

# "HISTORY OF THE ALBANY FIRE DEPARTMENT"

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## INTRODUCTION

Fire has been a friend and enemy to mankind for many centuries. In early times when fire threatened man, he had no mechanical means of extinguishing fire. So, he would try to beat at the fire with sticks and branches, he would hide or try to escape from it.

When the “New Country” was settled and small communities began to form, there was a need for some kind of protection from that deadly enemy – **FIRE!!!** The first defense against fire in those early days was by means of the ‘bucket brigade’. Everyone was required to have a fire bucket in their home. When the fire alarm sounded, everyone ‘turned-to’ with their buckets. With the mechanical age came the invention of the hand pumper fire apparatus. These fire engines were usually hand-drawn.

As the United States developed, communities formed and a need for fire protection was recognized; just as in the new Oregon community of Albany, when it was recognized as a city. The following tells some of the history and the events that has become “The History of the Albany Fire Department”.

The City of Albany was founded in 1848 by Walter and Thomas Monteith. It was named after their hometown of Albany, New York. The first settler in the area arrived in 1846. The first store opened in 1869. The first school opened in 1851. The first steamboat arrived in Albany in 1852. And in 1853 the first post office was established.

This article is dedicated to the people of the Albany Fire Department, past and present.

In the year 1868, the need for a fire department was recognized by the City of Albany. Until this time, there was no organized fire department. When a fire did occur in the city, all the neighbors would gather their buckets and come to the rescue, fighting the fire until it was completely extinguished.

Thus, in January of 1869, an organization was formed and a hand-drawn pumper was purchased. The new organization was known as "Albany Engine Company No. 1, and is recorded as the first organized volunteer fire department of Albany. The elected officers of the organization were the President; J.L. Cowan and Joseph Webber (formerly a fireman from San Francisco), who served as the first Foreman. Other members were; Liggett, P.H. Raymond, Eugene Buchanan, C. Keifer, L.E. Blain, J. Irving, George Burkhart, Henry Susens, T.S. Mealy, M.V. Brown, L. Miller, Sam Young, W. Blain, W.W. Mansfield, L.H. Montanye and various others that are unknown at this time.

The organization of Albany Engine Co. No.1 remained about the same for the next six years except for minor changes in the personnel. During an election, Liggett was elected to serve as the President of Albany Engine Co. No. 1.

In the spring of 1875, an effort was made by Claib Stewart to organize a Hook & Ladder Company. Claib enlisted the services of William Miller, a brother-in-law to L.E. Blain, and together they collected the names of fifty men who would join the newly formed company. A meeting was called, and when the new organization got together they were not in favor of a hook & ladder company, but were more in favor of organizing another engine company.

The problem of raising a sufficient amount of money to purchase the new steamer was solved when the businessmen offered to subscribe stock when the company became incorporated.

The next meeting of the company was held September 13, 1875 when the organization was finally completed by the election of the following officers: President, Dr. G.W. Gray; Secretary, Jos G. Evans; Treasurer, P. H. Raymond; Financial Secretary, L. H. Montanye; Foreman, William Miller; 1<sup>st</sup> Assistant, Ed Carter; and C. C. Chery as 2<sup>nd</sup> Assistant.

The company incorporated October 4, 1875 with the capital stock placed at \$4000 made up of 400 shares to be sold at \$10 each.

At a meeting December 6, 1875, the company decided and adopted their new uniforms. They consisted of a red shirt with a black velvet shield in front and the figure "2" in the center. The new style helmet, which was made of leather, was also adopted at this time.

Also noted at this December meeting was the fact that enough stock had been sold to place the order for the new steam engine. So, Linn Engine Co. No. 2 placed the order for the new engine to be shipped from New York with arrival being sometime in the early part of the following year.

Finally, on an early spring day in May of 1876, the new steam engine arrived in the Albany train depot. But that day of May 5, 1876 also brought an unexpected surprise to the men of Linn Engine Co. No. 2. They had to pay freight charges before they could receive their new engine. The new Clapp & Jones size 4 steam engine came to a total weight of 4,180 pounds and the freight being \$5 per 100 pounds.

