

**HISTORIC CHRONOLOGY OF
FREDERICK COUNTY VIRGINIA
& WINCHESTER'S
FIRE RESCUE SERVICES**

A Fire Buffs Perspective

By G.B. Rusty Gill

ACKNOWLEDGMENTS

This is an independent chronicle of fire/rescue/medical service of Frederick County. The information has been researched and compiled by the author. This is not intended to represent any "official" department policies, procedures or directives. No warranties or liabilities from error, omission or misinterpretation of material in this document are expressed or implied. The author assumes no responsibility in whole or in part for the actions or in-actions of readers of this document.

Readers should understand that such a work is never finished as new information sometimes gets discovered or unearthed. While every effort is made to be as accurate as possible any work of this type always has some errors and or omissions regardless of best intentions. For these I apologize however keep in mind fire service histories sometimes conflict depending on source and available records. Of course corrections are always welcomed and rewarded. This labor of love is undertaken primarily for the enjoyment of it.

This is dedicated to firefighters and medical technicians, as well as their families...all over the world; here at home in the USA; as well as in my own and every community. Your dedication, courage, service and sacrifice leave us forever thankful and indebted to you. I would like to thank any and all personnel of the various departments who may have assisted in this effort. I also owe special thanks to the following folks for their assistance and support. Michael T. Defina Jr., Mike Sanders, Jerry Puryear as well as Jeff Mogush who have contributed info material and as needed their five cents worth to this work.

Thank you for your patronage and support,

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FORWARD

Chronicling the growth and development of any jurisdiction's fire rescue services has its inherent difficulties. This is namely due to availability of information or better yet the lack thereof. There are instances where facts conflict or simply don't make sense. Since I don't have a time machine I am instead at the mercy of my source material. Research is always ongoing as I have come to realize there can always be that "great find", some unknown document, photo or info tidbit that blows holes in what I and perhaps others believed happened. So it goes with this type of stuff it's the inherent flaw of historic documentation. Garbage in garbage out and we don't know what we don't know. With that all said let's move onto some basic understandings of this work and its perspective.

For the most part the advent of fire protection in America was based on need perceived or otherwise as well as the ability to acquire and utilize firefighting equipment and resources. Anywhere there were concentrations of people and something to burn there inevitably was destruction from fire. This usually led to regulations prohibiting fires, wooden chimneys or requiring a number of buckets or fire wardens in a town. As towns grew so did the threat of fire and the degree of loss from it. In some cases mere bucket brigades may have become better organized. As technology gave rise to pumping machines, these were acquired if and when fiscal resources permitted.

Usually a town government funded the purchase housing it say at the town hall or an adjacent shed for use by the citizens as needed. This I call the "town operation" or town brigade and it was likely more prevalent than will ever truly be known as documentation and records may have been lost or non-existent. These typically had little structure only in instances was headed by a chief figure. For many of these citizen participation fluctuated usually based on the frequency of fires. In some cases the person responding the apparatus was the one whose property was afire. Still such endeavors constituted a firefighting effort usually a community's first and if known are documented herein.

When the railroads came so did real estate value inflation and early sprawl not to mention increased threat of fire. The use of hands and in some locations horses to pull fire equipment began to have its limitations of coverage and capability. In fact there may have been fires where no fire companies were called simply based on an inability to be of service or to get there. After the civil war, the nation grew at an even faster pace and fires worsened. Communities with or without existing protection began to *organize* fire departments following more of a paramilitary model. These unlike their predecessor brigades usually had a defined chain of command and were or would eventually charter with their respective state corporation commissions as non-profit entities. While larger cities took over their fire protection entirely replacing volunteers with paid men, volunteer companies of smaller towns began to become increasingly independent of municipal governments often under their own boards of directors. The modern fire service model was born.

By the 20th century, improvements and expansion in fire protection were driven all the more by technological improvements and socio-economic conditions. Examples like public water systems that often brought the addition of more or better pumping engines as there was water for firefighting. Electric service in homes and businesses brought convenience, efficiency and new sources of fire. This also furthered public transportation enhancements making for efficient trolley networks expanding cities into suburbs and creating more new towns and communities. Then came motorization and the economic prosperity of the 1920s. This profoundly affected fire protection as fire companies could cover larger areas, arrive more quickly and bring with them more resources. This too furthered the movement of residents and employers away from towns and cities further expanding suburbs and adding new towns in need of their own fire protection.

Even with the financial hardships of the 1930s, fire protection expanded adding dedicated motorized vehicles for ladder service, rescue as well as water tankers for rural areas once unprotected from the ravages of fire. The next great milestone came after World War II as rapid suburban sprawl created a greater need while the application of radio made for more effective coordination of firefighting response and communications.

The decades to follow brought other additions to the fire service. The proliferation of emergency ambulance service added transport vehicles and agencies evolving as field medical response moved into advanced life support. More recently specialized response teams and vehicles namely hazardous materials and technical rescue have added new missions, apparatus and agencies to the fire service spectrum. Now in the new millennium the scope of fire rescue service is evolving as the number of fires decline replaced by rising medical service demands amidst an aging population and deteriorating health care system. In cities ever enlarging ambulance fleets are taxed to the limit as hospitals close and fire trucks even battalion chiefs are tasked with medical responses. In rural areas rising populations from residents fleeing metro areas brings increased calls especially for medical service amidst declining numbers of available volunteers. Once separate fire companies merge with rescue squads staffed by new in some cases county paid personnel dedicated to handling both medical and fire duty. The future is certain to bring on more change.

This is intended as a nostalgic overview covering the various benchmark events that shaped the complex story of a given jurisdiction and its fire rescue service evolution. This is not a critique or a criticism. Emphasis is placed on timeline events and their correlative evolution in the fire rescue service specifically related to operational components. The growth and change in agencies, facilities they operate from and the apparatus used as well as other milestones like large incidents, funding and other innovations.

Source material for this particular work came from various publications. This includes individual department histories either published or posted on-line. While efforts are made to verify info it is not always possible hence events may be described herein as "reportedly" or "it is believed". Photographs are also used as they sometimes say as much if not more than words. Reader input is always welcome. A bibliography is also included.

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CHRONOLOGY of FREDERICK COUNTY and its FIRE RESCUE SERVICE

First Inhabitants & Early Settlers

The territory that came to be known as Frederick County Virginia and the Shenandoah Valley was for some time sparsely populated by tribal natives with a greater number passing through along seasonal migratory routes. After the arrival of Virginia Company colonists in 1607, it remained the western wilderness for some time. The first Europeans known to visit the area were Jesuit missionaries in 1632. In 1634, the Virginia was divided into eight "shires" or counties that included four earlier "corporations". These however were centered on the then occupied tidewater area well to the east.

Through the 1640s explorers began visiting upstream environs including what would become "Northern Virginia". In 1649, the King of England Charles II granted seven royal supporters lands of Virginia bounded by and within the heads of the Potomac and Rappahannock Rivers. One was Thomas Fairfax granted title of the "Northern Neck Propriety" an extensive area between the two waterways. Unlike the southeastern tidewater environs, this region was characterized as the piedmont plateau where rises and ridges forecast the higher mountains to the west. In between, fast moving streams meander eastward feeding into the fertile lowlands along the tidal rivers. The inviting frontier however was also home to tribal natives some not very welcoming to the ambitious newcomers.

By the 1650s the Virginia colony had expanded further along its waterways creating tension with the tribal natives as well as introducing more trappers, traders and frontier explorers beyond the once barrier Blue Ridge mountains. Many returned telling of the great Central or Shenandoah Valley that lay beyond with fertile soils and abundant game, forests and streams. In 1664, Stafford County was created ceded from western Westmoreland that had come from Northumberland County eleven years prior. In October 1669 the first land patent was issued on the upper Potomac River in what would become Northern Virginia more specifically Fairfax and later Arlington County. By now growing tensions with tribal natives lead to the Susquehannock War of 1675 that drove most of the natives farther west.

