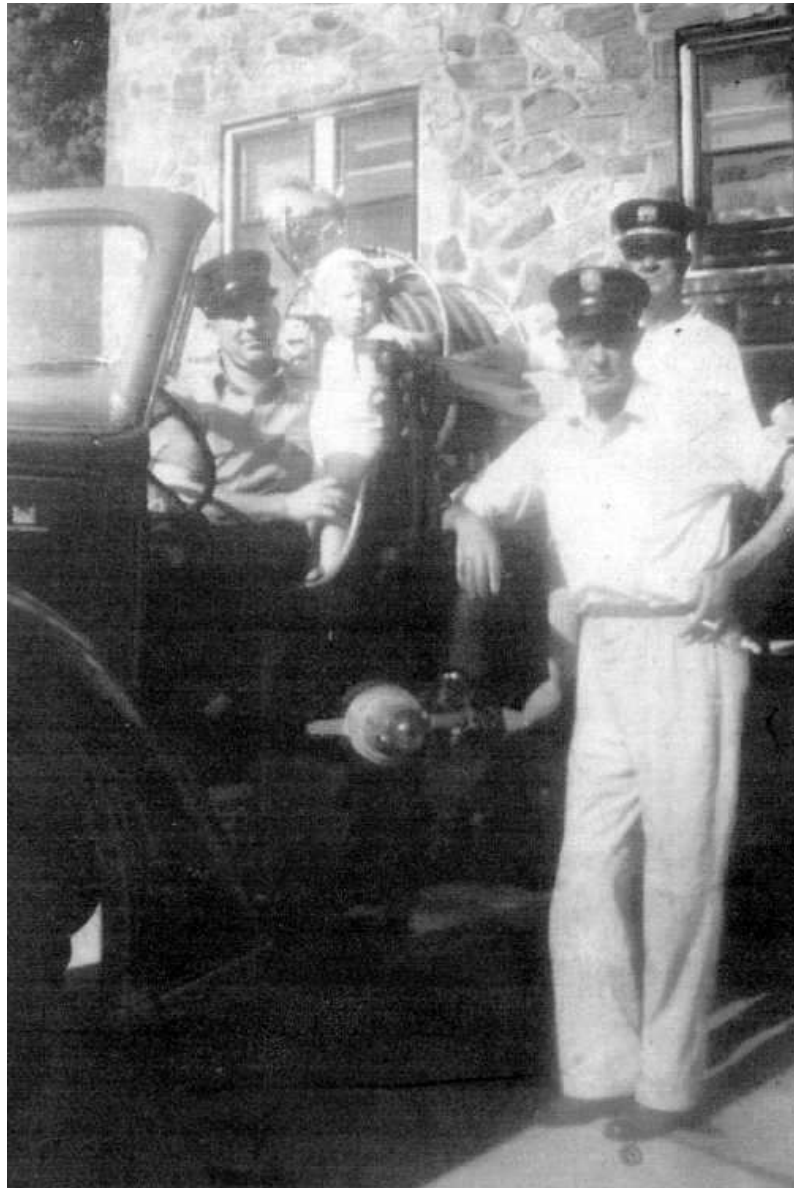
Above: A view of the Fire Station that became part of the N.L.R.F.D. upon the annexation of Park Hill. The Park Hill Fire Station was originally built in 1938. The Park Hill Fire Department did not have a pumper until 1944, according to newspaper articles. The Park Hill F.D. began operating after its pumper arrived. The photo above was made about 1970.

Below: **The First Station 2 at 2301 East Broadway.** The building was the first Fire Station 2 owned by N.L.R. It was purchased in 1946 and torn down in 1954.



Thanks to **Frank Fellone**, Deputy Managing Editor of the *Arkansas Democrat Gazette* for permission to use this old photo from the December 10, 1954 *Arkansas Democrat*

Original North Little Rock Fire Station 6 at 3600 Camp Robinson Road – (Originally the Levy City Hall and Jail)



(Photo used with permission of Jim Roberts and Tom Malone)

What an incredible photo! The original Levy Station is pictured here with firemen that Jim Dancy identifies as Fred Malone (in driver's seat with his son Tommy), John Neal standing in front and R.J. "Doc" Goss behind Neal. Capt. Dancy noted the Captain's insignia on "Doc" Goss's hat, along with the gold band of a Captain. This pumper was a borrowed Corps of Engineers Pumper (note the insignia on the hood). North Little Rock first borrowed two pumpers from Camp Robinson. When Camp Robinson recalled these pumpers, the truck pictured above staffed the Levy Station, until the 1947 American La France Pumpers arrived. The above photo was made in 1947. The pumper has been identified as a Ford/Darley 500 GPM. The upper frame of the windshield was distinctive of Ford open-cab pumpers. The "Y" framework of the booster reel and the pump connection on the driver's side that is at an angle are Darley trademarks. The gold "chrome" indicates a 1941 model.

1947 Seagrave 65' Aerial Ladder Truck of the N.L.R.F.D.



(Photo with permission of Mrs. Gretchen Spinelli)

Computer photo editing software shows that the 1947 Seagrave ladder truck was still number as "Company 5" in this photo. The first aerial ladder truck of the N.L.R.F.D. was ordered in May 1945. It was the last apparatus that longtime Chief Roy Nichols ordered before his retirement. The Seagrave aerial truck arrived at the N.L.R.F.D. in February 1947. The invoice for this truck from the Seagrave Corporation is dated January 31, 1947. The invoice shows the '47 Seagrave aerial truck's serial number to be C-7225. An employee of Seagrave believes the truck to be a 1947, even though its manufacture began in 1946.

This apparatus was designated as "Company 5," because at the time the ladder truck was ordered, the N.L.R.F.D. had only four other companies. More firefighters were hired to man the new aerial truck. They received training from the Little Rock Fire Department before the new truck arrived.

1947 Seagrave 65' Aerial Ladder Truck of the N.L.R.F.D. In Front of Central Station



(Photo By Lee Clark)

In this photo of the 1947 Seagrave Aerial Truck, it had long since be designated as "Company 1A." This apparatus had a 250 GPM pump and a 150-gallon booster tank. It even saw service fighting grass fires, when other companies were already on a run. The truck carried a large life net, which is visible on the right rear of the truck. Also, a very large spotlight was carried on the left running board. A rotating-beacon type light had been installed on the roof of the aerial truck by time this photo was taken circa 1977.

The '47 stayed in service until August 1982, when the '81 American La France 100' aerial truck arrived. It remained in the department as a reserve aerial truck until 1985, at which time it was sold at a public auction. Glover's Truck Sales bought the Seagrave at the auction. It remained on their lot, which was on East Broadway at the time, for quite a while.

On January 1, 1947 a new era in the North Little Rock Fire Department began. Chief Roy Nichols retired on December 31, 1946. J.W. "Pete" Caldwell took the reins of the North Little Rock Fire Department as Chief on January 1, 1947. Roy Nichols was Chief for over 23 years! The 1931 Fire Underwriters' Report stated that Chief Nichols had served two years with the North Little Rock Fire Department before he became Chief.



Above: NLRFD Capt. Charlie Youngblood, Driver George Gibbs and Hoseman Z.D. Williford. The first aerial ladder truck of the NLRFD - A Seagrave 65' Aerial, delivered in February 1947. Thanks to Ida Jane Ueckman, daughter of Capt. C.A. Youngblood, for permission to use this historic photo and the equally historic photo directly below. Thanks to Capt. (Ret.) Jim Dancy for obtaining these photos.





(Photo used with permission of Bill Treadway)

The North Little Rock Times reported that on the morning of May 30, 1947, around 6:30 A.M. a fire broke out at the North Little Rock Elk's Club. The building was located at Third and Poplar Streets. *The Times* stated that five North Little Rock Fire Companies responded to the blaze. Two Little Rock Fire Department Companies also responded.

The size of the crowd gathered here indicates the spectacular nature of the fire. Monetary damage from this fire was estimated to be between \$85,000 and \$90,000. If one looks closely at the photo above, the 1933 Mack pumper of the North Little Rock Fire Department is visible. It is parked near Third (Broadway) and Maple, heading toward the fire scene.

A mortgage burning ceremony was to be held at the Elk's Club on May 31, 1947. Strangely enough, the same building had been gutted by another early morning fire on May 8, 1943. Two North Little Rock Firefighters were injured in the course of this fire. Captain R.A. Hensen and Hoseman E.W. (Bill) Moncrief both suffered injuries.



(Photo used with permission of Bill Treadway)

The 1947 North Little Rock Elk's Club Fire is shown from a different view in the photo above. The extent of damage is obvious from looking at the wall. Close inspection of the photo will reveal that two aerial ladder companies were operating at this fire. North Little Rock's Seagrave aerial truck is visible in the bottom left of the photo. The other aerial truck is a Little Rock Fire Department open top American LaFrance. The identity of the second aerial truck was made through another photo of the fire.

The automobile in the bottom of the photograph is the 1941 Ford Coupe, which was the Chief's car described in the 1947 Insurance Underwriters' Report of the North Little Rock Fire Department. Chief J.W. Caldwell is standing by the driver's side door of the Chief's car. The '41 Ford was said to be solid black.

1947 American LaFrance Pumpers of the N.L.R.F.D.
(Two Identical Pumpers Purchased at the Same Time)



(Photo with permission of Bill Treadway)

Pictured above are the two 1947 American LaFrance pumpers at their acceptance test. The engine on the right is the 1942 Ford from the Park Hill Station.

With the annexation of Park Hill and Levy in 1946, the North Little Rock Fire Department found itself with a critical shortage of fire trucks. There were not enough pumpers to assign one to each North Little Rock Fire Station. The two pumpers borrowed from Camp Robinson had been recalled. A “reserve pumper” was deemed not in good enough repair to be in regular service. (This reserve pumper had to be the '25 Seagrave.)

The July 24, 1947 *North Little Rock Times* reported that the Levy Fire Station would receive a truck. Evidently the Levy Station was without a fire engine for a period of days. The pumper borrowed from the Corps of Engineers in Tulsa (photo by Old Station 6) was obviously not a permanent solution. The purchase of the two 1947 American LaFrance pumpers gave North Little Rock sufficient fire apparatus for the time being.

1947 American LaFrance Pumper "A" of the N.L.R.F.D.



(Photo by Lee Clark) ("La France A")

Hot Springs had ordered two pumpers from American LaFrance in 1947. They were refused upon delivery. Some former N.L.R. firefighters indicate that this was because the pumpers had a closed cab instead of an open cab.

North Little Rock purchased both of these pumpers from American LaFrance. American LaFrance billed the city for the two pumpers in December 1947. The two pumpers together were purchased for a bit more than \$26,000.

Upon their arrival, one of these '47 American La France pumpers was assigned to Central Station. Computer photo editing software indicates that the two pumpers were letters as "No. 3" and "No. 4" in the photo at their acceptance test. Evidently, the "First-Due" pumper at Central was still Company 4 at this point. The other '47 American La France originally went to Station 3 on Pike Avenue.

For sake of discussion, the '47 LaFrance that originally went to Central will be called "La France A." The '47 LaFrance that originally went to Station 3 will be call "LaFrance B."



(Photo used with permission of Mrs. Gretchen Spinelli)

“Blackie” was the famous mascot of the Park Hill Fire Station. He is pictured above with Bob VanTuyle. The dog came to Fire Station Number 5 injured. He was nursed back to health by the firefighters. He made every run for many years, riding on top of the hose bed. Ret. NLRFD Captain Jim Dancy remembers that Blackie would disappear on the day that the Sanitation Department made pickups in the neighborhood. The dog would come back to the fire station that evening, exhausted.

1947 American LaFrance Pumper "B" OF THE N.L.R.F.D.



(Photo by Lee Clark) (La France "B")

"La France "B" is pictured above. It was at Station 6 in the Mid 1970's as a reserve when the photo (above) was taken. This pumper kept its V-12 engine as long as it was owned by the North Little Rock Fire Department.

In 1951, a new '51 Seagrave 1000 GPM pumper arrived at the N.L.R.F.D. and was assigned to Central Station as Company 1. This resulted in La France "A" being moved from Central to Station 2. In 1955 another new Seagrave 1000 GPM Custom arrived in North Little Rock. The 1955 Seagrave was assigned as Company 1 at Central and the 1951 Seagrave was moved to Station 2. 1947 American LaFrance pumper "A" was moved from Station 2 to Station 4 in Rose City. In 1971, American LaFrance "A" was moved to Station 5 in Park Hill, when a 1971 Ford/ Boardman arrived at the N.L.R.F.D. and was sent to Station 2. The '55 Seagrave at Station 2 was assigned as the pumper at Station 4 in Rose City.

"La France B" was originally dispatched to Station 3 on Pike Avenue. At some point after the Underwriters Report of 1963, it was swapped with the 1959 American La France at Station 5. This pumper (La France "B") stayed at the Park Hill Station until 1971.



Above: A photo of the 1947 American LaFrance pumper that was originally assigned to Station 3. (LaFrance “B”) This photo is used with permission of Jeanneta Martin

This photo originally came from a Kodak Slide. The photo shows excellent detail of the pump panel. The top of the cab, from the windows up, seems to be painted a different color of red than the rest of the pumper. This difference in paint is also very evident in an old film of the N.L.R.F.D. made in the late 1940's.

Original Fire Station 4 of the N.L.R.F.D.- Opened in 1949. It was closed in 1992 as a Fire Station.



(Photo by Lee Clark in 1976)

The original N.L.R. Fire Station 4 (bottom of previous page) still stands today at East Broadway and Lynch Drive. It is currently a Police Substation for the City of North Little Rock. The original Station 4 of the North Little Rock Fire Department opened in 1949 to protect the Rose City community, which was annexed to North Little Rock in 1946. The first pumper to be assigned to Station 4 was the 1939 Seagrave. Newspaper articles in 1949 told about the poor mechanical condition of the 1936 Ford at Station 6. In these same articles, it was also indicated that the 1933 Mack was still in service at Station 2, since one alderman stated that an older pumper (a 1932 or 1933) was still in service in his ward on East Broadway.

The 1939 Seagrave was either transferred from Station 2 to Station 4 when Station 4 opened, or the 1939 Seagrave had remained at Central until Station 4 was opened. More than one retired North Little Rock firefighter members the '39 Seagrave at Station 2, so the scenario of the '39 being moved from Station 2 to Station 4 in 1949 and the 1933 Mack returning to service at Station 2 seems to be more of a possibility.

1951 Ford/Seagrave Pumper of the N.L.R.F.D.



This photo is used with permission of Jeanneta Martin



Photo by Lee Clark in the summer of 1976

This 1951 Ford/Seagrave pumper arrived at the North Little Rock Fire Department in 1951. It was assigned to the Levy Station (Station 6) where it spent its entire life as a "First Line" pumper as Company 6. The pumper had a 500-gallon booster tank and a 500 GPM pump.

The arrival of this pumper and a 1951 Seagrave 1000 GPM Custom pumper a short while later marked the first time in the history of the North Little Rock Fire Department that all "Front Line" fire apparatus had a closed cab!

This pumper became a reserve in 1966. It was sold to the Runyan Acres F.D. at a public auction in 1976. It sits in the lot of Kidd's Garage in McAlmont today.



Above: Engine 6 (the 1951 Ford-Seagrave) in action.
Photo used with permission of Bill Treadway.



(Photo used with permission of Bill Treadway)

**1951 Seagrave Custom 1000 GPM Pumper N.L.R.F.D In Action.
This photo was most likely made before 1955,
since the pumper was still numbered "Company Number 1."**

The 1951 Seagrave Custom Pumper of the North Little Rock Fire Department is pictured above in what was evidently a major fire in North Little Rock in the early 1950's. This pumper was the first 1000 GPM pumper purchased by the North Little Rock Fire Department. It had a 150-gallon booster tank, and a split hose bed, as the 1939 Seagrave did. It could carry seven firefighters to a fire, with all seven firefighters seated in relative safety.

This must have been a hot summer day, since the hood was raised to allow the engine to stay as cool as possible. This 1951 Seagrave 1000 GPM pumper came equipped with a V12 engine. The engine also had a dual ignition system, where each cylinder had two spark plugs. There were two distributors on the engine, as well.

Seagrave Custom Pumpers of this era had the siren installed in the front of the hood, instead of the siren being placed somewhere on the front bumper. Later in this pumper's life a rotating beacon light was installed on the roof. The 1955 Seagrave Custom received a rotating beacon light as well.

1951 Seagrave Custom Pumper of the N.L.R.F.D. in 1976.



(Photo by Lee Clark)

The 1951 Seagrave 1000 GPM Custom pictured in 1976, when it was Company 6 running out of the Levy Station. This pumper was originally assigned to Central Station upon its arrival in North Little Rock. In 1955 it went to Station 2 on East Broadway. In 1966, it was moved to Station 6, where it stayed until 1976, when three new International/American LaFrance pumps arrived.

At this point, the '51 Seagrave became a reserve pumper. It was stationed at the Training Tower on Remount Road for much of its time as a standby. It was sold to the Lake Maumelle Fire Department, and later to the East Vilonia Fire Department. It presently sits at a residence east of Vilonia, AR on Highway 64. There are also a lot of tractors at the home. The residence where the pumper sits is on the south side of U.S. Highway 64.



(Photo Courtesy Bill Treadway – 1953 Plymouth Chief's Car and '51 Seagrave Pumper.

1951 Chevrolet Pick Up Truck of the North Little Rock Fire Department



(Photo used with permission by Bill Treadway)

This is the only known photograph of the '51 Chevrolet Pick Up Truck of the N.L.R.F.D. known to exist. The '51 Chevy P.U. was included in this book because this photo gave evidence that the truck was used in the North Little Rock Fire Department as a support vehicle. Also pictured in the photo above are the 1939 Seagrave pumper (note the spotlights above the windshield) and the 1936 Ford/Seagrave pumper. The '36 Ford had an interesting rotating red light, which was on the left side of the pumper, and appeared to be on a metal pole.

One has to wonder who the young man on his bicycle was. There had obviously been a big flood at the time this picture was made. There are stories of N.L.R. Fire Engines pumping for days on end during the flood of 1927. This picture could quite possibly have been made during the flood of 1957.

The '51 Chevrolet pickup truck was purchased for \$1697.00 at the Chevrolet dealer at 108 "G" Street – Park Hill. A trade in allowance of \$239.35 was given for what was described as a "1939 Ford Panel Truck." This was obviously the panel truck that the N.L.R.F.D. had used to carry equipment from Central to other stations. The panel truck also had a Panama Pump Company 6 GPM pump. The pump was installed under the hood.

CHAPTER 6:

The North Little Rock Fire Department: 1955-1964

1955 Seagrave Custom Pumper of the North Little Rock F.D.



(Photo by Lee Clark)

The 1955 Seagrave Custom 1000 GPM Pumper pictured above was almost identical to the 1951 Seagrave Custom. The 1955 Seagrave did have a speaker installed on the front of the hood. It could be turned forward so that orders could be given at a fire. This pumper stayed at Central Station as Company 1 until 1966 or 1967 when the new American La France 1250 pumper went in service.

When the 1966 American LaFrance became Engine 1, the '55 Seagrave went to Station 2. In 1971 it was moved to Station 4. In 1976 it became NLRFD'S "first-line" reserve pumper. The pumper was sold at some point after the winter of 1983.

Today, an individual who lives east of Vilonia, AR on U.S.64 owns it. It is kept in a shed, and is taken to antique car shows. It is in very good shape today and is kept out of the weather.



Station 2 of the N.L.R.F.D. which opened in 1955.

N.L.R. Fire Station No. 2 circa 1976. Photo by Lee Clark

Station 2 of the North Little Rock Fire Department had been located at 2301 East Broadway since 1946. The building that housed Station 2 at that location was the first location for Station 2 that was owned by the City of North Little Rock. The building on that site was not in good repair, and the situation further deteriorated when a car crashed into Station 2 sometime in 1954. The decision was made by the North Little Rock City Council to purchase the lot next to what was then the present Station 2 and build a large, modern fire station on the site.

In early 1955 the Station 2 pictured above opened. The new North Little Rock Fire Station No.2 was “state of the art” for a fire station of that era. There was even an electric hose dryer. The station had two bays, and one of the bays was certainly long enough for an aerial company. The plan was to locate a second ladder company in this station at some point. The 1963 Insurance Underwriters' Report on the North Little Rock Fire Department recommended adding a second ladder company to the North Little Rock Fire Department. The Underwriters further recommended that the proposed second Ladder Company be housed at Station 2 on East Broadway, with the large amount of industry that was in Station 2's district at the time. This never came to pass.