Since this was Albany's first steam engine, the company enlisted the services of William T. Everson, engineer of Willamette Engine Co. No. 1 of Portland, to commence at once the work of setting up the

engine. And, at the same time, the company commenced making arrangement for a grand demonstration to take place when the new engine was ready to be housed.

The great demonstration occurred on May 11, 1876, and was a splendid affair. The two companies received the new engine at the depot, and after the members of Albany Engine Co. No. 1 had manned the ropes, the procession started down Lyon Street with Linn Engine Co. No. 2 marching immediately behind the engine. Upon turning onto Second Street, both fire bells rang out the general alarm, and amid the cheers of the people, the procession made its way to the temporary quarters of the new Linn Engine Co. No. 2. The new quarters were located on Second and Ellsworth streets in an older building owned by Frank Woods, which he loaned the company until they got their new quarters. After arriving at the station, a large flag was presented the company by the ladies of the town; then photographer A. B. Paxton photographed both companies.

The next event for that big day was the testing of the new steamer. Starting with cold water in the boiler, she showed 5 pounds of steam in 4 ½ minutes and working steam in nine minutes. The new little steamer showed water and threw a solid stream 221 ½ feet using 100' of hose and a nozzle measuring 1 1/8 inches. So the new engine had passed her test nicely and the day closed with a grand ball in the evening, and lasted through most of the night.

The new company learned to handle their new engine within a short time, because in July of 1876 they went to Portland and entered the pumping contest that was held during the Centennial Celebration.

The two companies joined forces and entered the contest. They transported their new steam engine, hose cart, and three magnificent Percheron horses, provide by W. C. Myer, to Portland on the steamboat "Willamette Chief".

When they arrived on the streets of Portland they made a magnificent appearance. The engine was beautifully decorated and drawn by two magnificent Percheron horses, "White Rose" and "White Prince". The hose cart was drawn by a splendid large dapple gray Percheron stallion, "Pride of Perche". It was the general opinion of all, the finest display in the great procession at Portland was that of the Albany firemen and their apparatus. But, the most important part of the day was yet to come.

The 'teapot', as the Portland firemen termed Albany's little steamer, brought them much concern, for the engineer of the Willamette Engine Co. No. 1 had setup and tested the new steamer, and it had thrown a stream of water 221 ½ feet on its first trial.

The contest was soon to start and Linn Engine Co. No. 2 had entered their Clapp & Jones steamer, matching it against much larger and more powerful steam engines manned by older and more experienced firemen.

Thousands of people had gathered to witness the contest and a lively interest was manifested in the results. The following account of the contest is taken from the Oregonian of July, 1876.

Columbian No. 3 was set in position, and after a few minutes delay in getting in readiness, and allowing the engineer to raise the steam to the required pressure, the throttle was opened and the whirl of the machinery rose above the noise of the crowd and the excited shouts of the firemen.

After playing the time allotted, the steamer was taken up, and the distance carefully measured and the results announced by the judges. She had thrown water 221' 4 ¾ ".

Multnomah No. 2 came next, and after doing her best, retired from the field having sent a stream of water 218 feet.

Willamette No. 2 followed and came down to the work in a manner which looked as if she was going to carry off the laurels of the day and the first prize medal. On measuring the distance, the judges decided that she had thrown her stream 232' 8 ½", thus distancing the two preceding steamers.

Linn Engine No. 2 next wheeled into line. As there had been so much comment about the throwing capacity of this handsome little steamer, great interest was felt in the result, and it was confidently asserted by many that Linn Engine No. 2 would 'get away' with her larger rivals. When the signal was given and water was seen flying from the nozzle, the excitement became intense, and shouts rose from the throats of a host of that gallant company, both from those of Albany, and among the firemen of Portland. As the speed increased, the stream of water constantly grew longer and gradually approached the points reached by the other steamers. The enthusiasm augmented and when at length the vanguard of the flying column reached a point beyond that of #1, the wildest excitement prevailed. Cheer after cheer was sent up, firemen tossed their hats in the air and shouted until fairly hoarse, while the ladies from windows and balconies waved their handkerchiefs in recognition of the gallant work achieved by the 'little giant'. When the excitement at length subsided, the judges announced the result. Linn Engine No. 2 had beaten fairly all the 'big sisters' by throwing a big stream 238" 10 ½ ".