By 1690, the Northern Virginia territory was being divided into new parcels bringing new inhabitants and economic activity. This area followed similar development patterns began as the eastern tidewater driven by the tobacco trade with waterways the primary means of transportation and commerce. Although small at first, as distant markets were opened, eastern the farms expanded as harvesting tobacco was labor intensive and land extensive.

Colonial Expansion into the Valley

As eastern tobacco farms grew in size and scope, they evolved into self-sufficient agricultural communities or plantation anchored around manor houses. As tidal river property became scarce, inland endeavors began to emerge usually as smaller affairs relying on pathways to move the crops to warehouses and piers that began to flourish along waterways. Other colonists by the early 1700s were pushing still westward opening new passes through the Blue Ridge into the Valley. This created or expanded roads that following in part old paths cut and used by the previous tribal inhabitants. Westward routes followed what would become US Route 50, US 17 and Route 7 through the mountains. These connected with other more established north south interregional "roads" like the Potomac Trail precursor to US Route 1 that traversed just west of the Potomac River from above Hunting Creek to south of the Rappahannock River. Across the Blue Ridge was the Valley Trail precursor to US Route 1i running from New York to Georgia.

As more settlers moved west, inland "homestead" farms emerged as did saw mills and grist mills along piedmont streams. In 1721, Spottsylvania County was created west of Stafford ceded from Essex, King and Queen as well as King William Counties to the southeast. This piedmont "outpost" would be the new gateway to the frontier. In 1722 the Treaty of Albany moved all the tribal natives west of the Blue Ridge making way for colonists to settle the frontier. The colonial Virginia government greatly encouraged this so as to create a buffer against the natives. Enticing land grants of various sizes were used to recruit westward inhabitants who would lose their rights if no home or orchard were built in two years.

In 1732, Joist Hite brought sixteen families from Pennsylvania all settling in the Valley at a place they named Opequan. There they purchased lands originally of the Northern Neck propriety of Thomas Lord Fairfax. Others followed from the northeast including Quakers, Scots-Irish and Germans that left Maryland, Pennsylvania and New Jersey following the Great Wagon Road through the valley. In 1734, the western portion of Spottsylvania County was ceded to create Orange County that included the western frontier. On December 21 1738, the Virginia House of Burgess established Frederick County ceded from the western portion of Orange encompassing 3,824 square miles of the frontier that would eventually become eleven other counties. Centered on the Shenandoah Valley, its courthouse to be positioned centrally somewhere near the Opequan settlement where the road to Alexandria met the Valley Wagon Road.

No action followed, as Lord Fairfax preferred a sight south of Opequan called Newtown later to be Stephens City. Finally on November 11, 1743, the Frederick County court became operational from a log cabin near Opequan in fact the surveying office of James Wood of Orange County, this to be his future estate called Glen Burnie. The next year Wood platted what he first called Fredericktown within 1,300 acres of wilderness lands five miles northeast of Opequan. As proposed, it was to have 26 half-acre lots along three main streets (today's Loudoun, Boscawen and Cameron) stemming from a central square. In 1745, a large southern and western portion of the county was ceded to create Augusta County most of which would later become West Virginia. In 1748, a young George Washington arrived in the county tasked as the surveyor for Lord Fairfax. In 1749 Lord Fairfax moved to the county his home at White Post later to be in Clarke County. He accepted Woods original 1,300 acre claim plus other lands for Fredericktown.

In 1752, Wood's courthouse town was finally laid out but named instead Winchester, after his hometown in England. In 1754, another sizeable portion of the county was lost its western territory ceded to create Hampshire County later to be West Virginia. The old "West Road" from Alexandria to Winchester was increasingly popular now stretching westward into new mountain valley farm markets. That year, war came to the colonies as the French laying claim to the central lands of the continent allied with the displaced natives to cease the westward spread of the British colonists. Settlers in the western mountainous environs came under savage attack driving many eastward including to Winchester where a general sense of fear took hold. After the defeat of General Braddock in 1755, George Washington was placed in command of Frontier forces headquartered at Winchester where construction of Fort Loudoun began north of town. Washington represented the county elected to the House of Burgess from 1758 until 1761. Within two years, the war ended leaving the British Colonies in control of lands west to the Mississippi. Washington left the county in 1765 returning east to Alexandria. Soon after the Shenandoah Valley and the western mountainous regions became increasingly populated from which came greater pressure on increasing commerce and connection between there and port towns to the east.

In 1772, the Frederick County shrank again as its southern portion was ceded to create Dunmore County and its northern portion to create Berkeley County. By this time the ravages of fire were very much feared especially given that most towns and villages were made primarily of wood. Fire protection was usually by way of citizens rallying around the event of fire often battling the flames with bucket brigades. Winchester early on required buckets on each floor of every building and 50-gallon tubs placed about the town. If a fire broke out, a bell was rung and the townsfolk were to turn out and fight the flames including women and children. Still the best to be expected was to stop the flames from communicating to other structures as hopefully the town would be spared as the building of origin was usually always destroyed.

There is evidence of more organized fire protection in Winchester specifically a fire helmet from the **Friendship FCo** reportedly dated 1777. While not impossible, there is no other evidence to support this. The name Friendship was common for early fire companies including one in Alexandria that George Washington bought an engine for and was believed to be a member.

By this period, the colonies have grown tired of England's control and perceived excessive taxation imposed to pay off the expense of the previous war. As tensions lead to hostilities, British troops arrive blockading Boston and New York Harbor. On July 4 1776 the colonies as a unified voice declare their independence from England each as a separate State. This intensifies the war that rages for many years with many citizens of the county serving in the Continental Army. While no battles came to the valley, captured British soldiers are held near Winchester. In 1778, Dunmore is re-named "Shenandoah County". The following year, Winchester incorporates as a town. By 1779 the number of prisoners requires a larger prison built four miles west of Winchester that by 1781 holds 1,600 soldier inmates. That year British General Cornwallis surrenders at Yorktown the tide turning in favor of the Rebels. Great Britain finally recognizes the independence of the United States of America signing the Treaty of Paris in 1783.

In 1788, Hell Town charters as a town situated on the Shenandoah River southeast of Winchester. This will later become Front Royal. That year, it seems Winchester acquires a small gooseneck style hand pumping engine from England probably a Newsham and Ragg. This reportedly is housed in a shed-like engine house in the Public Square. A Winchester Gazette Article dated May 10 1789 reads: "members of the Union Fire Company are notified that their meeting is adjourned to the first Saturday in the present month, then to assemble at the Market House". Again it is unclear if this company is already operational or does the article mark its organization? There may have been just town brigade or perhaps as many one or two or even more "organized" companies. It may never be known for sure as early records are reportedly lost. In 1790, the nations first census of population counts nearly 19,700 county residents.

A Period of Expansion

By 1800 the County's population jumped to nearly 24,750. That year Winchester reportedly received a larger pumping engine again from England and probably a Newsham and Ragg. Still there was reportedly no hose with citizens still required to maintain tubs full of water in the event of fire. By 1820, the expanding county is home to 50 flourmills and other industry including tanneries and sawmills. By now turnpike companies have begun improving the routes through the Blue Ridge connecting the valley with eastern ports. In 1821, Sarah Zane sister of General Isaac Zane of Philadelphia and frequent visitor to Winchester dies leaving assets to the town for the purchase of firefighting equipment. As it seems no immediate action follows. In 1829, the Union FCo reportedly purchases a pumping engine possibly from these funds. Again one must ask what of the previous pumping engines, were they operated by the Friendship? Possibly the town owned the apparatus with the fire companies providing the personnel and quarters.

By 1830, the population is just under 26,050. The year 1831 is when the **Friendship Fire Company (FCo)** is reported to have officially **organized**^a. Possibly this was when they took over use of the towns apparatus. They reportedly occupy an early station on Leicester Street at Cameron although this seems a bit south. In 1833, the **Union FCo** is supposed to have **organized**^a. Again, this may have been more of a milestone of authority than a beginning date and their station location at the time if existent is unknown. In 1836, the County cedes territory to the east for the creation of Warren and Clark County. That same year the Winchester and Potomac (W&P) Railroad is completed probably stretching northward from Winchester connecting with its parent owner and first carrier railroad the Baltimore and Ohio (B&O) at Harpers Ferry. By this period, economic activity was centered around smaller family farms most dedicated to wheat and cattle production. The Great Valley Wagon Road has become a major link and route of commerce.