The 1947 Seagrave ladder truck was stored here as a reserve apparatus in the early 1980's. The 1975 American LaFrance snorkel was stored at this fire station for a while when it first arrived in North Little Rock, but a ladder company never was permanently assigned to Station 2.

Station 1 (506 MAIN) Sometime between 1955 and 1961



(Photo with permission Thomas Riley, NLR Times former publisher)



1955 Fire at the N.L.R. Chamber of Commerce: Thanks to Terry Hartwick, NLR Chamber of Commerce for permission to use the photo above. Note L.R. Truck Co. 4, the 1953 Seagrave ladder truck.



1959 American LaFrance Custom Pumper of the N.L.R.F.D.

(Photo with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

This 1959 American La France pumper was originally sent to Station 5, the Park Hill Station, upon its arrival. The 1942 Ford at Park Hill Station had suffered a pump failure, and the 1939 Seagrave had been filling in as Company 5. This pumper (the '59 ALF) was traded with the 1947 American LaFrance at Station 3 sometime after the Underwriters Report of 1963. It remained at Station 3 on Pike Avenue until 1982. In 1982 two American La France 1500 GPM pumpers were delivered new to the N.L.R.F.D. One of these replaced the 1966 American LaFrance at Central. The 1966 American LaFrance became Engine 3. The '59 became a reserve in 1985 and remained a Standby Pumper in the N.L.R.F.D. until 1995. At that time the decision was made to keep the truck for its historical significance to the North Little Rock Fire Department.

This pumper was the third 1000 GPM pumper purchased by the North Little Rock Fire Department. It was the first pumper in the N.L.R.F.D. that had “twin” headlights. This 1959 LaFrance was the last pumper purchased by North Little Rock which had hydraulic brakes.

1959 American LaFrance Custom Pumper of the N.L.R.F.D. As it Appears Today



(Photo by Lee Clark- the 1959 American La France as it looks today.)

Sometime in late 1982 or early 1983 at Station 8 in Amboy, the author of this book observed a pumper that could not be identified. It had a new coat of paint and a combination beacon light/siren unit. It was not a new pumper, but it did not appear to be any pumper that North Little Rock had owned up to this time.

Closer inspection revealed that this was the 1959 American La France Custom 1000 GPM with a new paint job and beacon light. It had become Engine 8. The '59 La France remained as Engine 8 until 1985. It was a reserve from 1985 until 1995. At that time, Chief Redding decided that the 1959 American La France would remain in the Department, since it had been on the equipment roster for thirty-six years.

The pumper still remains today. It is the North Little Rock Fire Department's Parade Truck. It can be seen at most parades in the city. It has also been used for more serious occasions, namely to carry firefighters (or former firefighters) to their final place of rest.

The end of 1960 brought another era of the North Little Rock Fire Department to conclusion. Chief J.W. "Pete" Caldwell retired as Chief. J.W. Caldwell had been a North Little Rock firefighter for decades. He came on duty in 1918, when the 1917 American LaFrance was the pumper at Central!

John Finn became the North Little Rock Fire Chief in 1961. Chief Finn had been the training officer in the N.L.R.F.D. and was responsible for instituting an outstanding training program in the Department. He was also in charge of the Inspection Bureau.

1961 International Harvester/ Central Fire Truck Company Pumper “A” Of The N.L.R.F.D. (Two Identical Pumpers Purchased)



(Photo of the '61 International/Central which was originally Engine 7 by Lee Clark)
This photo was taken at Station 7, which opened in 1961 along with Station 8 on Auburn Drive.

This 1961 International/Central was the original pumper at Station 7 in Lakewood. It remained there until it was replaced by one of two 1981 American La France 1500 GPM pumpers delivered new in 1982.

The International/Central pictured above and its sister engine at Station 8 both had 750 GPM pumps and 300-gallon booster tanks. These two engines were the first fire apparatus owned by the North Little Rock F.D. which had air brakes. When the first alarm came in for Station 7, there was a big surprise! The air pressure was low, and it took almost two minutes to pump up the air!

A reserve reservoir was soon installed, so if the air pressure was low, the driver had only to open a valve, and the pumper was ready to roll.

This '61 International pumper saw service as Engine 8 for a brief period after it was Engine 7. (Engine 8 went from this pumper to the '59 American La France.) After this, it was as a reserve pumper until it was sold in 1992. An individual now owns it in Pottsville, AR. It can be seen in his front yard on Old U.S. Highway 64.

North Little Rock opened two new Fire Stations in 1961. These were Station 7, pictured above and Station 8, which is shown on the next page. The need for these two fire stations had been present for some time. The companies from Park Hill and Levy had to answer alarms in Lakewood until Station 7 was opened. The closest Fire Station to Amboy was the Levy Station. Fire protection was greatly improved when these stations opened.

1961 International/ Central Pumper “B”
(Two Identical Pumpers) of the N.L.R.F.D.



(Photo of the '61 International/Central which was originally Engine 8
used with permission of NLRFD Battalion Chief Lee Wilkins)

This pumper was identical to Engine 7's 1961 International/Central. It spent its entire life as "First Line" pumper in North Little Rock at Station 8 in Amboy. The pumper was a reserve at Central Station after being assigned as Engine 8. It was sold in 1992. The owner of Kidd's Garage in the McAlmont Community now owns this truck.



Above: Original N.L.R.F.D. Fire Station Number 8 – 100 Auburn Drive -Photo by Lee Clark
Apparatus in Station 8 in above photo: The 1959 American LaFrance Pumper as Engine 8
and the 1947 Seagrave Ladder Truck in storage as a reserve aerial.

1942 Mack Pumper of the N.L.R.F.D. (From the Annexation of Maumelle)



(Photo by Lee Clark)

North Little Rock "inherited" a pumper, a 1942 Mack to be exact, when The Maumelle Annexation took place in the 1960's. This pumper was a reserve for several years and sat at the Amboy Fire Station along with the 1961 International. The Mack was a 750 GPM Pumper.

Bobby Franklin purchased it by sealed bid from North Little Rock. L.R.F.D. Captain Franklin said that the Mack did see service as a reserve while other pumpers were being repaired. He remembers the truck filling in for Engine 3. Captain Franklin sold the truck to Traskwood, Arkansas. This photo was made circa 1976. Capt. Gary Matthews of the North Little Rock Fire Department also remember the '42 Mack in service at a fire at a North Little Rock School.

In 1962, The North Little Rock Fire Department moved into a new Central Fire Station and Eighth and Maple Streets. It replaced the original Central Station at 506 Main Street, which was built in the 1890's. The N.L.R.F.D. moved to the new station in September 1962. Open house was October 7, 1962. The structure cost \$280,000 by the time it was finished. The mechanic's shop and automatic hose dryers were both said to be important features of the new Central Fire Station. The building originally contained 16,760 square feet, and was said to be three times larger than the old Central Station. Several photos of Central Station of the North Little Rock Fire Department are included in this book, including photos on pages 64, 78, 79 and 125.

1963 Willys Jeep Wagoneer Rescue Vehicle of the N.L.R.F.D.



(Photo with permission of North Little Rock Fire Department and Chief Joe McCall)

The first "Rescue 19" of the North Little Rock Fire Department

This Jeep Wagoneer became the first "Rescue 19" of the North Little Rock Fire Department. The apparatus had a dark blue top with the rest of the vehicle painted in white paint. These were the "Civil Defense" official colors at the time. The "Civil Defense" emblem is present between the words "Rescue Service" on the top of the vehicle.

Also, a boat is attached to the rear of the Rescue Squad. This brought yet another dimension to the duties of North Little Rock Firefighters: Water Rescue. With the close proximity of the Arkansas River, an agency was needed which could respond at a moment's notice when someone was in trouble in the river or a lake.

The Jeep Wagoneer was sold at a public auction in 1976. The vehicle was purchased during the "Cold War" and the fear of a nuclear war. A regular crew was assigned to this unit from the time that it was put in service.

In 1964, plans were made for a new North Little Rock Fire Station Number 6, commonly known as the Levy Station. The original Levy Fire Station was first the Levy City Hall and Jail, and was converted into a Fire Station by North Little Rock in 1946 when citizens of Levy and North Little Rock both voted overwhelmingly to annex Levy into North Little Rock. Finding apparatus that would fit in the station was becoming a concern. The building needed a lot of work and repair. The decision was made to build a new North Little Rock Fire Station Number 6. The new Levy Fire Station opened in 1965. Photos of the Station 6 opened in 1965 are on pages 62, 83, and 102.

CHAPTER 7:

The North Little Rock Fire Department: 1965-1974

1966 American LaFrance Pumper of the N.L.R.F.D.



(Photo by Lee Clark)

The 1966 American LaFrance pumper was the largest capacity pumper that the N.L.R.F.D. had owned up to this time. The 1966 American LaFrance had a 1250 GPM pump, a 300-gallon booster tank, air brakes and an electronic siren. The pumper was assigned to Company 1 at Central. It remained at Central until 1982. In the photo above the electronic siren is visible on the roof.

In 1978 or '79, the gasoline engine in the 1966 American LaFrance failed. It was decided that extensive repairs were not practical. A rod may have even broken the case. The N.L.R. City Council waived competitive bids, since it was deemed so vital to get this pumper back in service. A Caterpillar Diesel engine was installed, and the '66 LaFrance was soon back in service at Central.

The 1966 American LaFrance Custom Pumper was Engine 3 from 1982-1985. Then the pumper was Engine 8 at Station 8. This was its assignment until December 1996, when a 1997 Freightliner/Smeal pumper replaced it. This pumper always had its standard transmission as long as the N.L.R.F.D. owned it. Another interesting fact about the 1966 American LaFrance was that it never was in reserve service as a standby pumper. It was sold to Lee Church soon after the arrival of the 1997 Smeal.



1966 American LaFrance Pumper of the N.L.R.F.D. - As Engine 8
(Photo with permission of NLRFD Battalion Chief Lee Wilkins)

The 1966 American LaFrance Pumper As It Appears Today.



(Photo by Lee Clark)

The 1966 American La France as it appears today. Chief Lee Church of the Sherwood Fire Department owns it. This pumper is now used at birthday parties for children. The old pumper enjoys a “good life,” even in retirement.

In July 1967, North Little Rock witnessed one of the most spectacular fires in the city’s history. A fire broke out at the old Cotton Belt Railroad (St. Louis Southwestern Railway

Lines) Passenger Station, which was located at Washington and Orange. The building was rented to Baker Van and Storage Company. Giant rolls of news print for the *Arkansas Gazette* were stored there. This was an incredible fire load. Over one million gallons of water were used before this fire was finally completely extinguished. Virtually the entire North Little Rock Fire Department was at the scene of the fire. Little Rock F.D. Truck 4 responded and consequently two aerial ladder pipes were employed. A bulldozer took down what remained of the old building, and each giant roll of newsprint was extinguished individually.

Legislation had made its way through the Arkansas Legislature regarding the number of hours a firefighter could be required to work in Arkansas. The implications were very obvious. Paid fire departments in Arkansas would need three platoons of firefighters to staff fire stations, instead of the two platoons that had been in place up until 1969. The North Little Rock Fire Department was no exception. City government considered different ways to cope with the new law. For a while, firefighters worked eight-hour shifts. This proved to be unworkable, and the normal twenty-four hour shifts returned. Firefighters now worked twenty-four hours, with forty-eight hours off.

In 1969, Chief John Finn retired from the North Little Rock Fire Department, and Eldon Matchett became the North Little Rock Fire Chief. Chief Matchett would serve as the Fire Chief of North Little Rock for the next two years. In 1971, Joe Venetta became the Chief of the North Little Rock Fire Department. His tenure would last until 1973.

Also in December 1969, the North Little Rock Boys Club at 13th and Main Streets suffered a structure fire. The cost to replace the building, which was totally destroyed, was placed at \$500,000. Most of the N.L.R.F.D. responded to the fire. Some units from Little Rock responded as well.

1971 Ford/Boardman Pumper of the N.L.R.F.D.



(Photo used with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

The 1971 Ford/Boardman pumper pictured on the previous page arrived in North Little Rock in late 1971. The replacement of aging fire apparatus was becoming an issue, since two pumpers still in regular service were 1947 model American LaFrance pumpers. A 1951 Seagrave pumper was also still in regular service. The only aerial apparatus in the North Little Rock Fire Department was a 1947 Seagrave. Three pumpers and the only aerial truck were at least twenty years old, and three of those four were twenty-four years old.

The 1971 Ford/ Boardman was a 1000 GPM pumper. This was to be the last gasoline-powered pumper that the North Little Rock Fire Department would purchase. This pumper was assigned to Station 2, which in 1971 was at 2301 East Broadway. The 1955 Seagrave pumper, which had been at Station 2, was moved to Station 4 at Broadway and Lynch. The 1947 American LaFrance at Station 4 was transferred to Station 5 in Park Hill. The 1947 at the Park Hill station went to reserve status as a standby pumper.

In 1973, I.E. Turner became Chief of the North Little Rock Fire Department. In late 1974, Chief Turner began formulating plans to replace fire apparatus, which was worn out and much of which was alarmingly old for regular service. A new Rescue Apparatus was purchased as a replacement for the original Rescue 19. Chief Turner also recommended the purchase of a new aerial truck, since the only aerial truck in the Department was a 1947 model. It had only a 65-foot aerial ladder, as well. Chief Turner further recommended the purchase of three 1000 gallon per minute pumpers.

The North Little Rock F.D. arrived at the Hubble Funeral Home at 1213 E. Washington Avenue on the night of December 21, 1974. Smoke was already coming from the roof of the building. Seven N.L.R.F.D. companies and one Little Rock Company fought the fire for eleven hours. The roof collapsed, and an explosion on the morning of December 22, 1969 caused the front and rear outside walls to collapse. The building was destroyed.



The 1947 Seagrave receives a wash job circa 1975. Photo by Lee Clark

1974 Chevrolet Light Rescue of the N.L.R.F.D.



(Photo With permission of North Little Rock Fire Department and Chief Joe McCall)

This 1974 Chevrolet was the replacement for the original Rescue 19, a 1963 Jeep Wagoneer. A Mr. Metrailer made the body at his North Little Rock metal shop. The 1974 Chevrolet rescue remained in service until 1990, when a 1991 Ford/Taylor Ambulance apparatus replaced it. The 1974 Chevrolet rescue was transferred to the city, which painted it "North Little Rock blue" and used it in another department.



Circa 1976: Training at Central Station - Photo by Lee Clark

CHAPTER 8:

The North Little Rock Fire Department: 1975-1984



(Photo by Lee Clark – Circa 1976)

Photos like the one on this page and those on the next page were very common at Central Fire Station in the mid 1970's. During this period of time, North Little Rock firefighters were being trained as First Responders for emergency medical situations. The rationale behind training firefighters as emergency medical responders was simple: In most instances, the nearest engine company would be the first emergency vehicle to arrive at the scene of any emergency.

A citizen had a better chance of surviving a life-threatening situation if trained emergency personnel could arrive as soon as possible. An ambulance would arrive soon after the nearest Engine Company, if normal circumstances took place. Since the nearest ambulance was often further away, the North Little Rock Fire Department came up with another response procedure which was followed for some time: The nearest engine company would be dispatched to a medical emergency, and the nearest rescue company would also respond. The level of training of personnel on Rescue 19 and Rescue 80 was more advanced at this point and time.

The level of service, protection and safety provided to the citizens of North Little Rock by the North Little Rock Fire Department had once again risen to a much greater level. The bottom line was this: The citizens now had a much better chance of surviving a medical emergency. How many citizens would realize what services their Fire Department provided for them, unless a medical emergency made them personally aware?

Various Companies Training At Central in the Mid 1970's



Circa 1976: Training at Central - Photo by Lee Clark
61 Internationals, with a 76 International between them. The '59 LaFrance is on the left.
The rear of a '47 LaFrance is barely visible. (The '47 was Co. 5.)



Circa 1978: Training at Central - Photo by Lee Clark

1975 American LaFrance 85' Snorkel of the N.L.R.F.D.



(Photo by Lee Clark -Note white reflective stripe and one clear and one red beacon light, plus new electronic sirens, new paint circa 1992.)

The first Diesel-engine apparatus of the North Little Rock Fire Department was this 1975 American La France 85' Snorkel Truck. The original intention was for this apparatus to replace the 1947 Seagrave as Truck 1A. It was determined that the needs of the city would be better served by keeping the 1947 Seagrave in service and adding the snorkel as a second ladder company for the city. This aerial truck was only the second aerial apparatus that the North Little Rock Fire Department had owned in seventy-one years. The automatic transmission was a first, also.

American LaFrance Fire Apparatus Company was awarded the bid for the new Snorkel truck, which was the first elevating platform that the N.L.R.F.D. had ever owned. American LaFrance was also to supply three new 1000 GPM pumpers. The pumpers were to be on International Harvester chassis. The bids were awarded in March 1975. The opportunity presented itself to buy an American LaFrance 85-foot snorkel, which had been a demonstrator. It was even featured on the front cover of *Fire Engineering Magazine*.

The new aerial truck arrived in 1975. It would have been close to a year before the snorkel originally ordered would have been off the assembly line. With the age of the '47 Seagrave, the 85 foot snorkel was given approval. The snorkel became the second aerial company of the N.L.R.F.D. It was assigned to Station 7.

The three new pumpers replaced apparatus that was old and worn out. The 1951 and 1955 Seagrave pumpers went into standby service. Engine Companies 4 and 6 received new pumpers. The Park Hill Station was to have been closed with the crew being moved to the new Indian Hills Station. The decision was made to keep Station 5 open. The 1947 American LaFrance assigned there remained as Engine 5, with the third new pumper going to the New N.L.R.F.D. Station 9, which opened in early 1977. Photos of Station 9 are on pages 84 and 129 of this book.

1975 American LaFrance 85' Snorkel of the N.L.R.F.D. Before New Paint, New White Stripes and New Red Lights



(Photo with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

The 1975 American La France in its earlier days. It has not been repainted in this photo. The paint on the front had been almost blistered in a fire at the Checkmate Club. The number designation had been changed to "No. 7A" at this point. Later photos will show "Truck 7A"

The '75 La France was lettered as "No. 1A" when it arrived. This particular truck became available as a demonstrator. It had been pictured on the front cover of "Fire Engineering" Magazine. The city council appropriated the extra money, since this was a larger apparatus than the one originally ordered.

It became evident that Station 2 was a better fit for this truck than Station 1, but even at Station 2, it would be difficult to wash the 1975 American La France aerial truck, without it hanging out onto East Broadway.

It was finally decided that the new Snorkel Truck would be housed at Station 7, since it would fit there. Additional firefighters were hired to man the second aerial company for the North Little Rock Fire Department and the level of fire protection in North Little Rock again rose to a higher level.

A fire broke out at the Eastgate Apartment Complex soon after the 1975 Snorkel arrived in North Little Rock. The entire apartment unit was soon well involved. An order was given to call Company 7A. When the platform of Company 7A was extended over the fire and a master stream "blasted" the blaze, it was evident that purchasing the "snorkel" was a very sound decision. This apparatus spent its entire "First-Line" days at Station 7. Today, the '75 ALF is a reserve aerial for the department.

**1976 International American LaFrance Pumper "A"
Of the N.L.R.F.D. (One of three identical pumpers.)**



(Photo by Lee Clark)

This 1976 International/American La France 1000 GPM Pumper arrived in August 1976. It was originally assigned as Engine 4 and was the first of the three identical pumpers to go in service. (September or October of 1976)

After Station 4 in Rose City moved to Maumelle Blvd, this engine became Standby 101. It later became Standby 102. It is pictured above at Station 4 at Broadway and Lynch. The last assignment for this pumper was filling in for the '85 Seagrave as Engine 10 in the spring of 2002.

The State Fire Training Academy in Camden, AR received this engine at a special ceremony in June 2002 at N.L.R.F.D. Central Station. It is still used there to train firefighters.

1976 International Harvester/ American LaFrance Pumper "B" of the N.L.R.F.D. (One of Three Identical Pumpers)



(Photo by Lee Clark)

The 1976 American La France/International 1000 GPM Pumper, which was originally assigned to Station 6, is pictured in the photo above. This photo was made just a few days after the pumper went in service. Its first run was to put out a fire involving some lumber on Highway 365, just north of I-40.

This pumper stayed at Station 6 until 1992. The 1981 American La France from Central then came to Station 6. This pumper pictured above then went to Station 10 as Engine 10. It stayed at Station 10 until 1995. At that time it became a reserve pumper for the department.