Protection No. 4 was the last competing steamer. As soon as she could be placed in position, steam was turned on and the fun commenced. This steamer behaved handsomely and did excellent work, but failed to distance any of her rivals. The farthest point reached by No. 4 was 215 feet.

Consequently, Linn Engine Co. No. 2 won the laurels of the day as well as the first place medal. The celebration at Portland carried on for several days. But the excitement of the trip was not over yet. During the return trip by steamboat to Albany, the ship broke an engine shaft. So instead of arriving at home on the evening of the day they started, they arrived in the middle of the afternoon on the next day.

The prize that had been won by the company was not ready for presentation at the contest, so it was arranged that a committee should come to Albany on July 20<sup>th</sup> and present the award. Linn Engine Co. No. 2 had attracted so much attention during the festivities at Portland, and the results of the contest had been such a surprise to all, that all eyes were turned in their direction. The excursion of the committee to Albany grew to such proportions that it took 2 or 3 train cars to hold the crowd that had finally come from Portland.

The mayor and city council of Portland, all the prominent members of the fire department, and a great many of the leading citizens joined the crowd which increased at nearly every station along the way. The excursion train arrived in the evening and was met at the depot by the firemen and the majority of the population of Albany. A procession was formed and the group marched to the county court house, which could not hold a tenth of the crowd. Here the award was presented by H. D. Sanborn of Portland and received by the Honorable J. K. Weatherford, representing Linn Engine Co. No. 2. As President of the Engine Company, Dr. Gray was in the East attending another Centennial celebration. Several short addresses were made and a photograph of the new engine, taken at the Willamette Engine House in

Portland, was presented to the Company by Fire Chief Joseph Butchell of the Portland Fire Department. An original poem by Professor R. C. White was recited and dedicated to the Company on this occasion. This was followed by a splendid display of fireworks on the plaza and a general illumination of the principal buildings of the town. The crowd then adjourned to the Pacific Opera House where all sorts of festivities continued until the late hours. That night the committee from Portland was housed at the St. Francis Hotel. The next day they returned to Portland by train.

In April of 1877, the city purchased the steamer from Linn Engine Co. No. 2. In February of the following year the two engine companies were combined to form the Albany Fire Department.

From 1869 to 1911, there were many changes of the officers of the engine companies. No one held office for more than a year or two as the compensation was not great enough to allow a man to be an officer and do nothing else. Therefore no one wished the job for any length of time.

It has already been stated that Cowan and Liggett were Presidents of Engine Co. No. 1 and Dr Gray was President of Linn Engine Co. No. 2. In 1878 the term 'president' was changed to "fire chief/chief engineer". The two companies voted together to elect Joseph Webber the first Fire Chief of the newly formed Albany Fire Department. Joseph had been a fireman in San Francisco and the experience he had gained there made him an important member of the department. He did a lot in the short time that he was Chief, to show the importance of the fire department to the city of Albany.

Some of Chief Webbers understudies were George Fish, Archie Monteith (son of Walter Monteith), J. F. Hale, William H. Miller, H. Lampman, J. H. Hoffman, M. Baumgart, A. H. Irvine, Virgil Parker and E. L. Thompson. Archie Monteith was elected as assistant to Joseph Webber.

In the year 1878 while Webber was Chief, eight of the eleven cisterns, which were used until the early 40's, were installed. The men most responsible for this were D. P. Anderson, F. M. French, F.G. Bergman, Henry Susans and J. K. Weatherford. These men were prominent businessmen of the town and had their work to look after as well as that of fighting fire.

Improving the fire department with costly equipment was difficult as people were reluctant to spend money in areas where immediate benefits were not apparent.

Because of the importance of the personnel to the fire department, many things came under the department that had been done by some other organizations. The elections of the city were held under the rule and guidance of the fire department. Any entertainment that came to town or was put on by the city for raising money for some purpose was sponsored by the fire department. There is on record an instance at which the Company raised \$500 at a Fireman's Ball that was given for benefit of the department.

In the year 1892, Albany became a paid fire department and J. R. Wyatt was elected Fire Chief. Chief Wyatt received \$20 per quarter for his work. Also under Chief Wyatts' administration, Engine Co. No. 1 purchased a new Clapp & Jones steam engine for the sum of \$3000. Their hand-drawn pumper had been sold to the Stayton Fire Department.