^aEstablished after a three-year court battle ending in a judgment that the Friendship FCo began in 1831, the Union FCo in 1833.

Activation of Fire Stations (Companies) In Winchester & Frederick County

<u>Station</u>	<u>Year Opened</u>	<u>Station Locations</u>	<u>Department & Remarks</u>
1	1777	3 rd	>Friendship FCo organized in 1777 (1831?).
2	1789	3 rd	>Union FCo organized 1789 (1833?) ^b , incorporated 1895. Re-named & incorporated Charlie Rouss FCo in 1899.
3	1840	2 nd	>Sarah Zane FCo organized 1840, disbanded 1981. Number re-assigned to Winchester RS (see 21).
4	1953	3 rd	>Shawnee VFD organized in 1953 ^c .
5	1895	3 rd	>South End FCo organized in 1895, incorporated 1949.
11	1939	2 nd	>Independent Hose Co organized in 1939, first dept. in county. Re-named the Stephens City VFCo in 1947.
12	1942	3 rd	>Middletown VFCo organized in 1942, VF&RCo 1968.
13	1947		>Clear Brook VFD & RS organized in
14	1951		>Gore VFCo organized in 1951.
15	1953		>Round Hill Community FD organized in 1953
16	1958	2 nd	>Gainesboro VFD organized in 1958, re-named VFD & RS in ???.
17	1971		>Star Tannery VFD organized in
18	1972		>Greenwood VFD organized in 1970.
19	1973		>North Mountain VFD organized in
20	1979		>Reynolds Store VFD & RS organized in
21	1958	3 rd	>Winchester VRS organized in 1957 ^d .
	1998	4 th	Re-organized Millwood Station F&RD in 1998 & renumbered 21.

The population in 1840 declines to under 14,250. Still, a third fire company **organizes** in Winchester that year this named the **Sarah Zane FCo** after the 20 years deceased donator of funds for firefighting. This outfit begins service with a hand pulled engine built by Joseph Shore of Baltimore housed in a station on the south side of Piccadilly Street between Cameron and Loudoun Streets. These companies are the mainstay of fire protection in the region for many years as the county and surrounding region remain rural excepting for a few crossroads villages.

In 1846 another railroad the Alexandria and Harpers Ferry (A&HF) Railroad incorporates intent on connecting Alexandria through Leesburg onto the W&P Railroad at Harpers Ferry. In about 1849, The Union FCo moved into a new engine house on Water Street (now Boscawen) just east of Braddock adjacent to the church there. A large fire several years later reportedly destroys the Union FCo's house and its records. A new and larger house is built on the same site. By this period, linkage from eastern ports into the Shenandoah Valley and points west is of much importance. Eastern merchants and tradesmen foresee the opportunity ahead as the frontier expands west, eastern cities grew in population and foreign markets open from the tobacco trade becomes desirous of other products including those from wheat and grains.

On April 1 1854 the Blue Ridge Railroad begins service linking the Middle Shenandoah Valley southwest of Winchester with the Orange and Alexandria and Central Virginia both routing through Charlottesville. Another line also begins that year, the Manassas Gap Railroad connecting Strasburg south of Winchester through Front Royal and the Blue Ridge to Tudor Hall. There it connects with the Orange and Alexandria at Manassas Junction from where construction is underway to continue the line eastward through Fairfax Courthouse to Alexandria as well as branch north to Harpers Ferry. In 1859, the Alexandria, Loudoun and Hampshire (AL&H) Railroad begins also desiring to connect Alexandria with the Upper Shenandoah Valley.

^b First organized as the Union FCo, re-named Union Steam FCo No 2 in 1888, re-named Charley Rouss FCo in 1899.

^c Originally in Frederick County, annexed into Winchester in 1970.

^d Organized as Winchester VRS, as Company 3 under Winchester FD in 1990, re-organized Millwood Station F&RD under Frederick County FRD April 1, 1998.

The Civil War

By 1860, the county's population is stable at under 18,550. By this period, economic opportunity from agriculture was increasingly beyond reach as those of limited financial means, with little acreage and even a few slaves were no match for the larger eastern plantations with their extensive land and slave holdings. The once thriving tobacco economy had run its course and was now the cause of a stagnant population that was sharply stratified economically. This way of life was certainly protected by the ruling class that was quite affluent with most others living closer to poverty with little or no opportunities to escape.

In May 1860, the AL&H Railroad begins service between Alexandria and Leesburg to the east. By this time tensions mounted as the northern states and a new president elected that year sought to end slavery. The resistant south was further inflamed as they did not recognize the federal government as having the right to dictate laws unto them. The issue of states rights verses federal powers all over slavery and the agricultural economy lead to the southern states succession Virginia casting the deciding vote. The Confederate States of America was born its Capitol in Montgomery Alabama while the remaining "Union" declared war on the rebellion. With Washington DC a likely and vulnerable target, Federal troops arrived there April 25, 1861. As Washington was reinforced that month, the Confederacy moved its Capitol north to Richmond.

The first major battle occurs that July to the east at Manassas Junction. What many declared would be a quick end to the southern rebellion was anything but as the attacking federal troops were pushed back forced to retreat to Washington. A long and bloody war lay ahead and the Shenandoah Valley is an immediate focal point for supplying the Confederacy. Its farms are the source of much food and horses and its woolen mills and factories make clothes and arms for soldiers. Winchester too is in a strategic position given its proximity and connection to Washington as well as routes of travel to other northeastern cities.

Federal troops move to occupy Winchester later that fall but are forced out by Confederate forces in October. In March 1862 Federal troops meet and defeat the Confederates at Kernstown although this prevents their departure and reinforcement of federal forces elsewhere.

On May 24, Confederate forces seize Front Royal and began closing on Winchester. The Federals position in Strasburg and begin moving north to greet them. The Federals however are greeted at Middletown and again at Newtown (Stephens City) where the Confederates take many prisoners and capture supply wagons before Union forces retreat to defensive positions along the south of Winchester. At dawn on May 25, under a heavy fog, Southern forces attack again pushing the Federals farther back. This ultimately leads to an artillery battle over Bowers Hill. The Confederates ultimately attack this and flank Union positions forcing the Federals to retreat through the streets of Winchester north along the Valley Pike. The Confederate pursuit is slow as the southern troops are too exhausted to catch the fleeing Federals before they get across the Potomac River.

The county and entire region suffer much through the war as armies on both sides take food, cattle whatever they need from area farms that along with mills and homes are often damaged or destroyed. Through the year, Union troops return to Winchester occupying fortifications west of town. In 1863, the Confederates attack again defeating the Federal forces. Another battle brings the same result at the Second Battle of Kernstown in 1864. Later that year, Union forces regroup attacking the Confederates at the Third Battle of Winchester. Both sides take heavy losses as a new battle of attrition shifted the advantage of war to the more populous North. Then for three weeks, Federal Troops go on a burning rampage to end Confederate strength in the Valley. They set fire to and destroy 2,000 barns, 120 mills, half a million bushels of grain as well as confiscate 50,000 head of livestock. The Shenandoah Valley is decimated leaving those that survive the ordeal impoverished.

In October of that year, the last large battle occurs as forces of each side are encamped along Cedar Creek in the south county. Confederates lead a surprise attack driving the Federals north. The Union forces regroup pressing the Confederates south back across the creek where they ultimately break and retreat. This boosts Union morale and helps re-elect President Lincoln to his second term. Winchester changes hands during the war a total of 70 times on average about once every three weeks until the end of the war in spring of 1865.