The '76 International/ALF pictured above was transferred to the Beebe F.D. on a long-term "loan" basis after a tornado destroyed the Beebe Fire Department's Fire Station in 1999. This pumper had the exhaust pipe routed to the front of the pumper at some point, because the amount of exhaust smoke that was discharged from this particular Diesel engine made it difficult for the firefighter(s) riding the rear step to breathe.

1976 International/ American LaFrance Pumper "C" Of the
N.L.R.F.D. (One of three identical pumpers.)



(Photo with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

This 1976 International/American La France 1000 GPM pumper was the last of the three identical pumpers to go in service in North Little Rock. It was stored at Station 2 on East Broadway until Station 9 was ready to open in early 1977.

The pumper spent its entire life as a "First Line" pumper at Station 9. In 1995, Engine 7's 1981 American La France was moved to Station 9, with the arrival of the two 1995 E-One pumpers. This '76 International /ALF then became Standby Engine 101. It remained in this position until 1999 when it became Standby Engine 103.

When the 1999 Spartan/E-One pumper went in service at Station 2 in early 1999, the 1987 Pierce then moved from Station 2 to Station 4, and the '78 Ford/Pierce at Station 4 became Standby Engine 101. ('76 International "B" went to Beebe F.D.) The engine pictured above was the last apparatus owned by the N.L.R.F.D. on which firefighters had to ride the tailboard.

The North Little Rock Fire Department on October 11, 2004 decommissioned this pumper. It was sold at the City Auction in October 2004. For the first time in the history of the North Little Rock Fire Department, the days of "riding the tailboard" were officially over! The safety and well being of North Little Rock Firefighters was raised to another level.



(Photo by Batt. Chief Lee Wilkins)

1977 Chevrolet Light Rescue Apparatus of the N.L.R.F.D. Rescue 80 At Station 6.

This gave the city two rescue units and needed equipment on both sides of I-40.

As the North Little Rock Fire Department passed its 70th birthday in 1974, it was becoming more and more evident that the mission of a municipal fire department was going to keep changing as the years went forward. In 1963 a rescue apparatus was purchased for the first time. "Civil Defense" was the resounding "theme" for the 1963 Wagoneer. The Jeep also pulled a boat to execute water rescues.

The 1963 Rescue 19 was replaced by a 1974 Chevrolet light rescue, with the body made in North Little Rock. In 1977, the rescue apparatus pictured above arrived in the North Little Rock Fire Department. Initially, the sole mission of the new apparatus was to pull the **bomb trailer**. It had become more and more apparent that there were going to be situations involving explosives, some designed deliberately to cause harm to others, which would have to be dealt with. What agency in city government got the call to deal with this new set of circumstances? **THE FIRE DEPARTMENT!**

In a year or two, the new rescue, designated Rescue 80, was transferred to the Levy Station. It would be crewed by a regular crew as Rescue 19 was. This would give the N.L.R.F.D. two rescue companies for the first time. Why was the 1977 rescue designated as "Rescue 80?" The dispatch of a "Signal 80" signifies a bomb or explosive device. The author of this book strongly suspects that the designation was derived from this source, since the original mission of Rescue 80 was "the bomb truck."

1978 Ford/ Pierce 1000 GPM Pumper of the N.L.R.F.D.



(Photo with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

In the early part of 1978, a new pumper arrived at the North Little Rock Fire Department. This was the first apparatus from Pierce Manufacturing Company in Appleton, Wisconsin that North Little Rock had owned. Station 5 in Park Hill was still operating on a 1947 American LaFrance 750 GPM pumper. The 1947 had received a new Ford V-8 engine at some point, as had the 1951 and 1955 Seagrave pumpers. A thirty-year-old pumper did not need to be in service. The 1978 Pierce had a 1000 GPM pump and a Diesel engine.

This was the fourth Diesel pumper that the North Little Rock Fire Department had owned. (The three 1976 International/ American LaFrance pumpers were the first.) The 1978 Ford/Pierce remained at Station 5 until the fall of 1978.

City finances had evidently reached a critical point. Events that hadn't happened in fifty years began to take place in North Little Rock! Eighteen North Little Rock Firefighters were laid off. Rescue 19 at Central Station was deactivated as an active company of the North Little Rock Fire Department. Engine Company 5 was deactivated as an active company of the North Little Rock Fire Department, and Station 5 was completely closed! The 1978 Pierce was sent to Station 3 as Engine 3, and the 1959 American LaFrance at Station 3 was stored at Station 9 to be used in standby service.

After Rescue 19 was deactivated, a young man near Lonoke, Arkansas became entrapped in farm machinery. A desperate call for help was sent to North Little Rock. Mayor Eddie Powell authorized Rescue 19's apparatus to respond to the scene with its needed equipment and tools. Firefighters from other companies responded with the rescue squad. A life was saved.

In 1979, long-time North Little Rock Mayor William F. "Casey" Laman returned to office upon the resignation of Mayor Eddie Powell. Mayor Laman ordered that the Park Hill Fire Station be reopened. The 1978 Ford/Pierce returned to Station 5, and the 1959 American LaFrance returned to Station 3. Undoubtedly, Station 5 (and other stations) ran with reduced crews, at least for a while. Rescue Company 19 also returned to service.



Photo by Lee Clark: The actual day that Station 5 was closed: Oct 2, 1978. Note the '78 Ford was still in the Station at this point. This photo was made about 7:00 a.m.



Above: The 1978 Ford/Pierce 1000 GPM pumper of the N.L.R.F.D. at Station 5. (Photo by Batt. Chief Lee Wilkins.)

In the spring of 1978, a fire occurred at Baring Cross Baptist Church at 1224 Franklin Street in North Little Rock. The N.L.R.F.D. did an incredible job of saving most of the structure. A large portion of the Fire Department was dispatched before the fire was extinguished. Both aerial companies, the 1947 Seagrave and the 1975 American LaFrance were called. Rescue 19 was on the scene. Several Engine Companies, including Companies 1, 3, 5 and 6 were dispatched. Chief of Department I.E. Turner also responded.

1981 American LaFrance Pumpers (Two Identical) of the North Little Rock Fire Department



'81 ALF "A" Pictured With The '81 ALF 100' Aerial

(Photo by Lee Clark- 1981 ALF- "A" pictured with the '81 ALF 100' Aerial)

In June of 1982, two very badly needed pumpers were delivered to the North Little Rock Fire Department. The two 1961 Internationals and the 1959 American La France were all well past twenty years old by this point, and needed to be replaced.

American La France provided two 1981 1500 GPM Custom Pumpers and a 1981 100' Custom Rear Mount Aerial Truck for North Little Rock F.D. All three of these vehicles were still brand new. They had never had an owner.

The aerial truck, delivered in August, was even more badly needed. The photo above pictures the '81 La France which was originally Engine 1 and the '81 LaFrance aerial truck as they looked in the early 1990's.

**Below: 1981 American LaFrance Pumper ("A")
Of the North Little Rock Fire Department**



Photo of '81 ALF 'A' assigned as Engine 6 (1992-1995)
Photo used with permission of N.L.R.F.D. Battalion Chief Lee Wilkins

The pumper pictured above was assigned as Engine 1 running out of Central Station. It remained there until 1992 when it was replaced by the new 1992 Pierce Arrow. In 1992 this pumper was assigned as Engine 6. It and its "twin" were both seen at many fires, since they were Engines 6 and 7. This 1500 GPM pumper also had a 500-gallon booster tank, and a Detroit Diesel engine. Its last assignment was as Engine 10. In March 1999, while responding to an alarm in a rainstorm, the engine slid off Highway 161 in an attempt to avoid another vehicle. This accident was not the fault of the driver or the N.L.R.F.D.

The pumper was destroyed. Miraculously, none of the crew was seriously injured. The fact that the firefighter riding in the rear pocket did not sustain any serious injuries that night certainly substantiated the case for firefighters not to be in a situation where they had to ride the tailboard. The ever-present dangers of the Fire Service definitely should have become very obvious to the citizens of North Little Rock after this event.

1981 American LaFrance Pumper ("B") of the N.L.R.F.D.



(Photo of '81 ALF which was originally Engine 7
with permission of N.L.R.F.D. Battalion Chief Lee Wilkins)

The '81 American La France originally assigned as Engine 7, which is pictured above, remained at Station 7 as Engine 7 until 1995. The 1981 American LaFrance, purchased new in 1982, replaced a twenty-one year old International/ Central pumper at Station 7. In 1995, a new 1995 E-One became Engine 7. The 1500 GPM pumper pictured above moved to Station 9 as Engine 9 in 1995.

This apparatus remained as Engine 9 until 2002, when a new Pierce Custom Contender became Engine 9. The next assignment for this Engine was Standby Engine 101. Standby Engine 102 is the designation assigned to this pumper today. It is ready to go in service at Station 9, should the need arise.

1981 American LaFrance Rear Mount 100' Aerial Ladder Truck of the N.L.R.F.D.



Photo by Lee Clark 12-31-03

The appearance of the 1981 American La France aerial truck has changed considerably since it arrived in North Little Rock in August 1982. It replaced a 1947 Seagrave 65' aerial, which was still in "First-Line" service after 35 years!

This ladder truck and two American LaFrance 1500 GPM pumpers were all purchased at the same time from American LaFrance. Both pumpers and the aerial show a date of manufacture in 1981. North Little Rock purchased the trucks brand new in 1982. Several stories exist that these American LaFrance customs were turned down by FDNY (New York City) for some reason. Regardless of the validity of this story, North Little Rock received some new fire apparatus that was desperately needed.

Note the new beacon lights on top and the addition of the strobe lights and the electronic sirens on the front bumper. These items were all added to the 1981 American LaFrance 100' Aerial after its arrival in North Little Rock. This apparatus has spent its entire life in the N.L.R.F.D. as Truck 1A. It remains at Central Station today, and is the oldest apparatus in Front Line Service in the N.L.R.F.D.



Photos courtesy of Sherwood F.D. Chief Lee Church

In 1983, Charles Redding became the Chief of the North Little Rock Fire Department. Chief Redding was a career firefighter. He had been a member of the North Little Rock Fire Department since 1959. Chief Redding recognized that the 1959 American LaFrance pumper, which was still Engine 8 was 24 years old, and needed to be in standby service.

Within his first two years in office, Chief Redding had secured a replacement for the oldest active pumper in service. In a few more years, Chief Redding would present a plan for a massive reorganization of the North Little Rock Fire Department.

CHAPTER 9: The North Little Rock Fire Department: 1985-1994



1985 Seagrave Custom 1250 GPM Pumper of the N.L.R.F.D.

(Photo by Lee Clark)

The 1985 Seagrave is pictured here in its original assignment as Engine 3. This photo was made in the spring of 1999. The hard suction hose mounted on top of the left side high compartments indicates that it was not to be long before the 1985 Seagrave was to be moved to Station 10 as Engine 10. Engine 10 needed hard suction hoses at this time, since there were very limited fire hydrants in the Willow Beach Addition.

The 1985 Seagrave allowed the 1959 American La France to become a standby engine. The 1966 American La France that had been Engine 3 went to Station 8 as Engine 8 upon the arrival of the 1985 Seagrave.

This pumper had a 1250 GPM pump along with a 500-gallon booster tank. It also sported a Detroit Diesel engine. One thing that was visibly absent was any gold striping on the pumper. This apparatus is Standby Engine 103 today and it currently stationed at N.L.R.F.D. Station 10.

1987 Pierce Arrow Pumper of the N.L.R.F.D. Circa 1988-1992



(Photo by N.L.R.F.D. Battalion Chief Lee Wilkins)

In the fall of 1987, a Pierce Arrow Custom pumper (above) arrived in North Little Rock. The new Pierce was assigned to Station 2 as Engine 2. This was the first Pierce Custom fire apparatus to be owned by the N.L.R.F.D. (The 1978 Pierce pumper was on a Ford chassis.)

After the arrival of the '87 Pierce, The 1971 Ford/Boardman was sent to the Arkansas State Prison, which operated a program for refurbishing fire trucks at the time. The '71 Ford received a new paint job, new red lights and other needed repairs. It was lettered "Engine No 10," in preparation for the new Fire Station 10, which would opened in early 1988.



(Photo by Lee Clark) Above: Station 10, which opened in early 1988.

3629 McCain Boulevard is listed today as the address of The Lone Star Steakhouse and Saloon. The building is just west of McCain Mall. In March 1988 a fire occurred in a portion of the building that then housed doctors' offices and a drug store among other tenants. Engines 1, 5, 6, 7, 8, 9, 10, Trucks 1A, 7A, Rescues 19 and 80 all responded. Chief of Department Charles Redding also responded to this incredibly stubborn blaze.

The fact that the mission of the fire service is always evolving was certainly evident when a Hazardous Materials Apparatus first made its appearance in the North Little Rock Fire Department in the early 1990's.

Haz-Mat 933: A 1979 Chevrolet Van



(Photo by N.L.R.F.D. Battalion Chief Lee Wilkins)

The first Haz-Mat unit of the North Little Rock Fire Department was this 1979 Chevrolet step-van, a U.S. Air Force Flight-Line Vehicle, which the N.L.R.F.D. obtained from the surplus Government property center on Remount Road.

Firefighters of even the 1960's would have never thought about the fact that the Fire Service would one day be responsible for hazardous chemicals and materials. It was inevitable, actually, that accidents and spills of the many commodities that travel across the United States and Arkansas on highways and railroads would occur. The substances that man is able to produce now include many that are very useful, but that are also extremely dangerous.

When an incident involving a dangerous substance occurred, the decision was made once again by government authorities that the best choice was to **"Call the Fire Department!"**

1991 Ford/Taylor Ambulance light rescue of the N.L.R.F.D.



(Photo by Lee Clark)

In 1990, Rescue 19 received a badly needed new apparatus. Rescue 19 was still operating on a 1974 model apparatus, which was in dire need of being replaced. The 1991 year model apparatus that Rescue 19 received was the first Diesel rescue apparatus for the N.L.R.F.D.

1992 Pierce Arrow 1250 GPM Pumper of the N.L.R.F.D.



(Photo by Lee Clark)

In May 1992, the first fire apparatus with a completely enclosed cab arrived in North Little Rock. This 1992 Pierce Arrow 1250 GPM Custom Pumper was to be assigned as Engine 1.

1992 Ford/ Central States Rescue/ Mini Pumper of the N.L.R.F.D.



(Photo by Lee Clark)

The apparatus pictured above was the first "multi purpose" unit to arrive on the scene in North Little Rock in many years. Who had heard of a "mini-pumper/ rescue?" The apparatus had a separate two-cycle engine, which ran the pump. The 1992 mini pumper was not intended for large fires. A few hundred feet of supply hose was carried. The unit arrived in the fall of 1992. The purpose of this particular apparatus was to have the Park Hill Station housing an apparatus that at least had a pump and some water on board, as well as all needed rescue equipment.

The 1947 Seagrave Aerial Truck was a "multi purpose" apparatus, since it was a quint, with a 250 GPM pump and a 150-gallon booster tank. The '47 Seagrave was used to fight grass fires in its early days, when other companies were on alarms.

Why had a new Pierce Custom Arrow pumper and a Ford/Central Rescue/ Mini Pumper both arrived at the North Little Rock Fire Department? A Fire Station was overdue in the area next to Maumelle that North Little Rock had annexed. Truck 1A was still operating with just a driver. Demographics and numbers of responses had changed in North Little Rock.

Chief Charles Redding had proposed a sweeping reorganization of the North Little Rock Fire Department in 1991: Engine 5 would be disbanded! Current Stations 2 and 4 would be closed. A new Station 2 would be built at East Broadway and Dixie. A new Fire Station would be built in Maumelle and would become Station 4. Rescue 80 would be moved from Station 6 to Station 5. The new mini-pumper would hopefully knock down a fire on Park Hill until Engine 6 or Engine 7 could arrive.

Engines 1, 2, 3, 4, 6, 7,8, 9 and 10 would each have a base crew of a Captain, Lieutenant and a Firefighter. Rescues 19 and 80 and Trucks 1A and 7A would have a base crew of a Captain and a Lieutenant. Other firefighters would become "rovers" and would be assigned as needed. Stations and companies with a high number of responses would have "extra" firefighters on their apparatus when at all possible.

Truck Company 1A would finally have more than a solitary driver as its crew. On any structure fire, two engine companies, a ladder company and a rescue company would respond, along with the battalion chief. On a commercial establishment, hospital, school, etc. the response would include a third Engine Company.

The end result of this far-reaching reorganization will be discussed in a few pages. The implications were very strong and positive for the citizens of North Little Rock.



(Photo by Lee Clark)

Engine 4 in late 1992. The Rose City Station was now closed, and Engine 4 was temporarily housed at Station 8, along with Engine 8, until the new Station 4 on Maumelle Boulevard was ready for occupancy. Note that Engine 8's 1966 American LaFrance was out of service and that the 1959 American LaFrance was filling in as Engine 8 in this photo. It was extremely cold on this Saturday morning.



Photo by Lee Clark

Station 4, which opened in early 1993. The pumper above was the first pumper assigned to the new Station 4 in which all crew members had a seat to ride in. The '78 Ford/ Pierce still required firefighters to ride the tailboard.



HazMat 938: The N.L.R.F.D.'s HazMat Unit by the mid 1990's.
(Photos by Lee Clark)

By the mid 1990's, the Hazardous Materials Unit had been assigned as part of Station 2. The Chevrolet Pickup truck pictured on page 99 had been purchased used and completely repainted. A trailer with all of the needed equipment and materials was readied so that the North Little Rock Fire Department had a viable Hazardous Response Unit.

Another trailer, which contained trench rescue, rope rescue and other specialized equipment was also purchased and stationed at Station 2. Unit 938 could then pull either trailer that was needed.

In 1993, two airport emergency vehicles made their presence known in the North Little Rock Fire Department. Both had been part of the Little Rock Fire Department, but with the arrival of new E-One airport apparatus, the two Little Rock trucks were available.



1970 International Crash Truck of the N.L.R.F.D. International Loadstar Chassis

(Photo by N.L.R.F.D. Battalion Chief Lee Wilkins)

Crash 4 - 1970 International Crash Truck of the N.L.R.F.D. This apparatus came to the North Little Rock FD from the Little Rock Fire Department. This truck and the one pictured on the next page are the only two vehicles that have ever been purchased from the Little Rock Fire Department. This vehicle was sold in 2002.

One extremely significant event occurred in the North Little Rock Fire Department in the later part of 1994. The North Little Rock Fire Department was notified by the Insurance Services Office (ISO) that as a result of their recent visit and evaluation of the North Little Rock Fire Department, a **Class 2 Rating** was being assigned to the North Little Rock Fire Department. Previously, the North Little Rock Fire Department had been assigned a Class 4 Rating. The reorganization plan, added response of companies on alarms and a massive load

of forms, questions and work had paid **HUGE DIVIDENDS** for the citizens of North Little Rock!

Most citizens of North Little Rock would never know the incredible amount of work, research and preparation that had gone into attaining the **Class Two Fire Rating**. Apparatus, firefighters, water supply, apparatus responding to alarms, equipment, hose, records and training were just some of the factors that the Insurance Services Office had looked over with a "magnifying glass."

The bottom line was this: **The lives and property of those in North Little Rock had one of the best chances in the entire state of being saved, should an emergency situation arise.**

1975 International Crash Truck of the N.L.R.F.D.



(Photo by N.L.R.F.D. Battalion Chief Lee Wilkins)

Crash 2 was known as "Red Ball 2" in its days in the Little Rock Fire Department. This apparatus was one of two identical crash trucks owned by the Little Rock Fire Department. This vehicle now is at the North Little Rock Airport. It would be taken the scene of an aviation disaster, if circumstances dictated.

Normally, the crew of Engine 9 would be the closest company to the North Little Rock Airport. Engine 9's crew would operate Crash 2, if the need came about. This apparatus is the only gasoline powered apparatus that is still on the roster of active fire apparatus in North Little Rock. This airport emergency apparatus features a separate Dodge 318 engine that powered the pump on the truck. This truck consequently has pump and roll capability.

CHAPTER 10:

The North Little Rock Fire Department: 1995-2004



1995 E-One 1250 GPM Custom Pumpers (two identical pumpers) of the N.L.R.F.D. Engine 6 (Above) and Engine 7 (Below)
(Photos by Lee Clark)



In 1996 Chief C.R. Vaughn became Chief of the North Little Rock Fire Department. One of Chief Vaughn's first decisions concerning apparatus was replacing the thirty year old Engine 8. Engine 8 was operating on a 1966 American LaFrance. The apparatus selected was a Freightliner/ Smeal 1250 GPM pumper, with a 750-gallon tank, a hydraulic ladder rack and a top mount pump panel.