The worth of the first steamer had been recognized and the money for this new steamer was easily raised. This made for a very well equipped department, with one engine housed on Lyon Street between

1<sup>st</sup> and 2<sup>nd</sup> Street, and the new engine housed on 2<sup>nd</sup> Street between Ferry and Broadalbin. This way good protection was given to the whole city.

With the purchase of another steam engine, another engineer was needed to take care of the equipment. An engineers' duty was to keep fire in the engine at all times and to be ready to steam-up in less than 10 minutes. They also had to stay at the engine house. U. G. Hale was engineer for Engine No. 1 from 1893 to 1898 and John Jones was engineer of Engine No. 2 from 1892 to 1900. The engineers were the most important men in fire fighting. For they not only had to keep their engine in readiness for a fire, but they had to keep the engine in running order at all times. An engineer was paid \$20 per month for his services. The old hand pump engine required no engineer. In fact, before its sale to Stayton, it was worked by the Chinese at the St. Charles Hotel fire. It was said that the firemen would get the Chinese men pumping and then would not relieve them.

From 1893 to 1904, nothing of great importance happened in the fire department except the change from year to year of the fire chief. According to the older men of the city that can remember something of this, the changes came as a result of the appointment of a new chief each year by the city council. The city charter had provisions stating that the city council could elect a new fire chief annually.

J. R. Wyatt was followed by A. L. Lamb, who became Chief in 1893. He was paid \$25 per quarter for his services. Engineers under Chief Lamb were U. G. Hale and John Jones, who each received \$20 per month.

James Dannals served as chief from 1894 to 1897. In 1897, J. M. Conklin served one-quarter of the year as did W. S. Richards who also did not complete a full year. So J. L. Tomlinson was appointed Chief in 1897 until 1899 when Chas Medlin became Chief. 1899 was the year that a change of engineer was made in Engine Company No. 1. Ben Clelan succeeded U. G. Hale. At the turn of the century, S. C. Caldwell served as Chief. In 1900, R. N. Morriss was appointed to serve in the capacity of assistant chief and J. J. Lingren replaced John Jones as engineer of Engine Company No. 2. Caldwell was succeeded by Claib H. Stewart in 1901 and in 1902, Stewart was followed by W. W. Rowell. 1903 brought Q. E. Propst as Fire Chief and Engine Company No. 2s, engineer. J. J. Lingren became assistant chief.

Before 1903 the steam engines were pulled by hand, or by the draymen of the town. (Draymen were the people who hauled freight by horse drawn wagon.) When the fire bell sounded, the first team of horses to get to the engine house was the team that got to pull the engine. For this, the teamster received \$2.50. Some of the teams became quite expert at this, and it was noted that after hearing the fire bell, one team ran to the fire house without the driver.

In 1903 the city purchased a team of horses and Bert Wilson as the driver. The main duty of this team and driver was that of street cleaning, but when the fire bell sounded the team and driver had to run to the engine house and pull the steam engine to the fire. This team took some responsibility away from the draymen of the town, but they still had to pull the hose-cart. The compensation for pulling the hose-cart was \$1.50.

The driver of the city team had to sleep at the engine house. The steam engine was equipped with drop harnesses so that the horses could be hooked-up and put in motion in a very short time. A run of about 6 to 9 minutes would give the engineer enough time to build up steam pressure to work the engine.

The fire bell was purchased and transported to Albany by Joseph Webber in 1877. It was removed from the top of the Linn County Courthouse in 1982. Presently, the fire bell that sounded the alert to firemen of a fire is now located in front of the fire museum on 34<sup>th</sup> Street.

In 1904, F. W. Bergman became Fire Chief. While Bergman was Chief, a new fire alarm system was installed by J. J. Lingren and Joe Ralston. The fire alarm boxes were placed around town. The system was made so that a fire could be turned in from any place that a box was located and the alarm would sound automatically in the engine house.

J. A. Warner replaced Bergman as Chief in 1905. C. O. Lee was assistant chief and received \$50 per month for his services. Both the Chief and Assistant Chief had other jobs not connected to the fire department that helped supplement their income.