After the War

While the War Between the States is finally over, the Valley was in very bad shape its productivity greatly reduced. The war left scars on the entire region that fell onto economic hard times as it would take a number of years before economic conditions would stabilize. Area railroads also suffered with some routes like the Loudoun Branch and the eastern mainline extension of the Manassas Gap Railroad abandoned altogether. On June 1 1867, the Manassas Gap merges with the O&A becoming the Orange, Alexandria and Manassas (OA&M) Railroad. Old economic efforts and industrial activity slowly returned to the Valley as did new ones like dairying and the assembly of mechanized farm machinery. In 1874, Winchester became a City. On August 11, 1876, the **Relief Hook and Ladder Company (H&LCo)** organizes in Winchester placing in service a hand drawn hook and ladder. Their station location is unknown possibly the house of an existing company, maybe Leicester Street at Cameron or elsewhere.

By 1880 economic stability finally returns as greater Winchester undergoes a building boom. During this period, the Friendship FCo moves to a new two-story, brick, single-bay station on Cork Street at Loudoun Street funded in part by one Charles Broadway Rouss. Winchester's fire companies begin adding steam pumping engines followed by horses to pull them. The first is the Sarah Zane FCo then at the Friendship FCo. The Union FCo never uses horses relying on its members to do the job.

By 1890, the population is still steady growing slightly at just over 17,550. The county by this time is home to an array of industry including mills, tanneries, iron foundries, marble yards with factories manufacturing a variety of products from clothes to footwear to brooms, cigars, books and furniture. In the fall of 1895 fire destroys a building at Market and German Streets on the south side of Winchester raising concerns over fire protection in that area. On November 3 local citizens meet and **organize** the **South End Hose Company (HCo)**. On December 3, the town assigns them two used hose reels they place in a shed on Monmouth Street.

On December 5, 1895, the Union FCo incorporates. In 1897, the Sarah Zane FCo moves to a new two-story, brick two-bay station on the southeast corner of Loudoun Street at Fairfax Street. The Union FCo that year places in service their first steam engine moving into a new two-story brick single bay station on northeast corner of Braddock Street at Water Street. On September 27 of that year, the South End FCo also moves to a new one-story, brick single bay station at 37 Monmouth Street.

The Union FCo re-organizes on September 27, 1898 becoming the **Union Steam FCo No 2**. In appreciation for a \$5,000 (also reported as \$10,000) donation by Charles Broadway Rouss, the station is titled the Rouss Engine House of the Union Steam FCo No 2. Further contributions by Charles Rouss to the Union FCo lead that company to its **re-naming** on March 10, 1899 when they incorporate as the **Charley Rouss FCo**.

The Industrial Age & Turn of the Century

By 1900, the population of Winchester is over 5,160 while the county is home to over 13,200. After the turn of the century, the **Relief H&LCo is renamed the Rouss H&LCo**.

During this period the county and Winchester undergo rapid industrial growth as well as phenomenal rise in apple harvesting that becomes the areas prime cash crop.

By 1910, the county population had declines to under 12,500 the city expanding to almost 5,900.

In 1915 the Rouss Co hires their first paid driver. Adds in 1916 first motorized piece, a new Seagrave with 325 gallon per minute (gpm) pump.

In 1917, the **Rouss H&LCo merges with the Charley Rouss FCo**.

By 1920, the population of Winchester has expanded to almost 6,900 with over 12,450 in the county. In 1921, the City of Winchester hires paid drivers that are assigned to each of the four fire stations. This in essence signifies the beginning of the Winchester FD.

The 1930s

By 1930, the population of Winchester has expanded further reaching over 10,850. The county adds a few residents reaching a population of over 13,150.

That year the South End FCo dedicates their rebuilt two-story, brick, single bay station at 37 Monmouth Street.

The **Independent Hose Co (HCo)** organizes in Stephens City that the first fire protection outside Winchester. This outfit begins service soon after using the recently replaced chemical hose wagon from the South End FCo.

World War II

By 1940, there are just under 12,100 residents of Winchester and just over 14,000 in the county.

In early 1942, fire destroys an entire block of Main Street in Middletown. This prompts that spring **organization** of the **Middletown FCo**. The company incorporates April 27 beginning service about then with a '37 GMC triple from the Woodstock VFD in Shenandoah County that is housed in a garage at 7751 Main Street.

In 1943, the **Middletown FCo** moves to another garage adjacent to the town hall at 7875 Church Street.

In 1947, the Independent HCo is re-named the **Stephens City VFCo**.

In 1948 the Winchester FD hires additional personnel assigning second drivers to each of their four stations.

On August 26 1949, the South End Hose Co incorporates as the **South End FCo** having organized almost 54-years prior.

The 1950s

In 1950, Winchester's population reaches almost 13,850 with over 17,500 in the county.

In 1952, Winchester FD begins radio operations linking all city stations and apparatus to a new central dispatch office placed at the South End FCo station. That year, the Middletown FCo moves to a new station at 7800 Main Street where they remain today.

Growth along the sprawling US 11 corridor south of Winchester prompts **organization** of the **Shawnee VFD** in summer 1953. That August, a meeting at the Round Hill Community Center brings **organization** of the **Round Hill Community Fire Company (FCo)**.

Soon after, both the **Round Hill Community FCo** begins service with a used Ford pick-up retrofitted with a portable pump and 235-gallon water tank housed in a garage on US Route 50 near the present firehouse. (www.roundhillfire.com) By mid year the **Shawnee VFD** is in service with used tanker truck housed in the barn of a local paper mill. (shawneefireco.org; Yost VFN 6-4 '98)

In October, the **Round Hill Community FCo** incorporates followed by the **Shawnee VFD** in November. (shawneefireco.org) (Yost VFN 6-4 '98)

In 1955, the Winchester FD establishes its Bureau of Fire Prevention.

In early 1957, a group of Winchester citizens meet to discuss improving ambulance service in the area. As a result, the group **organize** the **Winchester Volunteer Rescue Squad (VRS)**. The squad by years end acquires two pieces of apparatus. One is a '55 Ford, "Fairlane" station wagon ambulance previously of the Tuckahoe VRS of Henrico County. The other is a new Chevy 1-ton panel van equipped for rescue duty and patient transport. Both are parked in the rear alley behind a local dairy on East Gerrard Street in Winchester where the squad leases a second floor office.

That year (57), several companies occupy new stations. This includes the **Shawnee VFD** moving to a new one-story, two-bay masonry flat roof facility on Roosevelt Boulevard. (shawneefireco.org; Yost, VFN 6-4 '98) Winchester's **South End FCo** moves down the street to a new two-story, two-bay brick station at 17 Monmouth Street where Company 5 is today. (southendfire.com) The new **Round Hill Community FCo** occupies their first new home a one-story, three-bay brick station also where they remain today. (roundhillfire.com)

The **Winchester VRS** runs their first call on January 15, 1958. A few weeks later on January 30, the Ruritan Club of Gainsboro hosts a meeting where the **Gainsboro VFD organizes**. Several months later in June, the county's newest company is in service with a new two-door '57 International engine built locally by Shade Equipment Co. of Winchester. It is believe to have been housed in a barn or shed. This outfit runs its first call October 6 responding to a woods fire with the Gore VFD at Cross Junction. (gainsborofire.com) In December, the **Gainsboro VFD** moves to a new one-story, two-bay brick station at 221 Gainsboro Road. This firehouse has its second floor added in 1959 and is where Company 16 is today. (gainsborofire.com)

The 1960s

In 1960, the population of Winchester is over 15,100 while almost 21,950 live in the county.

In 1960, the Gainsboro VFD places radios in their apparatus each linked to a base station at Polly's Cab Co.

In September 1961, the Winchester VRS moves to an existing house at 517 Millwood Avenue at Featherbed Lane. This as before has no bays for their apparatus are still parked outside.

Finally in December 1964, the expanding fleet of the Winchester VRS occupies a new three-bay apparatus room station addition.