1997 Freightliner/Smeal (Front) 1250 GPM Pumper of the N.L.R.F.D.
(Photo by Lee Clark)



1997 Freightliner/Smeal 1250 GPM Pumper of the N.L.R.F.D.
(Photo by Lee Clark)

In March 1997 an alarm was transmitted for a fire at the Willow House, 2500 Willow Street. The Willow House was twelve stories high. This high rise apartment house in North Little Rock mostly housed elderly residents of the city. There were many calls to the Willow House. Most alarms were for a pot of food that was left on the stove too long, or were medical alarms.

This alarm turned out to be anything but an ordinary alarm. A sixth floor apartment had become fully involved in fire. The fire had spread and smoke was going throughout the building. Obviously, the many residents of the Willow House had to be rescued!

Virtually the entire North Little Rock Fire Department was called at sometime during this fire. Little Rock F.D. responded with Truck 1 and Engines 1 and 8. North Little Rock and Little Rock Aerial Companies worked to rescue those within the reach of aerials. Residents on the lower floors were rescued in part by North Little Rock Electric Department workers who "free lanced," using the hydraulic lifts and baskets on their trucks. North Little Rock Police Department members also joined in the rescue efforts.

The North Little Rock F.D. mounted an aggressive interior attack on the fire and quickly extinguished the actual blaze. The rescue of Willow House occupants became the major focus. Some residents took refuge on the roof of the building, and were rescued by helicopter. The North Little Rock Fire Department, other North Little Rock City employees, and the L.R.F.D. all helped save lives at the Willow House. Some incredibly dramatic rescues were made that day by the N.L.R.F.D. Two firefighters even climbed across a roof ladder that bridged a gap between the platform of the snorkel truck and a sixth floor balcony!



1999 Spartan/ E-One 1250 GPM Pumper of the N.L.R.F.D.

The second apparatus purchased in Chief Vaughn's tenure was a 1250 Spartan/ E-One pumper. It arrived on December 31, 1998, and signaled the end to firefighters in North Little Rock having to "ride the tailboard" on the way to fires: Provided that no "First-Line" apparatus was out of service.

**1996 E-One Custom 1250 GPM Pumper of the N.L.R.F.D.
Purchased new as a Demo in April, 1999**



(Photo by NLRFD Battalion Chief Lee Wilkins)

This E-One Custom Pumper was purchased new in April, 1999 by the North Little Rock Fire Department as a replacement for the pumper that was destroyed the previous month. (March 1999.) The 1981 American La France, which had been Engine 10, was turned completely on its top on the way to an alarm on a stormy night. The accident was not the fault of the N.L.R.F.D.

A 1996 Demo which had never had an owner and which had very, very low miles was the N.L.R.F.D.'s answer to an immediate need for a pumper. Keep in mind that firefighters at Station 10 did not have a closed cab pumper to operate on since the '81 La France was totaled. One of the '76 Internationals was used as a standby pumper at Station 10 from March 1999 until the new E-One arrived in April 1999, since they had hard suction hose.

The '96 E-One was the first raised cab apparatus the Department had ever owned. The pumper was air conditioned and had a top-mount pump panel. A booster line was added in the rear storage compartment. Ladders were stored on a hydraulic ladder rack.

Freightliner/ E-One Heavy Rescue of the N.L.R.F.D.



(Photo by Lee Clark)

Chief Vaughn and the North Little Rock Fire Department continued to replace old and worn out apparatus with the arrival of a new 2002 Freightliner / E-One Heavy Rescue on November 1, 2001. The apparatus had only arrived an hour earlier when the above photo was taken. Notice how the light tower is the center of attention at this point.

The late Battalion Chief Wesley Springer is the individual in the white shirt. One has to wonder what he must have thought about an apparatus such as this one. When Chief Springer came to work in 1954, some open-top pumpers were still around as standby pumpers, and had only been out of "first-line" service for a short time!



(Photo by Lee Clark)

A former U.S. Coast Guard Boat became the primary rescue boat of the North Little Rock Fire Department in 2002. This boat was substantially reworked and repainted before it was put in service. Firefighters from Central Station, normally Rescue 19, crew the boat. It is moored at the Arkansas River.



(Permission granted for use by Jerry Reagan - NLR City Gov.)



Another view of the J.W. Springer - Photo by Lee Clark

The Rescue Boat was named the *J.W. Springer* in honor of Battalion Chief Wesley Springer. Chief Springer's term of service of over forty-seven years was the longest to date of any Argenta / North Little Rock firefighter.

2001 Pierce Custom Contender Pumper of the N.L.R.F.D. (Delivered New in April, 2002)



(Photo by Lee Clark)

By the later part of 2001, it was determined that the need existed for replacing old, worn out apparatus in the North Little Rock Fire Department. The 1991 Ford/ Taylor Made Ambulance apparatus operated by Rescue 19 had been replaced. The 1992 Ford/ Central Mini Pumper/ Rescue at Park Hill Station was becoming less and less dependable. The pump, which was powered by an independent two/cycle engine, could not be depended on to start. The apparatus itself was undependable.

The pumper at Station 9 was a 1981 American LaFrance. It would soon be twenty-one years old. This pumper could be a great standby pumper, but it was just too old and worn out for regular service. The pumper at Station 10 was developing mechanical problems, also. It was a 1985 model Seagrave. The aerial truck at Station 7, Truck 7A, was a 1975 American LaFrance 85-foot elevating platform, which soon would be twenty-seven years old.

Mayor Patrick Henry Hays and the City Council approved funds for the replacement of as much of the worn out fire apparatus as was feasible. On September 11, 2001, the announcement was made in the *Arkansas Democrat Gazette* that a new aerial ladder truck would be ordered. (In just a matter of hours, that newspaper article seemed insignificant, in

view of what happened to our Nation that day.) It would be July of 2002 before the new Pierce Aerial Platform would be delivered, since this truck was custom designed.

In the 2002 City Budget, \$300,000 was included for "Fire Department Equipment." This allowed the North Little Rock Fire Department to purchase a Pierce Contender Custom Pumper, which had been at the Daytona Speedway as a demonstrator. The pumper had only a little over 200 miles on its odometer. When representatives of the N.L.R.F.D. went to Daytona to examine the Contender, the only choice was to decide which of the **TWO** contenders at Daytona should come to North Little Rock. A small amount of additional money was approved, and **BOTH** of the Daytona Pierce pumpers came to the N.L.R.F.D.

A new Fire Station Number 8 at 6550 MacArthur Drive was also opened in April 2002. Engine 8 and its crew moved to their new quarters on April 3, 2002, and the Grand Opening was April 9, 2002. This was the same day that Engine 9's new Pierce Contender pumper arrived. The new Pierce pumper was present at Station 8's Grand Opening on April 9, 2002. Photos of the new N.L.R.F.D. Station 8 are on pages 103 and 128 of this book.

2001 Pierce Custom Contender Pumper of the N.L.R.F.D. (Delivered New in June, 2002)



(Photo by Lee Clark)

2002 Pierce Custom Platform/ Quint of the N.L.R.F.D. With 2000 GPM Pump and 100 Foot Aerial Platform



(Photo by Lee Clark)



Apparatus delivered July 2, 2002. - Photo by Lee Clark on the Pierce's day of delivery

North Little Rock Fire Department members inspect the new Pierce Platform upon its arrival on July 2, 2002.

The arrival of the new Pierce 100-foot Aerial Platform/Quint was not the only event of significance in the North Little Rock Fire Department during July 2002. Mayor Patrick Henry Hays named Joe McCall as Chief of the North Little Rock Fire Department on July 8, 2002. Chief McCall, who was a thirty-year veteran of the N.L.R.F.D. had been Acting Chief of the N.L.R.F.D. since Chief Vaughn retired in April 2002. Chief Vaughn had become a member of the North Little Rock Fire Department in 1967. He had thirty-five years of service upon his retirement.

Original Station 1 - 506 Main – As It Appears Today



(Photo by Lee Clark)

A long time spot of decay on Main Street in North Little Rock was the original Argenta City Hall and Fire Station, which also served as the city's jail. This building had served North Little Rock as its Central Fire Station until the present Central Station was opened in 1962. The old building was literally about to implode. North Little Rock officials made the decision to save the old building. At least \$500,000 was spent to literally rebuild the old structure brick by brick and board by board. Steel supports had to be used to keep the walls from falling down, while what little was left of the roof was reconstructed.

Old Central Fire Station now contains the North Little Rock History Commission. There has been discussion about locating a branch of the North Little Rock Library there. The first floor still could house an old fire engine or two.



(Photos by Lee Clark - 9-7-02) - Crew from Engine 3 makes an attack on 9-7-2002

A major structure fire occurred on Saturday, September 7, 2002 at Ronco Building Salvage Warehouse on East Broadway. The building was fully involved when Engine 2 arrived. Engines 1, 2, 3, 10 Truck 1A and Rescue 19 all responded to the fire. Truck 7A was called for the final overhaul. Many chief officers, including Chief McCall responded to this fire. The N.L.R.F.D. did an outstanding job of protecting exposures and containing the fire to the building where the fire started.

A tremendous load of used building materials made for a huge fire load for this fire. Deck guns, ladder pipes and large diameter hand lines brought this fire under control.



Photo by Lee Clark – September 7, 2002

Truck 1A was used to protect exposures at the Ronco Building Supply Fire on September 7, 2002. Engine 1 supplied Truck 1A in the photo above. This photo is on Washington Avenue with Truck 1A facing the east. The deck gun on Engine 1 was also in operation helping to extinguish this very stubborn fire in this photo. Engines 2 and 10 also utilized their deck guns on the East Broadway side of the fire. Most engine companies on the scene also utilized large diameter hose (5 inch).

The fire at Ronco Building Supply on September 7, 2002 was visible for miles in any direction. The North Little Rock Fire Department did an incredible job of extinguishing this fire.



(Photo by Chief Robert Mauldin)



(Photo by Chief Robert Mauldin)

Just three days later, on September 10, 2002, a house fire occurred on West 16th Street in North Little Rock. The two photos above show the N.L.R.F.D. in action at this fire. This home was fully involved when the N.L.R.F.D. arrived on the scene.

Otis Pack Carpet Company is located at the intersection of East Broadway and State Highway 161. A major structure fire visible for miles in the distance occurred here on the morning of Sunday, April 6, 2003. The original response was Engines 10, 2, 7, Truck 1A, Rescue 19 and Battalion 924. Engine 1 was soon called to the scene on a Second Alarm. Engine 8 was called to fill in at Station 2. Engine 8 made at least one run from Station 2 while this fire was in progress. Engines 3 and 8 were called to the fire scene that afternoon.

By the time this fire was over, Truck 7A was the only front line apparatus in the N.L.R.F.D. that did not respond to the fire scene. Engine 10 spent the night on the scene with large diameter hose laid and charged, in case of a flare up. Engine 10 was manned by different companies, which alternated in and out of the scene. Engine 10's crew operated on Standby Engine 102, while their regular apparatus was still at the fire scene.



(Photo by Lee Clark – April 6, 2003)

Engine 2 is shown above on the morning of April 6, 2003 with its deck gun operating at “full blast.” Large diameter 5-inch hose is visible on the ground and on the back of Engine 2.



(Both photos on this page by Lee Clark – April 6, 2003)

The thick, black smoke visible in the top photo gives an indication of the magnitude of this fire. Bottom photo: The aerial ladder of Truck 1A is barely visible. The aerial company had set up a ladder pipe operation at the fire.



(Photo by Lee Clark)

Open house at the new North Little Rock Fire and Police Training Building was held on May 27, 2003. This building, which formerly housed the Utilities Accounting Department, provided much needed space for classrooms for the Training Division of the North Little Rock Fire Department. The Fire Marshal's Offices also moved to this building.

On May 28, 2003 ten units of the West Scenic Apartments on West Scenic Drive were involved in a large fire. Battalion 924, Truck 1A, Engines 1,3,6, 8; Rescues 19 and 80 were called to the scene. The building appeared to be totally involved when the NLRFD arrived. Truck 1A's aerial ladder was in use as a ladder pipe. All residents of the building escaped with their lives. This was just one more terrific example of the superior manner in which the North Little Rock Fire Department operates.

Only one day later, on May 29, 2003, the North Little Rock Fire Department received an alarm for a fire at an old warehouse at 5th and Vine Streets. The structure was fully involved upon the arrival of the first N.L.R.F.D. units. The fire began late during the night of May 29, 2003. Among the N.L.R.F.D. apparatus responding were Engines 1,2,3,8, Rescue 19, Truck 1A and Truck 7A. During the course of this fire off-duty firefighters were called back on duty.

Some of the off-duty firefighters called back went to the fire scene. Others manned Standby apparatus, including Engine 101 (the '81 LaFrance pumper at the time), Engine 102 (the '85 Seagrave pumper at the time) and Standby Aerial 1. Before the incident concluded, Engine 7 was called to help battle the fire with an exposure. Engine 10 was called for cleanup with hose. This fire was the first fire in North Little Rock in several years, which caused standby apparatus to be pressed into service. The May 29, 2003 fire marked the first time in N.L.R.F.D. history in which a reserve aerial apparatus was put in service, without a regularly assigned aerial apparatus being out of service.



**Unit 939: “New” Haz-Mat Response Apparatus - 1988 GMC Van
Ownership transferred to the N.L.R.F.D. by the City in September 2003.**

Photo by Lee Clark

A 1988 GMC Step Van was transferred from the North Little Rock Maintenance Department to the Fire Department in September 2003. The vehicle was actually being readied for the City Auction. A new Diesel engine had been installed recently. Officers of the North Little Rock Fire Department recognized the potential for a hazardous materials response vehicle. The renovation of this vehicle was accomplished entirely “in house” by the North Little Rock Fire Department. The 1988 GMC Haz-Mat Response Apparatus is housed at Station 2. The Haz-Mat Van also has a trailer, which contains materials for a major incident. The firefighters of Station 2 man this apparatus. The official designation of this vehicle is Unit 939.

The North Little Rock Fire Department has continued to see old and worn out apparatus replaced under Chief McCall's leadership. A new Heavy Rescue/ Pumper went in service at Station 5 in January 2004. A new Pierce pumper was delivered to the department in August 2004. This resulted in all front line pumpers having fully enclosed cabs for the safety of the firefighters. Much of the older apparatus that wasn't "climate controlled" has been air-conditioned. New external defibrillators were purchased for the N.L.R.F.D. in April 2003. In May 2003, the Fire Marshals and Training Division classrooms moved to 2300 Willow. A Standby Aerial Apparatus has become a reality for the first time in twenty years. A GMC van with a newly overhauled Diesel engine was transferred to the N.L.R.F.D. as a HazMat vehicle in the fall of 2003. No apparatus remains in the department that requires firefighters to ride the tailboard.



(Photo by Lee Clark)

2004 International/ Ferrara Heavy Rescue/ Pumper

On November 10, 2003 a new 2004 International/ Ferrara heavy rescue/pumper arrived at the North Little Rock Fire Department. A committee of North Little Rock firefighters designed the apparatus. The 1992 Ford/Central mini-pumper/rescue had been taken out of service on many occasions in the last several months. The pump could just not be depended on any more. The amount of equipment that now needed to be carried on a rescue apparatus was more than the present Rescue 80 was intended to carry.

The new International/ Ferrara apparatus had a 1000 GPM pump and a 300-gallon tank. The new Ferrara also carried about 1000 feet of supply hose. It had an ample supply of attack hose, and a "trash line" on each side of the vehicle for quick attacks on car fires, etc. The new Rescue 80 also had plenty of room for all of the needed rescue tools that were required for a rescue company. The onboard cascade system was a welcome feature for all firefighters.

2004 Emergency Command Vehicle by Farber Specialty Vehicles - Joint Use by the N.L.R.F.D. and the N.L.R.P.D.



Command One – A 2004 Farber Specialty Vehicles/ Winnebago Command Vehicle
Photo by Lee Clark

The mobile command vehicle in the photo above was purchased with money from the Federal Government that was allocated for purchases after the tragic events of September 11, 2001. In the event of a major situation, all government agencies in the city could coordinate efforts and communications. The Fire and Police Departments of North Little Rock will share use of the vehicle. It can be used as a command center at major fires, major law enforcement operations, or at any other event that needs this vehicle. Command One, as the command center is designated, is housed at Fire Station Number 8.

Again, the ever-changing mission of municipal fire departments and the ever-changing circumstances that present themselves to the Fire Service are certainly well illustrated by the need for an Emergency Command Vehicle for North Little Rock. Since the world is in the situation that it is, an Emergency Command Vehicle should make each and every citizen of North Little Rock feel a bit more safe and secure.

2004 Pierce Contender Custom Pumper -Arrived August 17, 2004



(Photo by Lee Clark)

The North Little Rock City Council on May 24, 2004 approved the purchase of a Pierce Contender Custom 1250 GPM Pumper for the North Little Rock Fire Department. The pumper was purchased for \$185,000.00. The new pumper, purchased in the 100th year of the North Little Rock Fire Department, has a "trash line" in the front bumper. It has roll-up doors on both sides, with high side compartments on left and right sides of the body. The ladder rack is hydraulically operated. The pump is top mounted, and the apparatus has a 1000 gallon water tank. The cab is a raised-cab design. A 350 cubic inch Diesel engine provides plenty of power for the new pumper. The 2004 Pierce Custom Pumper was assigned as Engine 3 at Station 3. The 1992 Pierce Arrow Custom that had been at Station 3 since 1999 was transferred to Station 4.

The arrival of this pumper allowed the sale of a 1976 International/American LaFrance pumper, which had most recently been Standby Engine 103, stationed at Station 9. The sale of the 1976 International marked the first time in the history of the North Little Rock Fire Department where the department did not own at least one apparatus that required firefighters to ride the rear tailboard. (This included horse-drawn hose wagons.)

All regularly assigned pumpers, for the first time in the NLRFD'S history, also had a completely enclosed cab for all firefighters to ride in. "Side-pockets" were a definite improvement over riding the tailboard, but a complete degree of safety was still not present with pre-1992 pumpers. Beginning with the 1992 Pierce Arrow Custom, all pumpers purchased by the NLRFD have had completely enclosed cabs as part of their specifications.



Photo by Sherwood F.D. Lieutenant Dustin Haworth
**Engine 9, Truck 7A (operating on Standby Aerial 1) and Engine 6
at the Velvet Ridge Fire on December 10, 2004**

December 10, 2004 provided the North Little Rock Fire Department with one of the most challenging fires that the Department had faced in a while. The alarm came in for a fire at the Highcliff Apartments on Velvet Ridge during the morning hours. An entire building was soon involved. By the time that several additional alarms had been transmitted, Engines 1, 2, 3, 6, 7, 8, 9, Rescue 80 and Truck 7A were all on the fire scene. Sixteen mile per hour winds, which were gusting to twenty-five miles per hour, made this an extremely difficult fire to extinguish. Most of the Chief Officers of the Department were on the scene of the fire. It was a real credit to the North Little Rock Fire Department that this fire was contained to one apartment building. At least one company remained on scene until the next day to extinguish any “hot spots” that were found.

During the height of the fire, the Little Rock Fire Department sent two companies to North Little Rock Central Station to stand by. The Veterans Administration Fire Department at Fort Roots filled in at Station 3 and Sylvan Hills Fire Department filled in at Station 6. Off duty North Little Rock Firefighters utilized Standby Engine 101 to fill in at Station 9. Engine 10 filled in at Station 7 for part of the duration of the fire. The importance of a standby aerial apparatus was demonstrated at this fire. The apparatus normally assigned to Truck 7A, the Pierce Platform, was undergoing brake repairs when the fire on Velvet Ridge occurred. Standby Aerial 1 was already filling in as Truck 7A. The availability of an aerial apparatus close to the fire scene at Station 7 was critical in the containment of the Velvet Ridge fire.



Photo by Sherwood F.D. Lieutenant Dustin Haworth

Another view of the scene on Velvet Ridge – December 10, 2004

The remainder of December 2004 saw at least two more structure fires in North Little Rock. An alarm was received for a structure fire on Randolph Road on December 24, 2004. A snow and sleet storm had hit North Little Rock two days earlier. Since the fire on Randolph was just a few blocks from Station 7, the weather was not a factor whatsoever in the arrival of fire companies. When companies from Station 7 quickly arrived at the fire scene, the home was already fully involved. The occupants who were in the home at the time of the fire managed to escape with their lives by quickly exiting the home. The North Little Rock Fire Department did an outstanding job by preventing the fire from spreading to the homes on either side of the fire scene.