In 1906, W. H. Warner replaced J. A. Warner as Chief. The following year, H. R. Hirsch became Fire Chief. While Hirsch was Chief, the steamer of Engine Co. No. 1 was traded for a new American La-France Metropolitan steam fire pumper. The trade with Hoquiam Washington Fire Department was for \$600 and the old steamer. This steam engine is presently located at the 34<sup>th</sup> Street Fire Museum.

After arrival of this new steamer, C. C. Bryant was appointed engineer. Also in 1907, F. K. Churchill became the engineer of Engine Co. No. 2

In 1908, R. D. Snell was elected Chief with John Harrison as Assistant Chief. Following Snell in 1909, came W. R. Hand as Chief with two Assistant Chiefs appointed. They were F. D. Austin and Fred Hockspier. Fred Hockspier became Chief in 1911 and remained until 1913. During Hockspiers' administration, Assistant Chief Austin was succeeded by J. F. Warner. H. R. Hirsch remained as the other Assistant Chief.

In July of 1913 Ed Horsky became Fire Chief. Horsky did a lot for the fire department. He was one of the most outstanding Chiefs of the department. After serving as Chief he later became Assistant Chief from 1925 to 1933. During Horskys' term as Chief he was paid \$50 per quarter. This was a raise of \$25 over the preceding Chiefs. In 1913 while Horsky was Chief the first motorized fire apparatus was purchased by the city council. This new piece of equipment was a 1913 White with double 40 gallon chemical tanks as well as a hose wagon. This truck was quite a surprise to the fire department. It was purchased by the city council without the knowledge of the fire department. J. J. Spooner was the driver and for his work he received \$65 per month.

On April 9, 1914, W. A. Eastburn succeeded Horsky as Fire Chief. Earl McTimmonds was appointed Assistant Fire Chief. It was at this time that the 'first call' men were organized as firefighters. They each received \$31.60 per quarter. The 'first call' men were: Dan Zeb, W. Wood, J. Pennington C. Wilbut, E. Moench, Sam Archibald and Carl Walworth. The 'first call' men slept at the fire station and responded on all fire calls. Later during Eastburns' administration, Mc Timmonds was succeeded by J. F. Warner as Assistant Chief. Warner also became the Alarm Superintendent. There was also quite a raise in salaries that year because the city had more money than they had ever had before. Warner received \$90 per month, Clark Price received \$65 as driver, Ralfe received \$125 as engineer and Newton received \$75 as assistant engineer.

The year 1919 was a year of much progress in the department. Clark Price succeeded Eastburn as Fire Chief and at this time became a full time job paying \$110 per month. The wages of the night men was raised to \$45 per quarter. Also in 1919 the organization of the regular department as it is today was

completed. M. Kyle, A. Hall, H. T. Grey, Frank Woods and Russell Knighton were appointed as the first regular paid firemen receiving \$90 per month. Under Clark in 1920, sleeping quarters for the 5 night men along with the regular firemen were arranged. Also during 1920 a Fordson tractor with solid rubber tires was purchased to pull the steam fire pumper.

May 1, 1921 saw the arrival of R. D. Bussard as Fire Chief with O. A. Steen elected to engineer in February of 1922. Steen was to be the last qualified engineer of the department. All new equipment that arrived after that was motorized. Steen received \$100 per month as engineer. Bussard remained Chief until he was succeeded by Russell Knighton on July 1, 1923.

The fire department moved to a new location on 2<sup>nd</sup> Street between Ferry and Broadalbin. All the equipment was moved into the new city hall and it became the new headquarters. Joe Ralston of Ralston Electric Company remodeled and moved the fire alarm system to the new headquarters. All the city offices as well as the fire department were now located in the city hall. Prior to that they were located in many different buildings around town.

In 1925 another piece of equipment was added to the fire department. It was a Seagraves triple combination pumper. It had a 1,000 gallon a minute pump, a chemical tank extinguisher as well as hose truck capability. It was purchased at a cost of \$13,500. During the purchase of this truck there were several companies that bid for the sale. The council was having a hard time agreeing on which truck to purchase. This was finally decided by Mayor Robinett, who cast the deciding vote for the Seagraves. This truck was purchased because the 1913 White fire pumper 'blew-up' in route to a fire. This truck was in the construction stage for the Boston Massachusetts Fire Department but was sold to Albany due to the urgent need of a replacement truck. The pump and all the plumbing of this truck is made of brass so that it could pump sea water to meet the needs of the Boston Fire Department.