The 1970s

In 1970, Winchester's population declines somewhat to under 14,650 while the county's is nearly 28,900. That year, the city annexes a portion of the county on the south. This includes the station and equipment of the Shawnee VFD that becomes a part of the Winchester FD designated Company 4. Two paid personnel are then assigned rotating one day on one day off with a city funded two-bay addition placed on the believed south side of the station. (Yost VFN 6-4 '98)

In 1971, the **Star Tannery VFD** begins service using a '39 Ford, Oren 500-gpm triple donated by the Strasburg FD No 1 in adjacent Shenandoah County.

In 1972, the **Shawnee VFD**, adds a third paid firefighter after a fatal fire occurs in their area when the station is rotated as non-staffed for the weekend. (Yost VFN 6-4 '98) About then, Winchester FD reportedly declares its intent to stop running into the county prompting a focus on expanding services in other localities.

The company also helps **organize** the **Greenwood VFD** to protect the growing residential corridor east of Winchester that they once served.

In 1976, **Friendship FCo** of Winchester moves from their downtown station on Cork Street, northeast about a mile to a new and modern one-story, four-bay facility at the end of Pleasant Valley Road north of Berryville Pike.

In 1979, the **Winchester VRS** moves to their third home, a new two-level, four-bay facility at 600 Millwood Avenue diagonally across from their previous home.

The 1980s & 90s

In 1980, the City of Winchester has a population of over 20,200 with 34,150 in the county.

Soon after, the **Sarah Zane FCo disbands** closing Company 3's station at 301 Loudoun Street at Fairfax Street. Many of its remaining members are absorbed by the nearby Rouss FCo.

INCIDENT> In the early morning hours of October 31 1983, fire breaks out at Rhinehart's Tire dump located off Wardensville Grade Route 608 west of Winchester. Arriving companies find an advanced fire in a pile of disposed tires covering nearly five acres. Fire companies from throughout the county respond as it takes days to control the blaze.

The blazing tires produce an imposing 300-foot wide mushroom-like smoke plume that rose 4,500 feet into the air. Seen as far away as Paris Mountain the black smoke cloud spread pollutants along a 50-mile long trail into four states. The "Tarr Far" as it has come to be known is eventually allowed to burn itself out taking until July 4, 1984 and involving of 5 to 7 million tires. As a result hot oils flow into nearby Massey Run and Hogue Creek eventually reaching the Potomac River. The scene is turned over to the Environmental Protection Agency as the clean-up lasts for years. The site had been the center of controversy for ten years as an agreement to clean up the tires had finally been reached. The fire was declared arson with suspect arrested and sentenced in 1987.

In 1985, the **Shawnee VFD** renovates their station adding a large bingo hall as well. (Yost VFN 6-4 '98)

In 1986, the Middletown FCo is re-titled **Middletown Volunteer Fire and Rescue Company (VF&RCo)**.

The 1990s

By 1990, Winchester has a population of almost 21,950 with just 990 fewer in the county. By this time, the Winchester VRS is having staffing difficulty its units during daytime hours. At their request, the Winchester FD assigns a daytime paid crew under the stipulation that the Winchester VRS connect with County Central Dispatch at which time they are designated Company 3 previously used by the now defunct Sarah Zane FCo. The Winchester FD about then becomes the **Winchester Fire & Rescue Department (F&RD)**.

That year the **Frederick County FRD** also is established to provide greater oversight and coordination as well as career staffing for the various county companies. (cofrederick.va.us/fire)

In 1992 the Winchester RFD begins a haz-mat team using a newly added vehicle at **Shawnee VFD Station 4**. (Yost VFN 6-4 '98)

In the years to follow, staffing issues continue at Winchester VRS. With many county stations adding ambulance service, the volume of calls outside the city begins to decline as they begin to rise in the city. Seeing a need to supplement service, the **Shawnee VFD** places in service an ambulance in 1992. Initially intended as a first responder, the unit becomes a BLS capable transport unit the following year. As daytime staffing at the squad declines further other ambulances are needed in city firehouses. The **South End FCo** adds one in 1996 then the **Friendship FCo** the following year.

In 1997, the **Winchester VRS** seeks to begin suppression service purchasing a '69 Pirsch triple that served the Fairfax VFD. Intended to become a rescue engine and foam unit, it is used only for training. The City Department opposes Company 3 providing suppression service citing no need for further fire companies in Winchester.

INCIDENT> On the late Saturday afternoon of August 30, Engine Companies 13 and 15, Truck 1 are alerted at 6:19 pm for a structure fire at the 389 Lenor Drive in the Stonewall Industrial Park north of Winchester. Units mark up responding with a large column of smoke on the horizon seen from as far away as downtown Winchester. ALS 2 adds onto the call and arrives first to fire showing from a large warehouse. A second alarm adds Engine Companies 18 and 1, Tanker 16. As crews set up for attack they realize the 180 by 210-foot building is packed floor to ceiling end to end with sawdust. Additional resources include another piece from Engine Company 18, Engine Company 15, Berkeley County Engine Company 20 and Tower 2. Water supply is first via tanker shuttle with Tankers 13 and 16. An LDH supply line is laid to the closest hydrant some 2000-feet away where relay pumping commences.

By 7:30 fire is venting through the roof skylights as master streams two ladder pipes and handlines are applied. By the next day, heavy machinery is brought to remove the sawdust. Companies from throughout the county send units and manpower to the scene. By Labor Day Monday September 1, companies from Clarke and Berkeley County also send apparatus and manpower as the removal effort continues into Tuesday. Finally at noon on Wednesday water supply is shut down as the building deemed unsafe to continue the removal effort. All apparatus clears by 5 pm that afternoon nearly four days later. (Yost VFN 5-5 '97)

By the following year, the Frederick County Volunteer Fire Rescue Association approaches the Winchester VRS about re-aligning themselves in the county and entering the suppression business. This will serve the county well as a new station has been proposed to the east near the airport.

On April 1, 1998, the Winchester VRS withdraws from the City Department and **becomes the Millwood Station F&RD** under the County Department re-designated as Company 21.

In the early summer of 1999, the County Department under a new Chief adds a field training officer dividing the county into three battalions. Each is assigned a Captain on duty Monday through Friday daytime. Battalion 1 covers the south consisting of Stations 11, 12, 17 and 19. Battalion 2 covers the north and east consisting of Stations 13, 18, and 21 while Battalion 3 covers Stations 14, 15, 16 and 20 of the west county.

The New Millennium

By 2000, the city has a population of under 23,600 while the growing county is home to just over 59,200.

On October 4, 2003, the **Shawnee VFD** moves northwest a few blocks to a new one-story, four-bay brick peaked roof station at 2210 Valor Drive off Weems Lane. (shawneefireco.org)

On January 29, 2004, the **Millwood Station F&RD** relocates east to a new one-story, five-bay station at 250 Costello Drive off US 522 near the Winchester Airport.

That summer, the **County FRD** moves to a new "Headquarters" at 1080 Cornerstone Circle on the south side of the City.

In mid 2004 the **County FRD** adds a four-door '86 Pierce "Arrow" 1250-gpm triple coming from the Fairfax City FRD. Designated Engine 10 this is assigned to the County FRD Headquarters for use as a countywide reserve and training piece. Is temporarily loaned to Shenandoah County running from Mount Jackson after their company folds.

In 2009 the **Gore VFCo** renovates and expands their station to seven apparatus bays also with new living area and kitchen facilities.

Rev 14 2-10

Disbanded Volunteer Departments in Winchester & Frederick County

<u>Department</u>	<u>Organized</u>	<u>Disbanded</u>	<u>Remarks</u>
Relief H&LCo	1876	1901	Became Rouss H&LCo in 1901.
Rouss H&L Co	1901	1917	Merged with Charley Rouss FCo in 1917.
Sara Zane FCo	1840	1981	Winchester Co 3 disbanded in 1981.
Union Steam Fire Co 2	1888	1899	From Union FCo re-named Charley Rouss FCo.
Shenandoah FCo	1870	?	Unknown
Winchester RS	1958	1998	Re-organized as Millwood Station F&RD in 1998 & succeeded from the Winchester FRD.