Photo by Lee Clark

Rescue 80 with Supply Line and Attack Lines still attached on Garland Avenue

A new apparatus for North Little Rock Fire Station Number 5 on Park Hill had been placed in service in January 2004. The primary mission of Rescue 80, which operates out of Station 5, was that of a rescue apparatus. The new apparatus of Rescue 80 had all needed equipment for a heavy rescue apparatus. An on board cascade system even made it possible to produce air for firefighters' air packs on the scene of a fire. Previously, the heavy rescue from Central Station, Rescue 19, had to be called on to fill air bottles at any fire in the entire city.

The decision was made to include a 1000 gallon per minute pump and a 300 gallon water tank on Rescue 80's new apparatus. The wisdom of this decision became apparent just after Midnight on December 30, 2004. A structure fire was reported on Garland Avenue. The fire was fully involved when Rescue 80, the closest apparatus, arrived on the scene. Rescue 80 used attack lines, most of which were already connected, to attack the blaze. When the next due Engine Company arrived, it was easy to bring a supply line from a hydrant to Rescue 80's apparatus. The North Little Rock Fire Department did an outstanding job in preventing this fire from spreading to the homes on either side of the fire scene.

Chapter 11: The Present N.L.R.F.D.

Present Stations of the North Little Rock Fire Department



Central Fire Station – 8th and Maple

Battalion 924, Rescue 19, Engine 1, Truck 1A, Standby Engine 101 (Not in Photo)



Station 2 – 3700 East Broadway

Engine 2, Haz-Mat 939



**Station 3 – 15th and Schaer
Engine 3**



**Station 4 – 8723 Maumelle Boulevard
Engine 4, Rescue 18**



**Station 5 at 3417 Magnolia
Rescue 80**



**Station 6 – 3600 Camp Robinson Road
Engine 6**



**Station 7 – McCain and North Hills Blvd.
Truck 7A, Engine 7**



**Station 8 6550 MacArthur Drive
Engine 8, Command 1**



**Station 9 – John F. Kennedy Blvd and Osage
Standby Engine 102, Engine 9**



**Station 10 – 8800 Highway 70 East
Rescue 16, Standby Engine 103 (Behind Rescue 16) and Engine 10**
(All Photos on Pages 125- 129 by Lee Clark)



Old Station 8, 100 Auburn Drive

Standby Aerial 1 - Parade Pumper

(Note: 1931 Seagrave of Local 35 of IAFF is visible in left bay of station.)



Training Tower - North Little Rock Airport on Remount Road

Crash 2

(Photo of Crash 2 by Batt. Chief Lee Wilkins. Other photos on page 130 by Lee Clark)

The North Little Rock Fire Department has 148 Sworn Firefighters as of December 31, 2004. Officers include the Chief of Department, the Assistant Chief of Department, the Fire Marshall (Battalion Chief), Deputy Fire Marshall, Assistant Fire Marshall (rank of Captain and Lieutenant), Training Division Captain and Administrative Captain. Each platoon also has a Battalion Chief, a Training Officer (lieutenant) and each of the three platoons has approximately forty-five "line" firefighters. The North Little F.D. has a Maintenance Engineer, who is a civilian and two civilian employees who have administrative responsibilities for the entire department.

The North Little Rock Fire Department operates out of ten Fire Stations, strategically placed throughout the city limits of North Little Rock. There is a training facility at the North Little Rock Airport and there are Training Classrooms at 2300 Willow Street. The North Little Rock Fire Department operates Nine Engine Companies and a Heavy Rescue/ Pumper from these ten stations. All of the pumpers are fully enclosed cab apparatus. An additional Heavy Rescue Company operates as well. Two Aerial Ladder Companies are placed in the city, one in the North area of North Little Rock and the other in the Southern area of the city. Light Rescue Companies are located in the far western and far eastern part of the city, close to Interstate Highways 40 and 440.

Each of these light rescues can be taken to an accident scene by the Engine Company in quarters to hasten the rescue of victims of an accident. A Hazardous Materials Response Unit is also operated by the North Little Rock Fire Department. An Airport Crash Apparatus operates from the Training Facility at the North Little Rock Airport. Three standby pumpers are ready to go in service. A standby aerial company is also ready to respond. A mobile command vehicle, which is joint property of the North Little Rock Fire and Police Departments, is also housed at a North Little Rock Fire Station. A river rescue boat, complete with its own pump is docked at the Arkansas River, ready to respond to an Arkansas River emergency. Another boat is housed in the far western end of the city.

Constant training is scheduled methodically and sequentially. New techniques and methods are explored and evaluated for use by the North Little Rock Fire Department. The normal dispatch for any commercial building, school, church, etc. is three engines, a ladder company, a rescue company and the battalion chief. A residential fire would result in two engines, a ladder company, a rescue company and the battalion chief responding. If any alarm results in a working fire, an additional engine company is dispatched as the designated company to intervene in case some of the firefighters involved in fighting the fire need immediate assistance.

Chapter 12:

Chiefs, Chief Officers, Firefighters, Fire Stations and Apparatus Assignments Through the Years

**Current Chief Officers of The North Little Rock Fire Department
As of December 31, 2004:**

NAME	RANK
Chief Joe McCall	Chief of Department
Chief Robert Mauldin	Assistant Chief
Chief Bill Rhoads	Fire Marshal
Chief Charles Dixon	Battalion Chief
Chief Dale Pruitt	Battalion Chief
Chief Lee Wilkins	Battalion Chief

Inclusive List of All Apparatus on Roster of the North Little Rock Fire Department (including automobiles) as of Dec. 31, 2004

Apparatus Type	Current Assignment	Manufacturer	Year Purchased	Model Year of Manufacture	Details
Pumper	Engine 3 Assigned to Station 3	Pierce	Aug. 2004 (Pur. New)	2004	1250 GPM Pump; 1000 Tank; Trash Line on front; Top Mount Pump Panel; Hydraulic Ladder Rack; Roll Up Doors.
Pumper	Engine 10 Assigned to Station 10	Pierce	June 2002 (Pur. New)	2001	1250 GPM Pump; 1000 Tank; Trash Line on front
Pumper	Engine 9 Assigned to Station 9	Pierce	April 2002 (Pur. New)	2001	1250 GPM Pump; 1000 Tank; Trash Line on front
Pumper	Engine 1 Assigned to Station 1	E-One	April 1999 (Pur. New-Demo Unit)	1996	1250 GPM Pump; 750 Gallon Tank; Top mount pump and ladder rack. Raised roof.
Pumper	Engine 2 Assigned to Station 2	E-One/Spartan	Arrived @ NLRFD in December 1998	1999	1250 GPM Pump; 1000 Gallon Tank; Top mount pump and ladder rack.
Pumper	Engine 8 Assigned to Station 8	Smeal/ Freightliner	December 1996	1997	1250 GPM Pump; 750 Gallon Tank; Top mount pump and ladder rack.
Pumper	Engine 6 Assigned to Station 6	E-One	February 1995	1995	1250 GPM Pump; 500 Gallon Tank; Top mount ladder rack.

Roster of Fire Apparatus on the Roster of the N.L.R.F.D. Dec. 31, 2004 (Continued)					
Pumper	Engine 7 Assigned to Station 7	E-One	February 1995	1995	1250 GPM Pump; 500 Gallon Tank; Top mount ladder rack.
Pumper	Engine 4 Assigned to Station 4	Pierce	May 1992	1992	1250 GPM Pump; 500 Gallon Tank
Standby Pumper	Standby Engine 101 Assigned to Station 1	Pierce	August 1987	1987	1250 GPM Pump; 500 Gallon Tank Reserve Pumper
Standby Pumper	Standby Engine 102 Assigned to Station 9	American LaFrance	June 1982 (Pur New)	1981	1500 GPM Pump; Reserve Pumper
Standby Pumper	Standby Engine 103 Assigned to Station 10	Seagrave	1985	1985	1250 GPM Pump; 500 Gallon Tank Reserve Pumper
Heavy Rescue/ Pumper	Rescue 80 Assigned To Station 5.	International/ Ferrara	November 2003	2004	1000 GPM Pump;300 Gallon Tank. 1 3/4 "Trash Line" on each side; Full Hose Bed. Cascade System on board. Hurst Tool; Defibrillator is on board. Ground ladders.
Heavy Rescue	Rescue 19 Assigned to Station 1	E-One/ Freightliner	November 2001	2002	On Board Cascade System. All needed Equipment for any emergency. Carries Defibrillator
Mini Pumper/ Rescue	Rescue 18 Assigned to Station 4	Central/ Ford	August 1992	1992 (Dec,1991)	Pump runs on Separate 2 cycle engine. Hurst Tool; Capability to pull boat housed at Sta. 4
Rescue - Light Duty	Rescue 16 Assigned - Station 10	Ford /Taylor (Taylor Ambulance of Newport, AR)	1990	1991	Light Duty Rescue carries jaws of life, etc for serious accidents in the eastern most part of NLR. Crewed by Engine 10.
Aerial Platform/ Quint	Truck 7A Assigned to Station 7	Pierce	July 2002	2002	2000 GPM Pump; 100' Aerial Platform, 300 Gallon Booster Tank, 1000' of 5 1/2" Hose
Aerial Truck	Truck 1A Assigned to Station 1	American LaFrance	August 1982 (Pur. New)	1981	100' Rear Mount Aerial Ladder with full equipment and Power Tools
Standby Aerial Truck	Standby Aerial 1 Assigned to Old Station 8	American LaFrance	May 1975	1975	85' Snorkel with full compliment of ground ladders, power tools and equipment.

Roster of Fire Apparatus on the Roster of the N.L.R.F.D. Dec. 31, 2004 (Continued)					
Haz Mat Van	Unit 939 Assigned to Station 2	GMC	2003 (Former NLR Maint. Dept Van)	1988	Apparatus supplied with all equipment for any HazMat incident in the city. Apparatus also has an accompanying trailer Haz-mat 939 is manned by Engine 2.
Crash Truck	Crash 2 Assigned to Training Tower at NLR Airport	International/ Fire Control Engineering Ft. Worth, TX	1992 (From L.R.F.D.)	1975	Stationed at NLR Airport
Fire Boat / Rescue Boat	"The J. W. Springer"		2002		Stationed at North Access to The Ark. River. Hale Portable Fire Pump with 18 HP engine can produce 225 GPM .
Rescue Boat	Boat at Sta. 4				Stationed at NLR Fire Station 4
Crown Victoria Sedan	950	Ford	2000	2000	Chief of Department
Crown Victoria Sedan	949	Ford	1999	1999	Assistant Chief of Department
Crown Victoria Sedan	948	Ford	1997	1997	Fire Marshall
Crown Victoria Sedan	946	Ford	1997	1997	Captain –Fire Marshall's Office
Chevrolet Malibu	942	Chevrolet	2001	2001	Lieutenant –Fire Marshall's Office
Crown Victoria Sedan	945	Ford	1999	1999	Captain – Administrative Division
Crown Victoria Sedan	935	Ford	1997	1997	Captain – Training Division
Durango	931	Dodge	2001	2001	Lieutenant-Training Division (Shift Training Officer)
Expedition	924	Ford	Dec. 2003	2004	Battalion Chief (Responds to all fires if there is more than one company responding.
Mobile Command Center Vehicle	Command One Assigned To Station 8	Farber Specialty Vehicles/ Winnebago	June 21, 2004	June 21, 2004	
Dual-Wheeled Crew-Cab Pick-Up Truck	938 Assigned To Central Station	Chevrolet	Mid 1990's	1989	Has "5 th Wheel" and Trailer Hitch: Can pull Trench Rescue Trailer, HazMat Trailer, or Rescue Boat to desired location.
Crown Victoria Sedan	Res. Car 932	Ford	1989	1989	Formerly Unit 931

Roster of Fire Apparatus on the Roster of the N.L.R.F.D. Dec. 31, 2004 (Continued)

Pick-Up Truck	Unit 17 Central Station	Dodge	2002	2002	Assigned To Department Apparatus Maintenance Officer for making repairs to apparatus at stations.
Pick-Up Truck	Unit 14 Central Station	Dodge	1984	1984	Has "5th Wheel" and trailer hitch. Ability to transport rescue trailers. Ability to transport any boat to Ark. River or area lake; Standby Vehicle for Dept. Maintenance Officer.
Van	Unit 936 Central Station	Dodge	1985	1985	Used to transport firefighters to fires @ crew change. Used a Standby Apparatus for Rescues 19, 80 and Truck 1A in past years.



Above: 1931 Seagrave of Local 35 of the IAFF
Photo by NLRFD Battalion Chief Lee Wilkins

List of All Known Locations of Argenta/ North Little Rock Fire Stations.

Address	Designation	Dates	Photo in This Book	Details
506 Main (Newton)	Central – Station 1	Built in 1890's	Yes	First Fire Station in the city. Building stands today as the NLR History Commission.
15 th and Pike	“West Station,” Pike Ave. Station, Station 3	Built in 1918. Torn down in 1940.	Yes	Building housed the first fire station in the west side of NLR.
2201 E. 3 rd	Station 2	This building became a fire station in October, 1925.	Yes	The Prioleau Building was a rented building. It housed what is believed to be the first east end station.
East Washington Ave	Station 2	Most likely early 1930's for a brief period of time.	No	Ret. Capt. Jim Dancy as a small child remembers this station on the S.W. corner of Washington and Beech
Third and Beech	Station 2	Listed in 1931 Underwriters' Report as location of Station 2	No	Description in the Underwriters' Report was of a “concrete block” building in poor condition.
2306 E. Broadway	Station 2	Station 2 from 1933 (approx.) until 1946	No	Building rented from J.M. Branch
15 th and Pike	Station 3	Built in 1940-41. Opened in 1941. Torn down in 1979	Yes	Station 3 from 1941 until 1979
2301 E. Broadway	Station 2	First Station in East NLR Owned by the City	Yes	Station 2 from 1946 until 1954.
3417 Magnolia	Station 5	Original Park Hill Fire Station. Opened as NLR Fire Station in 1946	Yes	Station 5 from 1946 until Present.
3600 Camp Robinson Road	Station 6	Original Levy City Hall and Jail. Converted into NLR Fire Station.	Yes	Opened as NLR Fire Station in October 1946. Torn down in 1964.
Broadway and Lynch	Station 4	Built due to annexation of Rose City	Yes	Station 4 from 1949 until 1992.
2301 E. Broadway	Station 2	Station built in 1954; opened in 1955 and closed as a fire station in 1992.	Yes	Station 2 from 1955 until 1992.
2400 McCain Blvd	Station 7	Opened as NLR Fire Station in 1961.	Yes	Station 7 from 1961 until Present.

List of All Known Fire Stations in North Little Rock – Continued

100 Auburn Drive	Station 8	Opened as NLR Fire Station in 1961.	Yes	Station 8 from 1961 until 1992.
8 TH And Maple	Station 1 (Central)	Opened as NLR Fire Station in 1962	Yes	Central Station from 1962 until Present.
3600 Camp Robinson	Station 6	Opened as NLR Fire Station in 1965	Yes	Station 6 from 1965 until Present.
John F. Kennedy and Osage	Station 9	Opened as NLR Fire Station in early 1977	Yes	Station 9 from 1977 until Present.
15 th and Schaer	Station 3	Opened as NLR Fire Station in 1979.	Yes	Station 3 from 1979 until Present.
8800 Highway 70 East	Station 10	Opened as NLR Fire Station in 1988.	Yes	Station 10 from 1988 until Present.
3700 East Broadway	Station 2	Opened as NLR Fire Station in 1992	Yes	Station 2 from 1992 until Present.
8723 Maumelle Blvd	Station 4	Opened as NLR Fire Station in early 1993.	Yes	Station 4 from 1993 until Present
6550 McArthur	Station 8	Opened as NLR Fire Station in April, 2002	Yes	Station 8 from 2002 until Present.



Central Circa 1963: Photo courtesy of NLRFD and Chief Joe McCall

Chiefs of Department

(From N.L.R.F.D. Records and Ark Gazette. and Ark Dem. microfilm)

Name	Years
Chief Walter Powers	April, 1904 - 1907
Chief John Duckworth	1907 - 1909
Chief Tom P. Exum	1909 - Apr.10, 1917
Chief Frank Collins	Apr.10, 1917 - Nov 25, 1918
Chief John Welch	Nov.26, 1918 - Apr.10,1919
Chief Joe Engleberger	Apr. 10,1919 - Apr 10, 1921
Chief F.O. Stettler	Apr 10.1921 - Apr. 10, 1923
Chief Roy Nichols	Apr. 10, 1923 - Jan 1,1947
Chief J.W. "Pete" Caldwell	Jan. 1, 1947 - Dec. 31, 1960
Chief John Finn	Jan. 1, 1961-1969
Chief Eldon Matchett	1969-1971
Chief T. Joe Venetta	1971 - 1973
Chief I.E. Turner	1973 - 1983
Chief Charles Redding	1983 - 1996
Chief C.R. Vaughn	1996 - April, 2002
Chief Joe McCall	July 8, 2002-

Assistant Chiefs of the N.L.R.F.D.

Note: See Explanation of Ass't Chief Rank in the NLRFD on the next page.

John Welch	April 10, 1917 – Nov 25, 1918
Joe Engleberger	Nov. 26, 1918 – Apr. 10, 1919
John Welch	April 10, 1921- Nov 1, 1921
R.N. Nichols	Apr. 10, 1920 – Apr. 10, 1921
R.N. Nichols	Nov. 1, 1921 – Oct. 4, 1923
John Welch	Apr. 10, 1923 – May 1, 1931
R.F. Drye	Mar. 16, 1947 –1960
John Snow	Mar. 16, 1947 –1959
Earl C. Eller	1960?-1961
T.E. Farris	Feb. 2,1961 - 1962
Robert E. VanTuyle	Feb. 2, 1961 - 1964
W.F. Malone	1964? -1969
Louis N. Strasner	Feb. 2, 1961 - 1963
Lloyd T. Strasner	1963-1967
Joe McCall	2000- 2002
Robert Mauldin	2002-Present



1942 Ford Pumper and Company 5: Training at Lake #1 -Late 1940's
 Photo reproduced from N.L.R.F.D. Video tape - Courtesy Chief Joe McCall

North Little Rock Fire Department Battalion Chiefs/ District Chiefs

Note: The Rank of District Chief was created around 1969 when the Three Platoon System came into being. Up until this point, there had been one or two Assistant Chiefs During much of the Department's history. The District Chief's rank became the rank of Battalion Chief in recent years. N.L.R.F.D. Chiefs with this rank have responded to alarms As the "Duty Chief." The Fire Marshal's position is also a Battalion Chief in rank. This rank has also been assigned to an administrative position. In 2000 the Administrative Chief's position was assigned the rank of Assistant Chief.