Russell Knighton remained Fire Chief until August 1, 1925. At this time it was rumored that there was to be a change in Fire Chiefs. The fire department as well as the residents did not wish the change, but the city council had already voted. At this time Chief Knighton was asked to accept a demotion to Assistant Chief and serve under A. C. Keilblock who had already been appointed by the council. This was the cause of a lot of dissatisfaction between the regular firemen and the city council. Also the people of the town did not wish the change. Petitions were circulated throughout town by the citizens. The firemen all signed a petition stating that they would all resign if the change was made. The petition did not have any effect on the city council. With all this dissention against him, A. C. Kielblock became Fire Chief on August 1, 1925. When Kielblock took office that day the whole department walked-out, with the exception of O. A. Steen who had to remain as engineer.

There was no fire department from about noon until evening when the city council met and hired a new crew for the department. The men hired by the city council at this time were: Ed Horsky, Assistant Chief and Chief of the Volunteers; Leon Steen, Captain; Oliver Butts, hoseman; Paul Geil, hoseman; and Elmer Harrington as driver. These men received \$90 per month with the exception of Ed Horsky who did not receive anything since he was head of the Volunteers.

Under Chief Knighton the city ambulance was under the care of the fire department. One of the firemen had to take it out on all emergency calls. The ambulance was kept at the fire station until 1933, when it was moved to Hodge's Garage. Kielblock remained Chief until 1932. During his time as Chief, the department purchased a 1927 American La-France 500 gallon per minute triple combination pumper.

Keilblock was succeeded by Oliver Butts as Chief in 1932. Under Butts was Ed Horsky as Assistant Chief, O. A. Steen as Captain, Don Hayne as Lieutenant and Lyle Weldy, Roy Weaver and Karl Horton as drivers.

Donald Hayne became Chief after Oliver Butts in 1934 and remained until 1963. Under Chief Hayne the department advanced greatly. In 1951 a new station was built at 6<sup>th</sup> and Lyon Street. New equipment was purchased and more advanced fire fighting methods were learned. More firemen were hired as the city population grew.

In August of 1955, Frederickson Funeral Home took over operation of the ambulance service from the fire department. The department still responded an engine on all resuscitator calls.

In 1963, Don Boatwright was appointed Chief until Harry Warner was appointed later the same year. In 1966 James C. Myers was promoted to Fire Chief and served until 1979. In 1974 a second fire station was built at 34<sup>th</sup> and Lyon Street. In 1975 the Albany Fire Department Museum was built next to the 34<sup>th</sup> Street station. The museum building is a ¾ scale model of what a fire house looked like at that time. The building was designed by a West Albany High School class and built by students from South Albany High School.

In 1976 the Albany Engine Co. No. 1 Muster Team was organized. The team was made-up of local citizens and firefighters. The purpose of this organization is preserving antique fire equipment, Albany Fire Department history and promoting fire safety and awareness in the local community.

## FIRE CHIEFS

1869 - 1878	L. N. Liggett (President of Albany Engine Co. No. 1)
1878 - 1892	Joseph Webber (Fire Chief of the Combined AFD)
1892 - 1893	J. R. Wyatt
1893 - 1894	A. L. Lamb
1894 - 1897	James Daniels
1897 - 1898	J. M. Conklin (Served ¼ of The Year)
1898 - 1899	J. L. Tomlinson
1899 - 1901	Chas Medlin
1901 - 1902	Claib H. Stewart
1902 - 1903	W. W. Rowell
1903 - 1904	Q. E. Propst
1904 - 1905	F. W. Bergman
1905 - 1906	J. A. Warner
1906 - 1907	W. H. Warner
1907 - 1908	H. R. Hirsh
1908 - 1909	R. D. Snell
1909 - 1910	W. R. Hand
1910 - 1911	J. D. Crell
1911 - 1913	Fred Hockspier
1913 - 1914	Ed Horsky
1914 - 1919	W. A. Eastburn
1919 - 1921	Clark Price
1921 - 1923	R. D. Bussard
1923 - 1925	Russell Knighton
1925 - 1932	A. C. Keilblock
1932 - 1934	Oliver Butts
1934 - 1963	Donald Hayne
1963 - 1963	Don Boatwright
1963 - 1966	Harry Warner
1966 - 1979	James C. Myers
1979 - 1980	Dick Hopper
1980 - 1987	Dan Bolis
1987 - 1999	Darrel Tedisch
1999 - 2008	Kevin Kreitman
2008 -	John Bradner