Tables Rev 6 9-06

CHRONOLOGY of ENGINE COMPANY SERVICE in WINCHESTER & FREDERICK COUNTY

Co 1 Friendship FCo

Organized 1777. Also have as 1831 (Yost VFN 5-6 '97)

Adds steam engine in 1880s.

In 1967 adds a canopy cab-forward new ALF "900" with 1000-gpm rated pump and 500-gallon water tank. Possibly sold to Rivermont in Warren County. (Firepics.net 12-09)

After 1967 adds a white over red, two-door open cab new '52 Mack "L-85" 750-gpm triple probably with 200-gallon water tank and large booster reel. Reportedly comes from the Independent FCo of Harpers Ferry WVA. (Firepics.net 5-07)

In 1974 adds a canopy cab-forward new ALF "1000" with 1000-gpm rated pump and 500-gallon water tank for **Engine 11**.

In 1982 adds an all red, canopy cab-forward '82 Seagrave "HB" 1500-gpm with 500-gallon water tank for **Wagon 1**. Rehabbed by Delmarva Refurbishing in 1995 repainted white over orange. In April 1998 is sold to the new Millwood Station FRD for Engine 21.

In 1987 adds a white over red with white striped, four door new Seagrave "HB" 1500-gpm with 500-gallon water tank and topside booster reel and high-side body for **Engine 1**. (Yost VFN 5-1 '97) Is rehabbed by Seagrave in 1996 re-painted white over orange. Becomes a reserve in 2002. Is sold to nearby Boyce in about 2005.

In mid 1997 adds a white over orange, four door new Seagrave "Marauder TB" 1500-gpm with 750-gallon water tank for **Wagon 1**. (Yost VFN 5-6 '97)

In 2002 adds a large white over orange, rescue capable four-door Spartan "Gladiator", Marion 1500-gpm with 500-gallon water tank and 40-gallon foam cell with air cascade designated **Rescue Engine 1**.

On order for 2010 is a new four-door Pierce "Arrow XT" triple.

Co 2 Union / Charlie Rouse FCo

Organized 1789

Adds in 1897 first steam pumping engine.

Re-named March 10, 1899

Adds in 1916 first motorized piece, a new Seagrave with 325 gallon per minute (gpm) pump. This reportedly is delivered painted Sherwyn Williams Green No 27 possibly their first of such livery. (Firepics.net 12-09)

Merges in 1917 with Rouse H&LCo

In 1952 adds a open two-door new '51 Pirsch 1000-gpm with probably 200-gallon water tank with three hard sleeves (two-large 1 small), topside booster reel and deck gun. Sold to Baxter West Virginia. (Firepics.net 12-09)

In 1969 adds an all green canopy cab-forward new Pirsch 1000-gpm with 400-gallon water tank designated **Engine 22**. In October 1978 goes to Weyers Cave VFD ending engine company service from Company 2.

In about 1971 adds a tandem rear axle six-wheel drive, open two-door ex Army Reo-Dakota "530A with front mount 500-gpm pump, 400-gallon water tank and 40-gallon foam tank. Painted red with serial 509804 this is rehabbed and repainted green equipped with 1100-gallon water tank designated **Tanker 2**.

After 1971 gets the '53 Chevy, Central 500-gpm triple with 250-gallon water tank from the Shawnee VFD repainted green. Goes to Blue Ridge Mountain VFD in Jefferson County WVA.

In 1972 adds another all green, canopy cab-forward new Pirsch 1000-gpm with 400-gallon water tank designated **Engine 23**.

In about 1975 adds an open cab-forward '56 ALF "700" with 750-gpm rated pump and 300-gallon water tank. Rehabbed by the company members painted blue over white with red fenders equipped with jump seat windshield and foam designated as **Foam 2**. Reportedly may have come from the FAA at Washington National Airport. It is sold to Castleton Virginia. (Firepics.net 12-09)

In 1980 adds an open cab-forward '63 ALF "900" 750-gpm with 300-gallon water tank. This began with the Annandale VFD of Fairfax County and most recently served the Middleburg VFD&RS of Loudoun County. Has a cascade added and is equipped for rescue duty re-painted green with white upper cab designated **Squad 2**. Sold in 1984 to Clover Hill VFD of Dayton in nearby Rockingham County. (Shiflet VFN 4-5 '96, Firepics 3-10)

Co 3 Sara Zane FCo

Organized 1840

Adds steam engine in 1880s.

In 1947 adds an enclosed two-door, new Buffalo 500-gpm triple. In 1981 is sold to the Mathias-Baker VFD in West Virginia.

In 1954 adds an open two-door FWD 1000-gpm.

In 1967 adds an open cab-forward with jump seats Ford "C-1000", Young 1000-gpm with jump seat windshield believed 1000-gpm with 500-gallon water tank. Goes to Round Hill and Community FD in 1981.

In 1981, adds a new canopy cab-over Mack "MC" 1250-gpm triple. Goes to the nearby Greenwood VFD in 1981.

The company disbands in 1981.

Co 4 Shawnee VFD

Organized summer 1953, chartered in November 1953.

Begins service mid year 1953 with an enclosed two-door '48 Dodge (seen also Chevy) 1500-gallon tanker with 500-gpm pump designated No 1. (Sanders, shawneefireco.org; Yost, VFN 6-4 '98) Responds to first call to assist Gore on a fatal house fire in western county. (Yost, VFN 6-4 '98) Is totaled in a rollover wreck in late 1957. (Yost, VFN 6-4 '98)

In November adds an enclosed two-door '53 Chevy, Central 500-gpm triple with 250-gallon water tank designated No 2. (Yost, VFN 6-4 '98) Goes to Rouss FCo after 1971.

In 1964 adds enclosed two-door new Chevy "C-80" locally retrofitted 1500-gallon semi-elliptical tanker. This goes in the 1970s to the Star Tannery VFD.

In 1968 adds an enclosed two-door cab-over Ford "C", Young 1250-gpm with 750-gallon water tank. Goes to a Oklahoma dealer in 1988.

Annexed into city of Winchester in 1970 becomes Company 4.

In 1973 adds an open cab '57 Mack "B-85" 750-gpm with 300-gallon water tank one of a pair from the Silver Hill VFD of Prince George's County. (Yost VFN 6-4 '98) Sold to Jack Slagle probably in 1978.

In 1978, adds a canopy cab-forward '77 ALF "Century" 1250-gpm with probably 750-gallon water tank. This is for **Engine 41** later becomes **Wagon 4**.

In 1989 adds a four-door '88 Pierce "Lance" 1750-gpm with 500-gallon water tank for **Engine 4**. This goes away in 2006.

In March 1997, places in service a white cab and body over red with red cab roof and lower white band, extended four-door new '96 Seagrave "Marauder TB" 1500-gpm with 500-gallon water tank for **Wagon 4**. Replaces their '77 ALF that is sold to a department in West Virginia. (Yost, VFN 5-1 '97, Sanders VFN 5-3 '97)

In 2006, adds a large similarly painted with red top body raised four-door new Pierce "Lance" 1500-gpm triple with 500-gallon water tank and 40-gallon foam cell and roll up doors. Designated **Engine 4** this is also equipped for rescue service.

Co 5 South End Hose / FCo

Organized November 3, 1895.

On December 3, 1895 town assigns two used hose reels.

In 1922 the adds the last motorized piece in the City an old truck chassis modified into a chemical hose wagon.

In 1939, adds an enclosed two-door canopy-cab new Seagrave 750-gpm triple with possibly 200-gallon water tank and waterfall grill. Still around in 1971. (firepics.net 12-09)

In 1941 adds possibly another enclosed two-door canopy sedan style Seagrave 750-gpm rated triple.

Incorporates August 26, 1949 as South End FCo.

In 1962, adds an all red open cab-forward new Seagrave "KB" 1000-gpm triple probably with 300-gallon water tank, twin side hard sleeves, twin topside booster reels and front intake designated **No 1, Engine 51** later **Wagon 5**. Goes in 1971 to the Round Hill and Community FD.