John Bennett - District Chief

B.S. Brown – District Chief

J.M. Coors – District Chief

B.B. Cranford - District Chief

C.L. Dawson – District Chief

Don Diamant – District Chief

Charles Dixon - Battalion Chief

M.B. Evans – District Chief

J.L. Hall - Fire Marshal

A.J. Hamilton – District Chief

D.D. House – District Chief

J.E. Page – District Chief

Dale Pruitt - Battalion Chief

C.W. Redding – District Chief

Bill Rhoads – Fire Marshall

W.D. Robinson – District Chief

J.W. Springer – Battalion Chief and Dist. Chief / Fire Marshal

E.F. Stokes – District Chief

I.E. Turner – District Chief

C.R. Vaughn - District Chief

Bobby Wilson - Fire Marshal

Lee Wilkins – Battalion Chief and Dist. Chief / Fire Marshal

Listing of Apparatus of the Argenta and North Little Rock Fire Departments as of Certain Years

Apparatus in Year of 1904					
Co No.	Station Location	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Hose Wagon	Hose Wagon	1904	Horse drawn
Co 2	506 Main	Hose Wagon	Hose Wagon	1904	Horse drawn

Apparatus in Year of 1917					
Co No.	Station Location	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Pumper- Co 1	American La France	1917	350 GPM Pumper
Co 2	506 Main	Hose Wagon	Unknown	1904	Horse drawn

Apparatus in Year of 1918					
Co No.	Station Location	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Pumper- Co 1	American LaFrance	1917	350 GPM Pumper
	Possibly still at Central in 1918.	Hose Wagon	Unknown	1904	Horse drawn
Co 2	15 th and Pike	Hose Wagon -Co 2	Ford- Model T	1917	Model T with former horse drawn hose wagon

Apparatus in Year of 1925					
Co No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Pumper	Seagrave	1925	750 GPM Pumper
Reserve	506 Main	Hose Wagon	Ford- Model T	1917	Horse-Drawn Hose Wagon on Model T
Co 2	2200 E. 3 rd	Pumper	American La France	1917	350 GPM Pumper
Co 3	15 th and Pike	Pumper	Dodge/Foamite-Childs	1925	300 GPM Pumper

Apparatus in Year of 1931 (ISO Report)					
Co No.	Station Location	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Pumper	Seagrave	1925	750 GPM Pumper
Co 4	506 Main	Hose Wagon	Whippet	1929	P.D. Patrol Wagon conv. to hose wagon
Co 2	3 rd and Beech	Pumper	American La France	1917	350 GPM Pumper
Co 3	15 th and Pike	Pumper	Dodge/Foamite-Childs	1925	300 GPM Pumper

Apparatus in Year of 1938 (ISO Report)					
Co No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1	506 Main	Pumper	Seagrave	1925	750 GPM Pumper
Co 4	506 Main	Hose Wagon	Whippet	1929	P.D. Patrol Wagon Converted into Hose Wagon
Co 2	2306 E. 3 rd	Pumper	Mack	1933	750 GPM Pumper
Co 3	15 th and Pike	Pumper	Ford/Seagrave	1936	500 GPM Pumper

Apparatus in Year of 1947 (ISO Report)					
Co.No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1 Reserve Pumper	506 Main	Pumper	Seagrave	1925	750 GPM Pumper
Co 2	2301 E. 3 rd (1st Station on this site.)	Pumper	Mack	1933	750 GPM Pumper
Co 3	15 th and Pike	Pumper	Ford/Seagrave	1936	500 GPM Pumper
Co 4	506 Main	Pumper	Seagrave	1939	500 GPM Pumper
Co 5	506 Main	Aerial Ladder	Seagrave	1947	65' Ladder, 250 GPM Pump
Co 6	36 th and Camp Robinson	Pumper	Either a borrowed Camp Robinson or Corps of Engineers Pumper	Corps Pumper was a 41 Ford	500 GPM Pumper
Co 7	3417 Magnolia	Pumper	Ford/ American LaFrance	1942	500 GPM Pumper

Apparatus in Year of 1963 (ISO Report) (Some Info Added)

Co.No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1	8 th and Maple	Pumper	Seagrave	1955	1000 GPM Pumper
Co 1A	(At Central)	Ladder	Seagrave	1947	65' Aerial Ladder
Co 2	2301 E. Broadway	Pumper	Seagrave	1951	1000 GPM Pumper
Co 3	15 th and Pike	Pumper	American LaFrance	1947	750 GPM Pumper
Co 4	Broadway & Lynch	Pumper	American LaFrance	1947	750 GPM Pumper
Co 5	3417 Magnolia	Pumper	American LaFrance	1959	1000 GPM Pump
Co 6	36 th and Camp Robinson	Pumper	Ford/Seagrave	1951	500 GPM Pumper
Co 7	2400 McCain Blvd	Pumper	International/Central	1961	750 GPM Pumper
Co 8	100 Auburn Dr.	Pumper	International/Central	1961	750 GPM Pumper
Reserve at Central		Pumper	Ford/ Seagrave	1936	500 GPM Pumper
Reserve at Station 4		Pumper	Seagrave	1939	500 GPM Pumper

Note: Rescue 19 was not mentioned in this report

Apparatus in Year of 1977					
Co.No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1	8 th and Maple	Pumper	American La France	1966	1250 GPM Pumper
Co 1A	(At Central)	Ladder	Seagrave	1947	65' Aerial Ladder
Co 19	(At Central)	Rescue	Chevrolet	1974	Rescue Vehicle
Co 2	2301 E. Broadway	Pumper	Ford/Boardman	1971	1000 GPM Pumper
Co 80	2301 E. Broadway	Bomb Squad/ Rescue	Chevrolet	1977	Rescue
Co 3	15 th and Pike	Pumper	American LaFrance	1959	1000 GPM Pumper
Co 4	Broadway & Lynch	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Co 5	3417 Magnolia	Pumper	American LaFrance	1947	750 GPM Pumper
Co 6	36 th and Camp Robinson	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Co 7	2400 McCain Blvd	Pumper	International/ Central	1961	750 GPM Pumper
Co 7A	2400 McCain Blvd	Aerial	American LaFrance	1975	85' Elevating Platform
Co 8	100 Auburn Dr.	Pumper	International/ Central	1961	750 GPM Pumper
Co 9	John F. Kennedy and Osage	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Reserve Pumper	Station 1	Pumper	Seagrave	1955	1000 GPM Pumper
Reserve Pumper	Training Tower	Pumper	Seagrave	1951	1000 GPM Pumper
Reserve Pumper	Station 8	Pumper	American LaFrance	1947	750 GPM Pumper

Apparatus in Year of 1982					
Co. No.	Location of Station	Type of Apparatus	Make	Year	Comments
Co 1	8 th and Maple	Pumper	American La France	1981	1500 GPM Pumper
Co 1A	(At Central)	Ladder	American La France	1981	100' Aerial Ladder
Co 19	(At Central)	Rescue	Chevrolet	1974	Rescue Vehicle
Co 2	2301 E. Broadway	Pumper	Ford/Boardman	1971	1000 GPM Pumper
Co 3	15 th and Schaer	Pumper	American LaFrance	1966	1250 GPM Pumper
Co 4	Broadway & Lynch	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Co 5	3417 Magnolia	Pumper	Ford/ Pierce	1978	1000 GPM Pumper
Co 6	36 th and Camp Robinson	Pumper	International/American LaFrance	1976	1000 GPM Pumper
Co 80	36 th and Camp Robinson	Rescue	Chevrolet	1977	Rescue
Co 7	2400 McCain Blvd	Pumper	American La France	1981	1500 GPM Pumper
Co 7A	2400 McCain Blvd	Aerial	American LaFrance	1975	85' Elevating Platform
Co 8	100 Auburn Dr.	Pumper	American LaFrance	1959	1000 GPM Pumper
Co 9	John F. Kennedy and Osage	Pumper	International/American LaFrance	1976	1000 GPM Pumper
Reserve Pumper	Station 1	Pumper	International (Old Eng. 8)	1961	750 GPM Pumper
Reserve Pumper	Training Tower	Pumper	International (Old Eng. 7)	1961	750 GPM Pumper
Reserve Pumper	Station 8	Pumper	American LaFrance	1947	750 GPM Pumper
Reserve Ladder	Station 2	Aerial	Seagrave	1947	65' Aerial

Apparatus in Year of 1988					
Co.No.	Location of Station	Type of Apparatus	Make	Year	Comments
Engine 1	8 th and Maple	Pumper	American La France	1981	1500 GPM Pumper
Truck 1A	(At Central)	Ladder	American La France	1981	100' Aerial Ladder
Rescue 19	(At Central)	Rescue	Chevrolet	1974	Rescue Vehicle
Engine 2	3700 E. Broadway	Pumper	Pierce	1987	1250 GPM Pumper
Engine 3	15 th and Schaer	Pumper	Seagrave	1985	1250 GPM Pumper
Engine 4	Broadway & Lynch	Pumper	International/American LaFrance	1976	1000 GPM Pumper
Engine 5	3417 Magnolia	Pumper	Ford/ Pierce	1978	1000 GPM Pumper
Engine 6	36 th and Camp Robinson	Pumper	International/American LaFrance	1976	1000 GPM Pumper
Rescue 80	36 th and Camp Robinson	Rescue	Chevrolet	1977	Rescue
Engine 7	2400 McCain Blvd	Pumper	American La France	1981	1500 GPM Pumper
Truck 7A	2400 McCain Blvd	Aerial	American LaFrance	1975	85' Elevating Platform
Engine 8	100 Auburn Dr	Pumper	American LaFrance	1966	1000 GPM Pumper
Engine 9	John F. Kennedy and Osage	Pumper	International/American LaFrance	1976	1000 GPM Pumper
Engine 10	8800 E. Highway 70	Pumper	Ford/Boardman	1971	1000 GPM Pumper
Reserve Pumper	Station 1	Pumper	American LaFrance	1959	1000 GPM Pumper
Reserve Pumper	Station 8	Pumper	International (Old Eng. 8)	1961	750 GPM Pumper
Reserve Pumper	Station 2	Pumper	International (Old Eng. 7)	1961	750 GPM Pumper

Apparatus in Year of 1995

Company	Location	Apparatus	Brand	Year	Information
Engine 1	8 th and Maple	Pumper	Pierce	1992	1250 GPM Pumper
Truck 1A	(At Central)	Ladder	American La France	1981	100' Aerial Ladder
Rescue 19	(At Central)	Rescue	Ford/Taylor Ambul.	1991	Rescue Vehicle
Engine 2	3700 E. Broadway	Pumper	Pierce	1987	1250 GPM Pumper
Engine 3	15 th and Schaer	Pumper	Seagrave	1985	1250 GPM Pumper
Engine 4	8723 Maumelle Blvd.	Pumper	Ford/ Pierce	1978	1000 GPM Pumper
Rescue 80	3417 Magnolia	Mini Pumper	Ford/ Central	1992	350 GPM Aux. Pump; Light Rescue
Engine 6	36 th and Camp Robinson	Pumper	E-One Custom	1995	1250 GPM Pumper
Engine 7	2400 McCain Blvd	Pumper	E-One Custom	1995	1250 GPM Pumper
Truck 7A	2400 McCain Blvd	Aerial	American LaFrance	1975	85' Elevating Platform
Engine 8	100 Auburn Dr	Pumper	American LaFrance	1966	1000 GPM Pumper
Engine 9	John F. Kennedy and Osage	Pumper	American LaFrance	1981	1500 GPM Pumper
Engine 10	8800 E. Highway 70	Pumper	American LaFrance	1981	1500 GPM Pumper
Crash 2	(Station 10)	Airport Crash Truck	International	1975	
Crash 4	Training Tower	Airport Crash Truck	International	1970	
Reserve Pumper	Station 1	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Reserve Pumper	Station 8	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Reserve Pumper	Station 10	Pumper	International/ American LaFrance	1976	1000 GPM Pumper
Reserve Pumper		Pumper	American LaFrance	1959	1000 GPM Pumper
Hazmat 933	Central Station	Hazmat Van	Chevrolet	1979	Chevy Step Van

Apparatus in Year of 2004

Company	Location	Apparatus	Brand	Model Yr.	Information
Engine 1	8 th and Maple	Pumper	E-One	1996	1250 GPM Pumper
Truck 1A	(At Central)	Ladder	American La France	1981	100' Aerial Ladder
Rescue 19	(At Central)	Rescue	Freightliner/E-One	2002	Heavy Rescue
Standby Eng. 101	Station 1	Pumper	Pierce	1987	1250 GPM Pumper
Engine 2	3700 E. Broadway	Pumper	Spartan/E-One	1999	1250 GPM Pumper
HazMat 939	3700 E. Broadway	HazMat Van	GMC	1988	HazMat Van
Engine 3	15 th and Schaer	Pumper	Pierce	2004	1250 GPM Pumper
Engine 4	8723 Maumelle Blvd.	Pumper	Pierce	1992	1250 GPM Pumper
Rescue 18	Station 4	Mini Pumper	Ford/ Central	1992	350 GPM Aux. Pump; Light Rescue
Rescue 80	3417 Magnolia	Heavy Rescue/ Pumper	International/ Ferrara	2004	1000 GPM Pumper/Heavy Rescue
Engine 6	36 th and Camp Robinson	Pumper	E-One Custom	1995	1250 GPM Pumper
Engine 7	2400 McCain Blvd	Pumper	E-One Custom	1995	1250 GPM Pumper
Truck 7A	2400 McCain Blvd	Aerial	Pierce	2002	100 Ft. Platform/ 2000 GPM Pump
Engine 8	6550 McArthur	Pumper	Freightliner/Smeal	1997	1250 GPM Pumper
Command 1	6550 McArthur	Command Vehicle	Farber Custom	2004	Mobile Command
Standby Aerial 1	Old Station 8	Aerial	American LaFrance	1975	85' Elevating Platform
Parade Pumper	Old Station 8	Pumper	American LaFrance	1959	1000 GPM Pumper
Engine 9	John F. Kennedy and Osage	Pumper	Pierce	2001	1250 GPM Pumper
Standby Eng. 102	Station 9	Pumper	American LaFrance	1981	1500 GPM Pumper
Engine 10	8800 E. Highway 70	Pumper	Pierce	2001	1250 GPM Pumper
Standby Eng. 103	Station 10	Pumper	Seagrave	1985	1250 GPM Pumper
Rescue 16	(At Station 10)	Rescue	Ford/Taylor Ambul.	1991	Rescue Vehicle
Crash 2	Training Tower	Airport Crash Truck	International	1975	

**Listing of all Known Argenta/ North Little Rock Fire Apparatus:
Pumpers, Hose Wagons, Rescues, Aerials, Crash Trucks and Reserves
Apparatus Listed in Order of Acquisition**

Type Of Apparatus	Year Model	Brand	Details	Pres Location
Pumper	1917	American LaFrance	350 GPM	
Hose Wagon	1917 or 1918	Ford-Model T		
Pumper	1925	Dodge-Foamite/Childs	300 GPM	Ordinance to sell drafted in 1938.
Pumper	1925	Seagrave	750 GPM	
Hose Wagon	1929	Whippet	Initially a NLRPD Patrol Wagon	Went to NLR Street Dept
Pumper	1933	Mack	750 GPM	
Pumper	1936	Ford/Seagrave	500 GPM	Owned by Jeff Monroe
Pumper	1939	Seagrave	500 GPM	Originally sold to Dr. Gary Wallis
Pumper	1942	Ford/American LaFrance	500 GPM	Last seen near Avilla, AR in 1977
Panel Truck	1940	Ford	Listed as "No 5" in Old Dept Records; Had a Panama 6 GPM Pump	Possibly traded in on 1951 Chev. PU Truck.
Aerial	1947	Seagrave	65' Ladder	Sold to Glover Truck Sales
Pumper	1947	American LaFrance	750 GPM	
Pumper	1947	American LaFrance	750 GPM	Stephens, AR
Pumper	1951	Seagrave	1000 GPM	U.S. 64 E near Vilonia in field
Pumper	1951	Ford Seagrave	500 GPM	Kidd's Garage McAlmont
Pick-Up	1951	Chevrolet		
Pumper	1955	Seagrave	1000 GPM	Owned by individual on US 64 East near Vilonia. Taken to auto shows
Pumper	1959	American LaFrance	1000 GPM	Parade pumper
Pumper	1961	International/Central	750 GPM	At Pottville, AR on Old U.S. 64
Pumper	1961	International/Central	750 GPM	Owner of Kidd's Garage – McAlmont
Pumper	1942	Mack	750 GPM	From Maumelle Annexation

Listing of all Known Argenta and North Little Rock Fire Apparatus That Has Responded to Alarms (Continued) Apparatus Listed in Order of Acquisition

Rescue	1963	Jeep Wagoneer		Sold at auction in 1976
Pumper	1966	American LaFrance	1250 GPM	Owned by Lee Church
Pumper	1971	Ford/Boardman	1000 GPM	Sold to Lee Church
Chevrolet Elevating Platform	1974	Rescue (Light)		Transferred to NLR City Shops
Pumper	1975	American LaFrance	85' Aerial	In Reserve Service
Pumper	1976	International/ American LaFrance	1000 GPM	Fire Academy Camden, AR
Pumper	1976	International/ American LaFrance	1000 GPM	Beebe, AR VFD
Pumper	1976	International/ American LaFrance	1000 GPM	Sold at NLR City Auction 10/2004
Rescue	1977	Chevrolet		Sold at NLR City Auction 10/2004
Pumper	1978	Ford/Pierce	1000 GPM	East Pulaski VFD
Pumper	1981	American LaFrance	1500 GPM	Wrecked in 1999, sold for junk
Pumper	1981	American LaFrance	1500 GPM	In Reserve Service
Aerial	1981	American LaFrance	100 Ft. Aerial	In NLRFD Service
Pumper	1985	Seagrave	1250 GPM	In Reserve Service
Chevrolet Van	1979	Haz-Mat Van		
Pierce	1985	Dodge	Unit 936	Served as reserve for Truck 1A, R19 & R80
Pierce	1987	Pumper	1250 GPM	In Reserve Service
Ford/Taylor Made Ambulance	1991	Light Rescue		In NLRFD Service
Pierce	1992	Pumper	1250 GPM	In NLRFD Service
Ford/Central	1992	Mini- Pumper/Rescue	300 GPM	In NLRFD Service
International	1970	Crash Truck		Sold in 2002
International/ Fire Control Engineering	1975	Crash Truck		In NLRFD Service
E-One	1995	Pumper	1250 GPM	In NLRFD Service
E-One	1995	Pumper	1250 GPM	In NLRFD Service
Chevrolet Dual Wheel- 4 Door	1989	Pick Up Truck	Unit 938	In NLRFD Service
Freightliner/Smeal	1997	Pumper	1250 GPM	In NLRFD Service

Listing of all Known Argenta and North Little Rock Fire Apparatus That Has Responded to Alarms (Continued) Apparatus Listed in Order of Acquisition

Spartan/E-One	1999	Pumper	1250 GPM	In NLRFD Service
E-One	1996	Pumper	1250 GPM	In NLRFD Service
Freightliner/E-One	2002	Heavy Rescue	Cascade	In NLRFD Service
Pierce	2001	Pumper	1250 GPM	In NLRFD Service
Pierce	2001	Pumper	1250 GPM	In NLRFD Service
GMC	1988	Haz-Mat Van	Haz- Mat 939	In NLRFD Service
Pierce	2002	Aerial Platform/ Quint	2000 GPM; 100 Platform	In NLRFD Service
International/Ferrara	2004	Heavy Rescue/Pumper	1000 GPM On Board Cascade	In NLRFD Service
Pierce	2004	Pumper	1250 GPM	In NLRFD Service



Photo by Lee Clark
Sept 7, 2002: Engine 10 in action at Ronco Building Supply on E. Broadway

CHAPTER 13:

Listing of All Known Argenta/North Little Rock Firefighters

Thanks to the N.L.R.F.D. History Book Committee for allowing the author access to their list. Special Thanks to N.L.R. Firefighter Tracy Lester

Note: (Old Payroll, Old Photo, etc) indicates that this was the documentation obtained by the author of this book that indicated this particular individual was an Argenta /North Little Rock Firefighter

W. POWERS	1904-1907	J. RILEY	1925-1933	A.E. HENDRIX (Dec. 1956 Payroll)
J. DUCKWORTH	1904-1910	R. GOSS	1925-1957	M.K. ALEXANDER (1956 Payroll)
C. BATES	1904-	F. WRIGHT	1925-1958	R. GARVIN 1946-1959
W. RUSS	1904-	F. NEELY	1926-1950	C. GUFFEY 1946-1963
J. WELCH	1904-1931			
T. P. EXUM	1906-1917	R. HANSON	1926-1949	R. SHELTON 1946-1964
T. CRUMLEY	1908-1931			
L. HOUSE	1912-1944	J. PITTS	1930-1935	B. HAUSTEIN 1946-1977
A. DANCY	1913-1943	J. FINN	1930-1969	Z. WILLIFORD 1946-1977
JOHN DOOLIN Photo in this book	1915-	J. STUFFLEBEEM	1931-1960	M. EVENS 1946-1984
ED CAMPBELL Photo in this book	1915-	J. SMITH	1931-1951	E. MONCRIEF 1947-1969
F. AVERY	1917-1946	J. NEAL	1931-1959	T. WILLIFORD 1949-1972
R. NICHOLS	1917-1946	E. ELLER	1933-1961	O. SMITH 1949-1965
F. DUPRIEST		C. MATCHETT	1933-1956	T. VENETTA 1949-1973
J. WADE - (Early Photo)		C. YOUNGBLOOD	1933-1951	B. NOLEN 1949-1969
R. NICHOLS	1917-1944	H. ROBINSON	1935-1951	F. HENLEY 1949-1969
J. CALDWELL	1918-1960	R. VANTUYLE	1938-1964	H.H. RICHARDS 1950-1980
F. COLLINS	1918-1919	H. WARD	1942-1960	GLEN HORNER (1950 Payroll)
J. ENGELBURGER	1919-1923	F. BALDWIN	1942-1965	W. ELLER 1949-1969
R. DRYE	1920-1960	LOUIS STRASNER	1943-1963	O. GUFFEY 1949-1969
SPEARS (Early Photo in this book)		O. BARENTINE	1943-1968	J. COORS 1949-1973
EPPS (Early Photo in this book)		V. CAMP	1944-1964	W.P. Brown (1950 Payroll)
B. SKELLY		W. MILES	1944-1973	J.A. SMITH (1946 Payroll)
F. SKELTON	1921-1923	C. MATHIS	1944-1966	J.R. COULSON (1950 Payroll)
Roy NICHOLS	1921-1946			
J. SNOW	1921-1959	G. GIBBS	1944-1974	B.L. WILSON 1955-1992
H. GRAY	1923-1952	E. MATCHETT	1945-1971	T. JOHNSON 1951-1970
W. PEMBERTON	1923-1936	R. HENSON (1946 Payroll)		H. MERRITT 1951-1972
G. McCLAIN	1923-1934	W. MALONE	1946-1969	C. DAWSON 1951-1979
J. WALLS	1924-1960	L. MATCHETT	1946-1967	E. STOKES 1951-1983
T. FARRIS	1924-1962	A. HENDRICKS	1946-1967	J. ROBERTS 1952-1972
A. ROBERTS	1924-1933	J. HAMPTON	1946-1967	B. BROWN 1952-1980
S. ZINN	1925-1945	J. CHURCH	1946-1968	J. FINCH 1952-1981
R. COOK**	** 1925-1933	B. CRANFORD	1946-1970	W. POWELL 1953-1973
SID GAYLOR	1925 -	LLOYD STRASNER	1946-1969	J. DANCY 1953-1978
T.L. EXUM	1925-1947	R. BAKER	1946-1976	E. FORSTER 1953-1980
WILL WALKER	1925 -	C.W. SMITH (Dec. 1950 Payroll)		J. ROSAMOND 1953-1984
L.A. WILLIAMS *** Author's Note: Williams died after being taken home ill from Station 3. His daughter told the author that he fought a fire earlier that day or the day before.	*** 1925-1931	S.W. IRBY Dec. (1950 Payroll)		J. PAGE 1953-1984