## HISTORICAL MILESTONES

January 1869	Albany Engine Co. No. 1 is organized.
1869	Hand-drawn pumper was purchased from San Francisco.
September 1875	Linn Engine Co. No. 2 is organized.
May 1876	First steam engine purchased (Clapp & Jones Class 4).
1877	First fire bell was purchased.
February 1878	Albany & Linn engine companies combine to form Albany Fire Department.
1892	Hand-drawn pumper is sold to Stayton Fire Department.
1892	Second steam engine purchased (Clapp & Jones Class 2). In 1899 this steam engine blew up.
1892	Became a paid Fire Department.
1904	First fire alarm box system installed
1907	The first steam engine is traded for a new steamer (American LaFrance Metropolitan). This steamer was purchased from the Hoquiam Washington Fire Department.
1913	First motorized pumper is purchased (1913 White).
1920	Fordson tractor is purchased to pull the American LaFrance steamer.
1925	Replacement pumper is purchased (1925 Seagrave). The 1913 White pumper blew up in route to a fire.
1951	New fire station is built on Lyon Street (Station 11). In November 1999 this station was dedicated to the memory of Chief Hayne.
May 1955	First aerial apparatus is put in service (85' Peter Pirsch).
August 1955	Frederickson Funeral Home takes over ambulance service.
August 6, 1959	Linn Plywood mill burns. This is the largest fire in the history of the Department. This is also the same day as the famous Roseburg blast.
1963	Oregon Legislature passes a bill mandating that all fire protection equipment be equipped with standard thread for 2½" fire hose coupling and hydrant fittings.
1974	Second fire station is built on 34th Avenue (Station 12). In November 1999 this station was dedicated to the memory of Chief Myers.
1975	Albany Fire Department Museum dedicated.
1976	Albany Engine Co. No. 1 Muster Team is organized.
November 1977	First Hurst "Jaws of Life" hydraulic rescue tool is purchased.
October 1978	"Thumper" mechanical CPR machine is purchased.
September 1, 1979	Ambulance service is taken over by Medical Services, Inc. in Eugene; nine paramedics and firefighters are laid off due to the financial crisis.
June 27, 1980	Ambulance service is again taken over by the Fire Department.

July 1, 1980	Oregon Legislature passes the Smoke Detector Bill. This requires that all rental units and new homes be equipped with a smoke detector.
1982	Fire alarm bell is moved to museum.
July 1983	First citywide computer system is installed with very limited word processor and database capabilities.
1984	Water Rescue Team is developed. AFD is the first fire department in the state to have an officially sanctioned and supported team.
September 1986	'Gamewell Box' fire alarm system is taken out of service.
October 1986	Linn County Sheriff's Office takes over dispatch in preparation for the new countywide 9-1-1 dispatch system.
May 1988	'FireMed' ambulance subscription program is implemented.
November 1998	Third fire station is built on Three Lakes Rd (Station 13).
November 1998	Fourth fire station is built on Gibson Hill Rd (Station 14).
November 1999	First thermal imaging infra-red heat detecting camera is purchased.
March 2012	Station 12 received seismic rehabilitation and interior remodel; included new siding and exterior paint.
November 1, 2012	Hired six firefighters for two years through FEMA SAFER (Staffing for Adequate Fire and Emergency Response) Grant.

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Albany Fire Department Records Dating Back to 1875

Albany City Hall Records

Albany Register Newspapers Dating Back to 1878

Research Materials and Historic Accounts Collected by Stan Parker

Albany Democrat-Herald Newspaper Dated March 12, 1976