In 1969, adds a canopy cab-forward new Seagrave "KB" 1000-gpm triple probably with 300-gallon water tank designated **Engine 5**. Possibly gone by 1971.

In 1974 (seen also 71) adds a canopy cab-forward new Seagrave "PB" 1000-gpm triple probably with 500-gallon water tank and front mount buckeye for **Wagon 5**. Is by 1997 at Fortsmouth in Warren County converted into a tanker.

In 1987 adds a white over red four-door new Seagrave "JB" 1500-gpm with 500-gallon water tank for **Wagon 5**. Becomes Engine in 1993. Is repainted black over red in 1995. Becomes a reserve in 2008 sold soon after to Kittanig Pennsylvania.

In 1993 adds a white with red stripe, raised and extended four-door new '92 Seagrave "TB" 1500-gpm with 750-gallon water tank. Running as **Wagon 5** this is known as "Casper". Sold in 2002 to Brushtown in Adams County Pennsylvania. Later becomes part of the SAVES.

In mid 2003 adds an extrication capable black over red, large four-door Pierce "Dash" 1500-gpm with 750-gallon water tank and 40-gallon foam cell with roll up doors for **Engine 5**.

In spring 2008, adds a black over red four-door new Pierce "Contender" 1250-gpm triple with 750-gallon water tank and 40-gallons of foam for **Wagon 5**. (southendfire.com)

Co 10 Frederick County FRD

Engine 10 1986 Pierce (Arrow) 4dr 1250gpm/500gwt (xFairfax City FRD) {Training & Reserve} FCo

Co 11 Independent HCo / Stephen City VFCo Organized 1939

In service that year with the old truck chassis modified into a chemical hose wagon in 1922 for the South End FCo.

Re-named 1947

Engine 11 1982/99 Pierce (Arrow) 4dr-E 2000gpm/750gwt
Attack 11 1982 Chevy (K-30) 2dr 4x4 /Pierce 400gpm/250gwt >'08
Wagon 11 1990 Pierce (Lance) 4dr 2000gpm/1000gwt >'08
Rescue Engine 11 2002 Pierce (Dash) 4dr-R 1250gpm/750gwt M-Rescue (xBlue Ridge, VA)

Co 12 Middletown VFCo / VF&RCo Organized spring 1942

Begins service by summer with a '37 GMC triple from the Woodstock VFD in Shenandoah County.

In 1948 adds their first new apparatus a probably enclosed two-door '48 Ford, Oren triple.

Engine 12-1 1968 Ford (C-850) 2dr /Oren
Attack 12 1978 Dodge (W-200) 2dr 4x4 /Pierce 400gpm/250gwt

In 1988 adds a four-door Pierce "Lance" 1250-gpm with 750-gallon water tank for Engine 12. This in 2003 is sold to the Gainsboro VFD&RS as Wagon 16.

Engine 12 1998 Pierce (Dash) 4dr-R 1250gpm/1250gwt + 1500gpt
Tanker 12 2002 Sterling (8500) 2dr /Pierce 1000gpm/2000gwt + 2500gpt
Rescue Engine 12 2003 Pierce (Dash) 4dr-R 1250gpm/500gwt/40gft-A M-Rescue
Attack 12 2006 Ford (F-550) 2dr-E /Pierce 250gpm/300gwt/1-gft-A

Co 13 Clear Brook VFD & RS Organized 1947

Engine 13-2 1966 FWD 2dr
Wagon 13 1977 FWD 2dr /Oren-Grumman 750gpm/500gwt
Engine 13 1994 Pierce (Dash) 4dr 1250gpm/750gwt >Sold Spng '01
Tanker 13 1985 Western Star 2dr /Grumman 1000gpm/2500gwt 2xR (For Sale) Wrecked
Attack 13 1982 Chevy (C-30) 2dr
Engine 13 2004 Pierce (Dash) 4dr-R 10kw 1500gpm/750gwt/40gft-B

Wagon 13 2000 FrlInr (FL-106) 4dr 4x4 /Pierce 1500gpm/750gwt/30gft-B
Brush 13 2003 Ford (F-450) 2dr 4x4 pick-up /S&S SM-300gpm/200gwt
Tanker 13 2006 Mack (Granite) 2dr / 2007 Semo 1000/3500-ELIP + 2-2100gpt 2xR

Co 14 Gore VFCo

Organized 1951

In 1963 (believed) adds a two-door Ford "C-8000", ALF 750-gpm with same size water tank. First designated Engine 14 later becomes Wagon 14.

In 1970 adds a two-door new Ford "F-700", Stinebaugh 350-gpm with 750-gallon water tank. Designated Engine 14-2 later becomes Wagon 14.

In 1978 adds a four-wheel drive, two door new Ford "F-350" with Morysville utility body, front mount 750-gpm pump and 225-gallon water tank designated Attack 14. Becomes Brish 14 after 1990 with front pump removed and replaced by a smaller skid unit.

In 1986 adds for Tanker 14 a two-door Ford "L-800" Alleghany 1500-gallon tanker with 750-gpm pump and single pre-connect crosslay attack line.

In 1990 adds a four-wheel drive, two door new Ford "F-350", Pierce 400-gpm mini-pumper designated Attack 14.

In 1986 adds a raised four-door new Pierce "Dash" with top mount controlled 1500-gpm pump and 1000-gallon water tank for Engine 14.

Co 15 Round Hill Community FD

Organized August 1953

In service soon after with a used Ford pick-up retrofitted with a portable pump and 235-gallon water tank. (roundhillfire.com)

In 1962 adds a canopy cab-forward new Seagrave "KB" 1000-gpm with 500-gallon water tank.

In 1967, adds an open cab-forward, jump seated Ford "C-1000", Young 750-gpm with 500-gallon water tank.

Believed in about 1971 gets the '62, originally open possibly now canopy cab-forward '62 Seagrave "KB" 1000-gpm triple probably with 300-gallon water tank from the South End FCo. Goes possibly as late as 1987 to the Mount Helen VFD in Tennessee. (Sanders VFN 11-6 '03)

In 1979 adds an enclosed two-door new Ford "F-800" believed Broadway Metal Works 2000-gallon elliptical tanker with 500-gpm pump. Sold in 1994 to Capon Springs in Hampshire County where it gets rehabbed by Keplinger.

In 1983 adds a four-wheel drive, two-door new Chevy "K-30", Pierce mini-pumper for **Attack 15**.

In 1987 adds a four door new Pierce "Arrow" 1500-gpm with 750-gallon water tank for **Engine 15**. Is for sale after 2008. Removed to a storage building in 2009. Still around in spring 2010 a company near South Boston the most interested. (Msand)

In 1996 adds another four door new Pierce "Arrow" 1250-gpm with 500-gallon water tank, equipped for rescue duty and with air cascade for **Rescue Engine 15**.

In 2003 adds two new four-wheel drive, extended two-door new Ford "F-550" flatbeds. One is outfitted by Firematic with 400-gallon water tank and class A CAFS designated Attack 15. The other is outfitted by Singer with similar size water tank for **Brush 15**.

In 2008 adds a raised four-door new Pierce "Dash" 1500-gpm with 1000-gallon water tank and 40-gallon foam cell for **Engine 15**.

Co 16 Gainsboro VFD / VFD&RS

Organized January 30 1958

In service June 1958 with a probably enclosed two-door new '57 International triple built locally by Shade Equipment Co. of Winchester.

In 1960 adds first tanker.

In 1979 adds a four-wheel drive GMC "Sierra", Pierce 450-gpm rated mini-pumper designated Attack 16. This was ordered by another department and is painted all white.

Adds a four wheel drive 1970 Jeep "CJ-5" brush jeep.

In 1989 adds a tandem rear axle, raised four-door Pierce "Lance" 1250-gpm with 1500-gallon water tank and pumper body designated Engine 16. Is rehabbed by Pierce in 1999.

In 1994 adds for Tanker 16 a two-door Freightliner "FLD-120" with Fouts Brothers 3000-gallon elliptical tanker body. This was originally a fuel truck and is outfitted by Georgia Fire Equipment for firefighting duty with 500-gpm pump added.