D. HOUSE	1953-1994	W. DUMAS	1963-	G. BEVENS	1969
A. HAMILTON	1953-1992	T. SIMMONS	1963-	M. EDGIN	1969-1999
J. SPRINGER	1954-2002	T. LUKAS	1963-1990	L. GLOVER	1969-PRES
R. PENNY	1954-1974	J. KEATHLEY	1964-	J. SCARBRAUGH	1969-1990
P. FARRIS	1954-1972	J. MATCHETT	1964-	D. DAVIS	1969-1989
P. HOLDERFIELD	1954-1977	E. COGGINS	1964-	C. HUNNICUTT	1969-1995
C. GENTRY	1955-1991				
I. TURNER	1956-1983	L. DAWSON	1964-1990	L. WILKINS	1969-PRES
W. CATHEY	1956-1990	G. DEREUISSEAUX	1965-1993	W. MONK	1969-2004
O.B. BARRENTINE	(1956 Payroll)	M. PATTERSON	1965	D. SANDERS	1969-1996
B.G. LOVE	(1956 Payroll)	J. PLATT	1965-1987	S. AHART	1969
R. DAVIS	(1956 Payroll)	F. VALENTINE	1966-1988	F. BRITTON	1969-1999
R.E. PRIEST	(1956 Payroll)	W. RHOADS	1966-PRES	B. BAHIL	1969-1999
D.L. WORSHAM	(1956 Payroll)	H. SMITH	1966-1965	B. ALLISON	1969-2003
E. MULLER	1957-1972	K. SMITH	1966-PRES	J. PRESCOTT	1971-1998
W. ROBINSON	1957-1993	R. MOODY	1966-	C. PRICKETT	1972-1996
J. BENNETT	1958-1985	R. FRAZIER	1967-	J. MCALL	1972-PRES
A. BUSBEA	1959-1979	G. CARROLL	1967-	T. CLEMENS	1972-1998
C. REDDING	1959-1996	C. VAUGHN	1967-2002	N. MOSELEY	1972
P. STRICKLIN	1959-1997	S. HIGDON	1967-1990	M. SKAGGS	1972-1997
J. DUPRIEST	1960-1976	W. STAGGS	1967-	R. WILLIFORD**	**1972-1995
C. WARD	1960-1980	F. STALEY	1968-	C. REED	1972-2004
J. HARVEY	1960-1982	J. HUMBLE	1968-2000	R. MAULDIN	1973-PRES
B. JOHNSON	1960-	M BEVANS	1968-PRES	R. TURNER	1973-PRES
J. PRUITT	1960-PRES	T. WALKER	1968-1989	B. BLANKENSHIP	1973-1993
S. ROBERTS	1961-1980	R. SHIRLEY	1969-1989	E. CARR	1973-1995
H. MERGENSCHROER	1961-1983	C. BLACK	1969-1989	J. TOWNSEND	1973
E. FORTSON	1961-1983	P. COOK	1969-1987	H. WOLLEY	1973-1994
L. HOFFMAN	1961-1983	D. DAVIS	1969-1989	R. DAILEY	1973
B. USERY	1961-1984	R. SMITH	1969-1983	M. BAKALEKOES	1973
J. MATCHETT	1961-	M..CULLUM	1969-1993	D. BAUMAN	1973-1999
C. TRAYLOR	1961-	P. BAUMAN	1969-PRES	D. ARCHER	1973-1995
J. HUGHES	1961-	E. COOK	1969-1987	B. HIGDON	1973-PRES
J. HALL	1961-	M. GUYOT	1969-1998	T. PITTS	1973
F. WINKLER	1961-1990	J. DIAL	1969-PRES	H. CORPIER	1973-1990
P. SHEEHAN	1961-	J. SIMPSON	1969	J. WHILLOCK	1975-PRES
A. SWIDERSKI	1961-1989	J. WILLIAMS	1969-PRES	T. HARTLEY	1976
R. HENDERSON	1961-	T. JOHNSON	1969-PRES	BOBBY FRANKLIN	1976-1978 1980-1980
T. BANKS	1961-1990	J. CURRY	1969-1990	W. MAYFIELD	1977
C. HOLLEY	1961-	L. MAHNKEN	1969-PRES	K. McCALL	1978-PRES
D. DAIMANT	1961-	D. HOUSE	1969-1995	J. WORDEN	1978
W. HARDIN	1963-1979	C. DIXON	1969-PRES	D. BRENNEISE	1978-PRES
T. BROWNING	1963-1988	J. BOYETT	1969-1999	W. MOBBS	1979-PRES
E. GRIMES	1963-1989	B. WEBB	1969-1999	C. TURRNER	1979-PRES
A. CHILDRESS	1963-	D. HICKMAN	1969-	C. REDDING	1980-PRES
C. SCHNEBELEN	1963-	C. TERRY	1969-PRES	E. FORSTER	1980
R. KING	1963-	G. MATHEWS	1969-PRES	D. LAYMAN	1980-PRES

P. FLYNN	1980-2003	M.P. TACKETT	1988-PRES	M. JORDAN	1997-PRES
D. WILLIFORD	1980-2001	S. ALLEN	1988-PRES	M. SHOEMAKER	1997-PRES
C. BASS	1980-PRES	M. COLEMAN	1988-PRES	J. KOLB	1997-PRES
C. ROBERSON	1980-2002	R.ROBINSON	1988-PRES	M. THOMPSON	1998-PRES
L. WILKINS	1980-PRES	T. SIMMONS	1988-PRES	T. IBRY	1998-PRES
T. SANDERS	1980-PRES	C.CRAIG	1988-PRES	M. TREADAWAY	1998-PRES
A. CERRATO	1980-PRES	C. BLACK	1989-PRES	C. PATTON	1999-PRES
M. RANEY	1982	J.GUFFY	1989-2001	D. FREE	1999-PRES
J. KYZER	1982	A.TETKOSKIE	1989-PRES	D. SHUBIN	1999-2002
J. ADAMS	1982-PRES	M. THORN	1989-PRES	J. COMBS	1999-PRES
F. MOBBS	1982-PRES	E. WATSON	1989-PRES	S. CHASSELS	1999-PRES
D. MATCHETT	1982-PRES	K. MELTON	1989-PRES	K. SIMPSON	1999-PRES
J. HORTON	1982-2002	R. ALBERS	1990-PRES	B. OAKLEY	1999-PRES
D. PAYNE	1982-PRES	L.MURRY	1990-2001	G. BROWN	1999-PRES
A. RHEIN	1982-2002	S. EVANS	1990-PRES	J. FENDER	1999-PRES
L. SHOOK	1982-PRES	M.WARFORD	1990-PRES	R. BRYSON	1999-PRES
F. GUNTHER	1982-PRES	G. TUCKER	1990-PRES	A. BARNER	1999-PRES
M. LAIRY	1982-PRES	C.PLATT	1990-PRES	S. SCHRADER	2000-PRES
V. WESLEY	1983-PRES	W. TAYLOR	1990-1995	J. KNOERNSCHILD	2000-PRES
M. KEENER	1983-PRES	J.HOOKS	1990-PRES	T. LESTER	2000-PRES
R. ALEXANDER	1984	T. METCALF	1991-PRES	C. ZAKRZEWSKI	2000-PRES
C. BROWN	1984	M.DIXON	1991-PRES	B. EVANS	2000-PRES
O. JOHNSON	1984-PRES	B.MUNDY	1991-PRES	G. WILLIAMS	2000-PRES
D. MARTIN	1984	A. BURLINSON	1991-1996	D. DAVIS	2001-PRES
N. MARTIN	1984-PRES	K. TACKETT	1991-PRES	J. JEFFRIES	2001-PRES
T. MONTGOMERY	1984-2001	M. LAGER	1992-1993	B. HILL	2001-PRES
T. RAY	1984-PRES	P. TILLER	1993-PRES	S. FORTSON	2001-PRES
D. VANCE	1985-PRES	A. GUAJARDO	1993-PRES	C. FREY	2001-PRES
S. GRIMES	1985-PRES	K. HALL	1993-PRES	R. MATTHEWS	2001-PRES
D. BAIN	1985-PRES	C. WILLSON	1994-PRES	G. NASH	2002-PRES
R. BENNETT	1985-PRES	K. WILLOUGHBY	1995-PRES	J. KNIFE	2002-PRES
C. HAMMOND	1985-PRES	M. HOLLEY	1995-PRES	J WARD	2002-PRES
J. NETTLES	1985	K. RHAULT	1995-2001	M MAHAN	2002-PRES
J. POUNDERS	1985-PRES	J. ROBINSON	1995-PRES	A MORENO	2002-PRES
J. SANDERS	1985-1998	K. BEMRICH	1995-PRES	T. HARRINGTON	2002-PRES
R. BARTON	1987-PRES	R. SHAW	1995-PRES	W. POE	2002-PRES
C. FENNESSEE	1987-PRES	L. CROCKER	1996-2004	W. STEPHENS	2002-PRES
C. PAYNE	1987-PRES	R. CRANFORD	1996-PRES	S. WALKER	2003-PRES
R. SANCHEZ	1987-PRES	H. MILLS	1996-2000	S. LANKFORD	2003-PRES
C. BULTLER	1987-PRES	C. MUNCY	1996-2000	J. ROE	2004-PRES
G.W. MATTHEWS	1987 -	B. PRICKETT	1996-PRES	C. REEKIE	2004-PRES
W. DEREUISSEAU	1987-CURR.	L. ADAMS	1997-PRES	J. COX	2004-PRES
S. MILLER	1988-PRES	S. MAHANAY	1997-PRES	J. BURKS	2004-PRES
M. SHULLER	1988-PRES	H. HOOPS	1997-PRES	M. GARRETT	2004-PRES
M. WITTENBURG	1988-PRES	E. FAUBION	1997-PRES	R. HARDGROVE	2004-PRES
S. SMITH	1988-PRES	J. BENNETT	1997-PRES	D. POOLE	2004-PRES
P.M. TACKETT	1988-PRES	J. MILLER	1997-PRES	C. HOBSON	2004-PRES
V. BAKER	1988	** = Died in Line of Duty		*** = Strong evidence death in line of duty	

CHAPTER 14: CHIEFS' CARS

The first evidence of a separate vehicle for a Chief Officer of the Argenta/ North Little Rock Fire Department was present in the days of horse-drawn apparatus. The photo on Page 18 of this book shows a buggy in the doorway of the Argenta F.D. Station at 506 Main (Newton). The photo on Page 20 illustrates a buggy, which is clearly marked "Chief F.D." It is not absolutely certain if this buggy was an Argenta Fire Department Buggy, or if it was a photo made when Argenta was still part of Little Rock.

The first motor-driven chief's apparatus of the North Little Rock Fire Department was evidently purchased in 1929. The vehicle was described as a Chevrolet Runabout. It was painted red and had a siren of some type. The 1931 Underwriters Report described the Chief's Car as a "small roadster type" automobile. The next NLRFD Chief's Vehicle for which there is any documentation is a 1936 Ford Coupe. The motor number or serial number was #18-2254706. A 1941 Ford Coupe is the next Chief's Car for which any records exist. A partial view of this car (below) is the only known photo of this car to exist.



Both Photos this page: Courtesy of Bill Treadway)

Chief J.W. "Pete" Caldwell drove a Chrysler for several years after the 1941 Ford was replaced. The Chrysler (below) was 1949-51 Vintage.



The 1953 Plymouth pictured below was evidently used by the Assistant Chief. The motor number of the Plymouth was #P24-581501. It was traded in on a 1956 Chevrolet "150" 2 Dr - 8 Cyl. with Serial 2A565106880. A trade in allowance of \$730.00 was given.



(Photo courtesy of Bill Treadway)



(Photo Courtesy of N.L.R.F.D.)

Either the Chief or an Assistant Chief used the 1960 Ford sedan in the photo above. The "bubble-bum machine" light on top was very typical for this era.



(Photo courtesy of N.L.R.F.D. and Chief Joe McCall)

This Chevrolet (circa 1967-69) pictured above was typical of the cars that the Chief Officers of the North Little Rock Fire Department utilized in the later 1960's and the 1970's. This car was evidently assigned to the Inspector. The scene: The Cotton Belt Railroad Yards on E. Washington -close to Riverside School.



(Photo by Lee Clark)

By the late 1980's, the N.L.R.F.D. was using Ford Crown Victorias as cars for its Chief Officers. This trend continued until the turn of the century (2000). The photo above was made in the later part of 1992. A Ford Crown Victoria is shown to the left of Engines 4 and 8, which were both operating out of what was then Station 8.



(Photo by Lee Clark)

The Ford Crown Victoria shown above is an excellent example of the automobiles that the North Little Rock Fire Department purchased for Chief Officers in the later part of the 1990's until approximately 2000. The Crown Victoria above was Car 950 at the time *The First 100 Years* was published. Car 950 is the designation used for the Chief of the North Little Rock Fire Department.



(Photo by Lee Clark)

An earlier model Ford Crown Victoria (mid to late 1990's) is shown above. This vehicle was assigned to the Captain in charge of the Training Division when *The First 100 Years* was printed.



(Photo by Lee Clark)

The 2001 Dodge Durango in the above photo was the first “SUV” type vehicle purchased by the North Little Rock Fire Department as a Chief’s Vehicle. Chief Vaughn used the Durango as his vehicle. It was next assigned as Car 924 (the Battalion Chief on duty.)



(Photo by Lee Clark)

The 2004 Ford Expedition shown above arrived at the North Little Rock Fire Department in late 2003. It was assigned as Battalion 924’s vehicle. A greater Degree of safety was afforded to the Battalion Chief responding to alarms in this vehicle. A greater storage area for records and equipment was also a feature of the Ford Expedition. The Dodge Durango was assigned as Unit 931 of the Training Division when the Expedition arrived.

ADENDUM

The photos on the final pages of *The First One Hundred Years* were added just before publication of the book was to begin. These final photos were included after a final review of pictures donated by individuals and pictures of the author, with the exception of the final photo in the book.



Photos on this page courtesy of Gretchen Spinelli

Training circa 1956: Upper photo: Chief Caldwell and the Seagrave Ladder Truck.

Lower photo: Note the '56 Chevrolet in the background of the photo.



Photos on this page courtesy of Gretchen Spinelli

Photos above: More photos of NLRFD Training circa 1956



Jim Dancy identifies the North Little Rock Firefighters in this photo as: John Finn, Carthel Gentry, Fred Baldwin, Sam Roberts, Charles Traylor, Ted Banks, Jerry Townsend, John Bennett, Floyd Winkler, Gene Fortson, Bert Powell, R.C. Penny, Bill Eller, Frank Henley, J.D. Hampton, and Eldon Matchett. The original Rescue 19 ('63 Jeep Wagoneer) is in the photo as is the 1955 Seagrave Pumper. The car to the right of the Seagrave might be a '63 or '64 Chevrolet. The car in the left of the photo looks like the 1960 Ford.
Photo property of Carthel Gentry. Photo supplied by A.W. Busbea and Jim Dancy

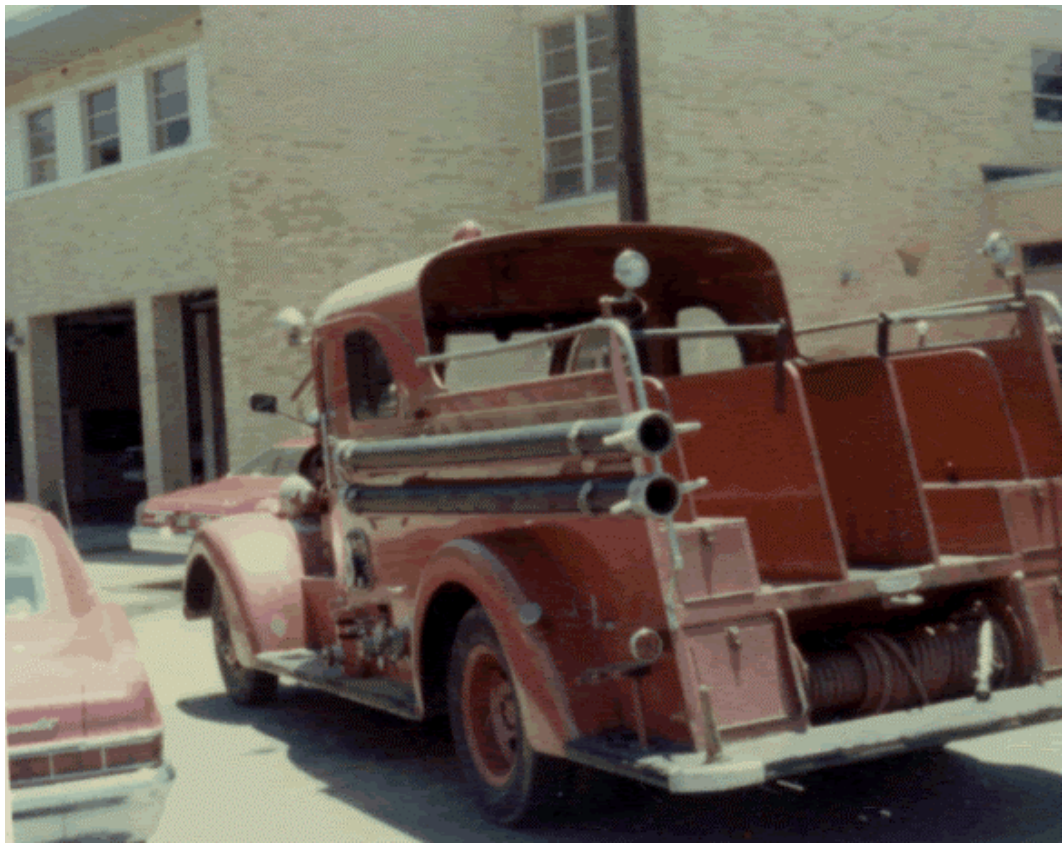
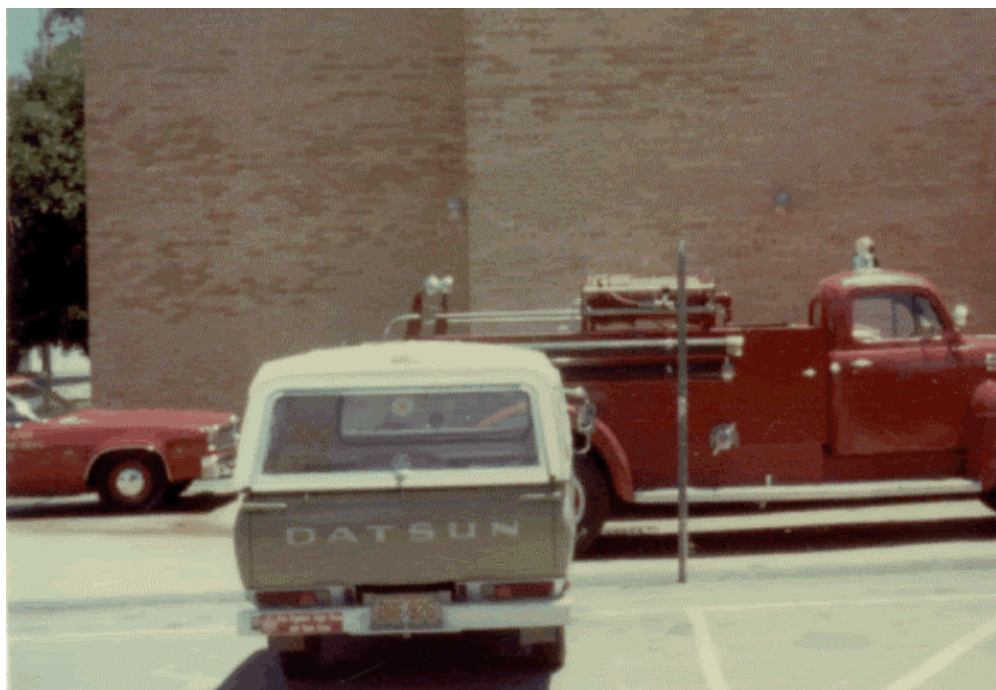
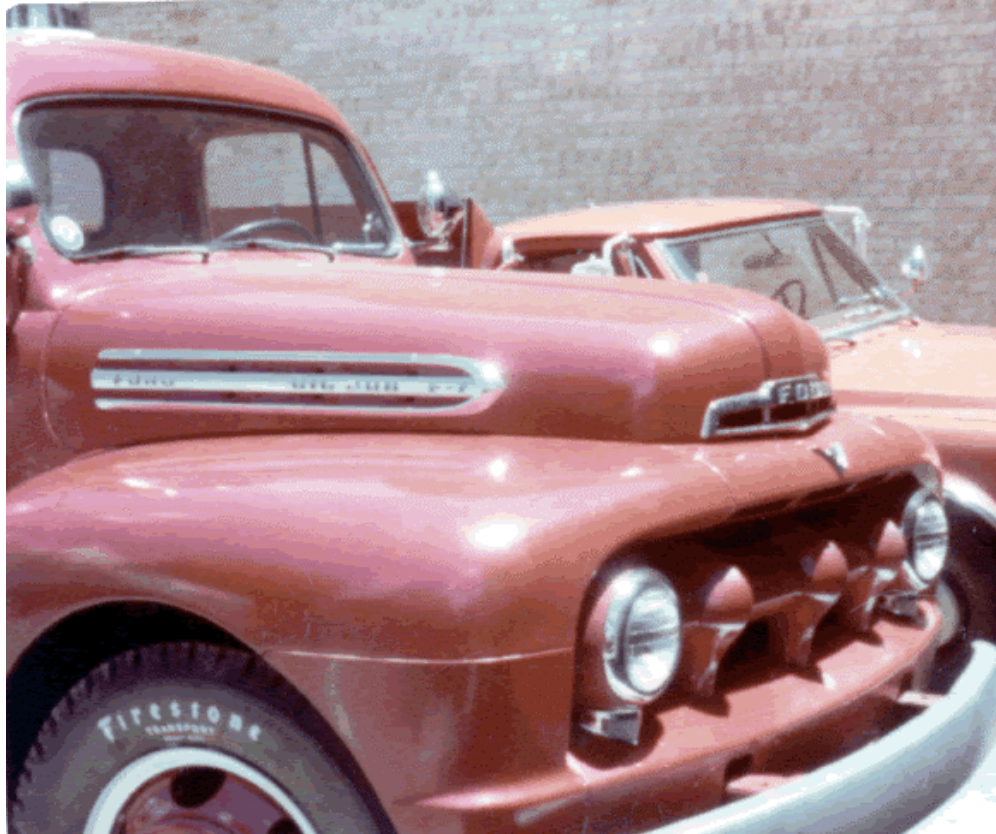


Photo on this page by Lee Clark in June 1976.

The photos on this page were made just days before the 1939 Seagrave, the 1951 Ford/Seagrave and the 1963 Willys Jeep Wagoneer were sold at public auction. Both photos on this page show the '39 Seagrave receiving a final checkup.



Photos on this page by Lee Clark in June 1976.

The 1951 Ford Seagrave is shown receiving final adjustments before it was sold at auction. In the upper photo is a partial view of the truck used by the N.L.R.F.D. Mechanic. (At this time Dist. Chief Bert Brown was the Department Mechanic.) In the lower photo one of the Chevelles of the early 1970's is shown. Three of these cars were lettered for the Fire Marshal, the Instructor and the Inspector.



Photos on this page by Lee Clark circa 1976.

The top photo on this page shows the 1959 American LaFrance as Engine 3. The bell on the right side of the pumper is highly visible. The siren on the left side of the bumper is probably original equipment. A late 1960's Chevrolet N.L.R.F.D. car is partially visible as well. In the lower photo, the 1975 American LaFrance Snorkel is shown in its early days as Truck 7A. The ladder truck was still numbered "No. 1A" at this point, due to the original intent for this apparatus to replace the 1947 Seagrave ladder truck.

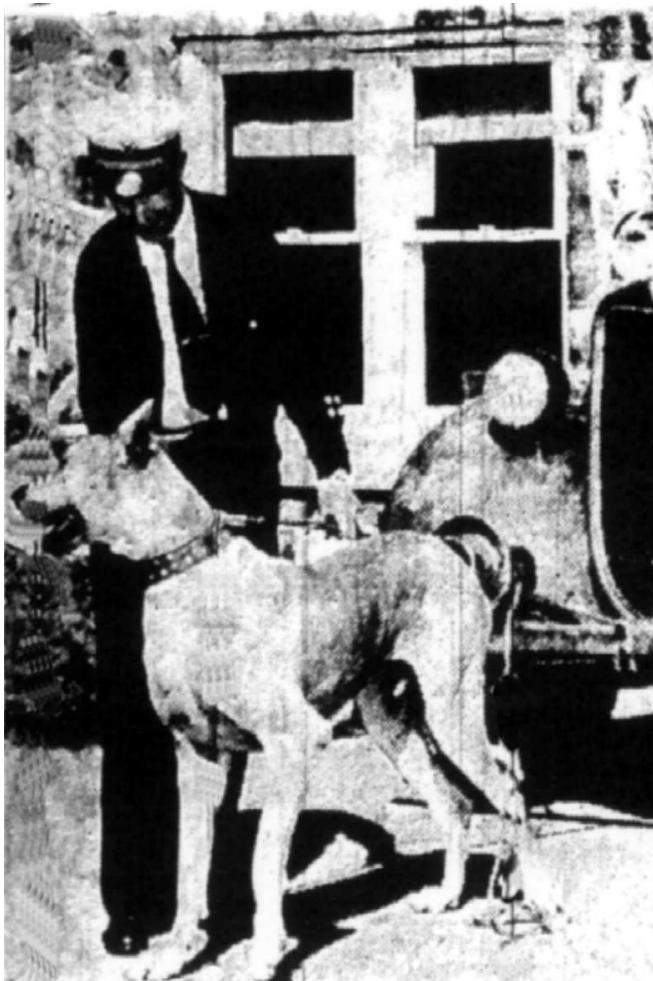




Photo donated by Mr. and Mrs. Tom Welch. It is used with their generosity.
The photo above was the Final Photo Donated for The First One Hundred Years

Captain (Ret.) Jim Dancy gave the author of *The First One Hundred Years* an excited phone call on February 17, 2005. Mr. and Mrs. Tom Welch had just sent him some of their N.L.R.F.D. pictures. Capt. Dancy had never seen one of these photos before. The photo is displayed on this page. Mr. Welch believes this photo was made around 1930. The pumper is the 1925 Seagrave. This is an excellent picture of Central Station at 506 Main Street.

The door had not been enlarged when this photo was made. An unidentified citizen is walking by the door in the left portion of the photo. An unidentified North Little Rock Firefighter is shown coming from the right side of the photo toward the pumper. The young man in knee length pants is Tom Welch, who donated the photo. Mr. Welch's father was Tom Welch, the former Chief and Assistant Chief of the North Little Rock Fire Department.



Thanks to **Frank Fellone**, Deputy Managing Editor of the *Arkansas Democrat Gazette* for permission to use the old photo above from the April 17, 1949 *Arkansas Gazette*. Depicted is another partial view of Old Station 6 in Levy. The picture appeared with an article calling attention to the fact the 1936 Ford/ Seagrave pumper would not start when many alarms were sounded at this point in 1949. Chief Caldwell seemed to be making his point. Below, is a photo of the Boys' Club Fire in December 1969. This photo is from Jim Dancy. Permission to use the photo below granted by **Frank Fellone**, Deputy Managing Editor of the *Arkansas Democrat Gazette*.



EPILOGUE

The role of the firefighter has changed immensely in the last 100 years. The sole mission for the Argenta Fire Department in 1904 was to put out fires. The firemen, as firefighters were called then, worked an incredible number of hours at the Fire Station. At first, firefighters had one day off a week, and could go home one hour each day while on duty. Later, the workday was twelve hours on and twelve hours off. Every other week, firemen changed days and nights.

Consider all of the things that were not present in the Argenta Fire Department of 1904: Breathing apparatus, motor driven apparatus, smoke detectors, fire alarms, medical emergencies, thermal imaging, air conditioned apparatus (much less air conditioned fire stations), pumps driven by gasoline or diesel engines, booster lines, three platoon shifts, one-way radios, two-way radios, aerial ladders, hazardous materials, terrorists, incendiary devices, meth labs, and saving the lives of citizens with defibrillators.

The need for firefighters is going to always be with us, as long as we live in an atmosphere that is incredibly combustible. We are all going to need emergency care sooner or later as we go about our lives.

How will a firefighter's job change in the next 100 years? How will apparatus change in the next 100 years? Consider that in "the old days" firefighters said they were "taking a dose" when they went in a smoke filled building. SCBA is a given today. In 1904, who would have thought of a heavy rescue with its own air filtration system on board and special tools for any emergency, as well as a large volume pump? In 1954, was there anyone in North Little Rock, Arkansas who would have envisioned the Fire Department with an aerial truck with a 2000 GPM pump and a 100 foot aerial ladder with a platform attached?

What changes will the North Little Rock Fire Department see in the next 100 years? Firefighters will be hired and retire. The camaraderie that exists today will still exist for the next 100 years, because in this profession men and women literally trust each other **WITH THEIR LIVES!**

Many new and different ideas for effective fire apparatus will come across the drawing board. New and better ways to train leaders, officers and firefighters will be discovered. If North Little Rock is to continue to prosper, areas must be annexed and property already in the city must be kept up, so that there is the space and the desire build new houses and businesses. The need for fire stations and firefighters in these areas will certainly be present.

The citizens of North Little Rock know with certainty that if 911 is dialed, that the closest trained professionals will be dispatched to the emergency. These people are the firefighters at the closest North Little Rock Fire Station.

Even with the very, very best apparatus that money can buy, the most modern training for officers and firefighters and the best working conditions, the need for firefighters who have firefighting "in their blood" will always exist within North Little Rock and every other city or community in the world.

There is a spirit of "family" throughout each fire department in the Nation. Any firefighter (or EMS Worker) will tell you how many "brothers" he or she lost in New York City on September 11, 2001. The employees of the Seagrave Fire Apparatus Company sent condolences to those in the FDNY. School children in Clintonville, WI sent condolences to those in New York City. This camaraderie is why succeeding generations continue to follow their forefathers in the Fire Service.

It is not hard for something that means so much to those in a given profession to be passed from one generation to the next generation. Those who are or who were members of the Fire Service in Argenta/ North Little Rock have given an incredible amount to the citizens of this community. It is the intention of the author that the present and former firefighters of Argenta/ North Little Rock have had their stories told through the *First One Hundred Years*. To each former and present firefighter in the city which was originally known as Argenta, Arkansas and is known today as North Little Rock, Arkansas: Please accept a very sincere and well deserved **“THANK YOU!”**

Bibliography:

Historic Pulaski County / Paulette H. Walter and Alan C. Paulson. Publisher: Arcadia, Charleston, S.C. 1999.

North Little Rock: A Pictorial History Publisher: *North Little Rock, AR Times* (Newspaper), 1991.

North Little Rock: The Unique City : A History: Adams, Walter M. (Walter Michael), Publisher, August House, 1986.

On The Opposite Shore: Bradburn, Cary; Publisher Walsworth Publishing Company, 2004.

Files and Documents of the North Little Rock History Commission concerning Argenta/ North Little Rock history from 1904-1966.

Interviews with countless North Little Rock and former North Little Rock Firefighters and their descendents -from 1976 until present.

Microfilm of *The Arkansas Gazette* and *Arkansas Democrat* on file at the Central Library Main Branch in Little Rock, AR.

Microfilm of *The North Little Rock Times* on file at Laman Library in North Little Rock - Entire Collection.

Minutes and Ordinances of North Little Rock City Council Meetings on file at North Little Rock City Hall.

Report issued by the **National Board of Fire Underwriters** for North Little Rock, AR in 1931.

Report issued by the **National Board of Fire Underwriters** for North Little Rock, AR in 1947.

RECOMMENDED READING

1. *The North Little Rock Fire Department – 100 Years of Service: (The Official 100 Year Book of the N.L.R.F.D.)* This publication is one of a kind. It has an incredible number of historic pictures. **The author of The First 100 Years is extremely grateful to the North Little Rock Fire Department for all of the old photos, records and information that were shared.**

2. On The Opposite Shore by Cary Bradburn. Published in 2004.

RECOMMENDED VIEWING

The Unofficial Website of the North Little Rock, Arkansas Fire Department. The URL of this website currently is: <http://www.nlrfd.com>. This website is maintained by Lee Clark. It has current information concerning North Little Rock Fire Department apparatus, stations and news for the general public. Photos of every known NLR Fire Apparatus are on this website, in addition to old documents and invoices for many of the older fire engines.

About the Author

Lee Clark has lived in North Little Rock or Pulaski County most of his life. He is in his thirty-third year as a School Band Director at the time this book was printed. Thirty-two of those thirty three years have been spent in the Pulaski County Special School District. Lee Clark is currently the Band Director at Robinson Senior High and Robinson Middle School. He has enjoyed fire apparatus most of his life, especially vintage fire apparatus.

Lee is extremely grateful to all of the individuals who have shared photographs, experiences, names and what they know about the North Little Rock Fire Department. Any old photos or information about the North Little Rock, AR Fire Department are always welcome. Lee Clark may be contacted by e-mail at: leeclark01@yahoo.com

POST - ADENDUM

The final copy of *The First One Hundred Years* had been read many, many times. The author wanted readers of *The First One Hundred Years* to have a perfect copy. On February 27, 2005 word reached the author that the owner of a Sign Shop in West Plains, Missouri had done some work at a place called John 3:16 Ministries near Charlotte, AR. An old fire engine was noticed on the property. The radiator was missing, as were the headlights. The sign shop owner looked the old truck over. On the side was a distinctive "North" in darker paint. The beginning of "Lit..." was still there upon a closer inspection.

Word of this discovery reached Arkansas and the author of *The First One Hundred Years*. Comparison of the photos sent to Arkansas with photos of the North Little Rock Fire Department 1933 Mack pumper when it was new certain seem to verify that this is, indeed, the North Little Rock pumper which was Engine 2 from 1933 - 1951.



John 3:16 Ministries has a program for men with addictions, which evidently has changed the lives of several individuals in a very positive way. How this old fire truck ended up on their property is not clear. A phone call to John 3:16 Ministries found that the old Mack was on the property when John 3:16 began operating there.

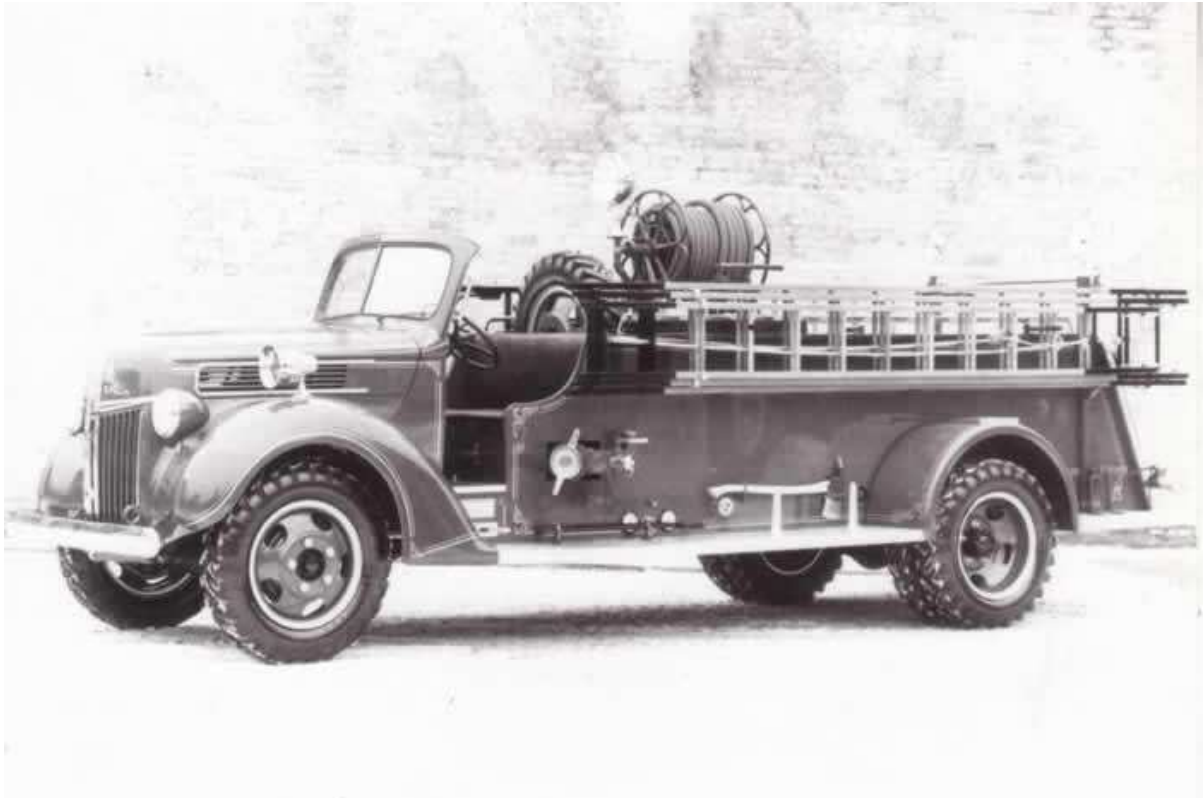
Is it possible for this part of the history and heritage of North Little Rock to end up back in Central Arkansas? Once a radiator and headlights are located, restoration of the Mack pumper could begin. **The discovery of this pumper changed N.L.R.F.D. History!**

The 1936 Ford/ Seagrave pumper owned by Jeff Monroe was thought to be the oldest surviving apparatus of the North Little Rock Fire Department. The 1933 Mack pumper pictured on the previous page and on this page arrived at the North Little Rock Fire Department in February 1933. This was more than three years earlier! Both of these old North Little Rock Fire Pumpers are GREAT examples of the heritage and history of North Little Rock.



(Photos on Pages 172 and 173 courtesy of Brian Holmes.)

What an incredible tribute this old Mack pumper would be to all of the former North Little Rock Fire Fighters who were in service at that time. This pumper was delivered to the North Little Rock Fire Department seventy-two years ago last month! All of those interested in the Fire Service and the North Little Rock Fire Department might be surprised at what just a bit of effort from a very interested individual, or several individuals would do to make the Mack's return to Central Arkansas a reality!



The Above Photo from the Heinbuch Collection - Courtesy of Ted Heinbuch.

The photo above is another example of a 1941 Ford/Darley 500 GPM Pumper, which was built for the U.S. Military. The apparatus pictured above never saw service in the North Little Rock Fire Department. It is, however, an apparatus that is extremely similar, if not identical to the Corps of Engineers Pumper which was borrowed by the North Little Rock Fire Department from the Tulsa Office of the U.S. Corps of Engineers. (Please see the photo on Page 48.)

The pump connection which is at an odd angle, the curved body by the driver's seat, the position and type of the ladder, the angle at which the frame of the windshield is molded, the gold striping on the front fender and the booster reel are all nearly identical (or identical) to the '41 Ford/ Darley which was photographed outside the old Levy (Number 6) Fire Station.