In 1999 adds a '90 Fire Force rehabbed, white with red stripe, canopy cab-forward '80 Seagrave "PB" 1250-gpm with 750-gallon water tank from the Greater Springfield VFD of Fairfax County and designated Wagon 16. This is retired after adding the '88 Lance from Engine 12 believed in 2003.

In 2003 adds a four-door Pierce "Lance" 1250-gpm with 750-gallon water tank that had served as Engine 12.

Co 17 Star Tannery VFD

Organized 1970

Begins service in 1971 with a probably enclosed two-door '39 Ford, Oren 500-gpm triple donated by the Strasburg FD No 1 in adjacent Shenandoah County.

Adds in 1975 an all red, open cab-forward '65 Ford "C-1000", Young 1000-gpm rated triple with 500-gallon water tank as well as jump seat and rear step windshield. This came from the Navy-Vale VFD of Fairfax County and is designated Engine 17. It is believed to have gone away in 1993.

Adds about then an enclosed two-door '60 Chevy "L-80" locally retrofitted 1500-gallon tanker that had been Tanker 4 with the Shawnee VFD. This is designated Tanker 17-2.

In 1981 adds a four wheel drive Chevy "K-30" pick-up outfitted by Clearbrook Welding as Brush 17.

In 1986 adds a tandem rear axle, two-door Ford "L-8000", FMC 750-gpm with 1800-gallon water tank for Tanker 17.

In 1993 adds another tandem rear axle, two-door Ford "L-9000", Marion 1250-gpm with 1500-gallon water tank for Wagon 17.

In 2002 adds a rescue capable four wheel drive, four-door International "4800", Marion 1250-gpm with 750-gallon water tank and 30-gallons of foam for Engine 17.

Co 18 Greenwood VFD

Organized 1970

In 1971 adds a all yellow enclosed two-door cab-over Chevy "L-60" with open jump seats. Built by Stinebaugh of West Virginia it has a 750-gpm pump and 1000-gallon water tank and is designated Engine 18-2. It later becomes Engine 18. Is believed to have gone away by 1976.

In 1976, adds a two-door Dodge "D-700", Stinebaugh 750-gpm with 1000-gallon water tank designated Engine 18. This is destroyed at a fire in 1983.

In 1981, adds a new canopy cab-over Mack "MC-611" 1250-gpm triple with 500-gallon water tank and 100-gallon foam tank for Wagon 18. This had served the now defunct Sara Zane FCo of Winchester. This goes in 2000 to adjacent Berkeley County West Virginia for use as a reserve.

In 1984 adds a four wheel drive, two-door Chevy "K-30" pick-up with Slagles skid pump and tank for Brush 18.

In 1989 adds a four-door Pierce "Lance" 1250-gpm with 750-gallon water tank.

In 2000 adds a tandem rear axle, four-door, new Spartan "Gladiator", Smeal 75-foot rear mount ladder quint with 1250-gpm rated pump and 500-gallon water tank.

On August 21, 2008 adds a four-door Smeal "Sirius" with 1500-gpm rated pump 750-gallon water tank and 30-gallon foam cell for Engine 18.

Co 19 North Mountain FCo

Organized

In service 1973

Brush 19	19 AM General (M-715) 2dr 4x6 flatbed w/ 1000gwt
Tanker 19	1981 Ford (L-9000) 2dr /4-Guys 450gpm/2100gwt
Brush 19	1985 Jeep (CJ-7) OC 2dr 250gpm/80gwt (xFfxCo?)
Attack 19	1986 Ford (F-350) 2dr 4x6 /Pierce 400gpm/250gwt
Engine 19	1995 FrtlNr (FL-106) 4dr /Pierce 1250gpm/1000gwt+1500gpt
Wagon 19	2000 FrtlNr (FL- 80) 4dr /Pierce 1250gpm/1000gwt

Co 20 Reynolds Store VFD&RS

Organized

In service 1979.

Tanker 20	1966 Ford (N-800) 2dr /Stinebaugh 350gpm/1500gwt (xTk1)	
Wagon 20	1984 Ford (C-8000) Cy-2dr-JS /4-Guys 1250gpm/1000gwt (xE20)	>Great Cacapon WVA
Attack 20	1989 Ford (F-700) 2dr /Grumman 750gpm/500gwt	
Brush 20	1951 Dodge (Power Wagon 200) 2dr 4x4 pick-up SM-350gpm/275gwt	
Brush 20-2	1970 AM General (M-715) 2dr 6x6 flatbed 1000gpm/600gwt	
Engine 20	1997 Pierce (Quantum) 4dr 1250gpm/1000gwt (xDaytona Speedway, FL)	
Rescue Engine 20	2003 Pierce (Quantum) 4dr-CE 20'-SB 30kw Cascade 1000gpm/400gwt H-Rescue	

Co 21 Winchester VRS / Millwood Station F&RD

In 1995 WVRS adds a canopy cab-forward '85 extensive factory rehabbed, '69 Pirsch 1250-gpm triple now with 500-gallon water tank in high-side aluminum body. This originally ran with the Fairfax VFD of Fairfax County but came from the Hedgesville VFD of Berkeley County West Virginia. Sold about 1996 or so to a private collector who in 1997 sells it to the Linden VFD in adjacent Warren County. (Sanders VFN 5-2 '97) This winds up in 2001 or '02 with the Double Top VFD of Fentress County Tennessee.

Re-organized from Winchester RS in spring 1998.

In late April 1998, adds a '95 Delmarva rehabbed canopy cab-forward '82 Seagrave "HB" 1500-gpm with 500-gallon water tank that was Wagon 1 at the Friendship FCo. This is repainted all white with green stripes now designated **Engine 21**. This is sold in 2007 to a company member.

Also in 1998 may have added a white over lime green, canopy cab-forward '88 rehabbed '82 Hahn 1250-gpm with 500-gallon water tank from the Centreville VFD of Fairfax County. (Sanders) Unknown of disposition never placed in service.

In January 1999, adds a four-door '98 Spartan "Gladiator", Marion 1250-gpm triple designated Rescue Engine 21.

In late 2007, adds a four-door new Pierce "Contender" 1500-gpm triple with 1000-gallon water tank designated Engine 21.

Notations: A company near Winchester gets in about 1970 or 73 a canopy cab-forward GMC "L", American 750-gpm with 1000-gallon water tank from the Great Falls VFD in Fairfax County. This has pre-connected crosslays and a rear step windshield.

CHRONOLOGY of LADDER SERVICE in WINCHESTER & FREDERICK COUNTY

From Relief to Rouss to Motorization

Ladder truck service to Winchester and Frederick County began on August 11, 1876, when the Relief Hook and Ladder Company (H&LCo) organized beginning service with a hand drawn hook and ladder truck. The application of ladders in firefighting in this era was focused less on ventilation and more towards merely accessing upper floors for rescue or fire attack. Most buildings in Winchester weren't above three stories and given construction standards and the nature of fire apparatus response back then, many fires had self-vented by the time fire companies arrived.

In 1901, the Relief changed their name to the Rouss H&LCo in honor of Charles Broadway Rouss a citizen and financial supporter of the town's fire service. On October 9, 1917, Rouss H&LCo merged with the Charley Rouss FCo moving into their station at Braddock and Water (now Boscawen) Streets. By now the advent of motorization brought many changes to the fire service affecting both the response range of apparatus and its capabilities in terms of what vehicles could bring to a fire scene. In 1923, the first motorized ladder truck arrived at the Rouss FCo a new Seagrave city service truck.

Truck 2

The first modern aerial truck in Winchester and Frederick County arrives in 1940 when the **Rouss FCo** adds an open two-door new Peter Pirsch and Sons (Pirsch) 75-foot (seen also 55-foot) midship aerial ladder truck with open ladder rack and lower body compartments. This remains the only ladder truck in the entire county for nearly three decades.

In 1969, the **Rouss FCo** adds two new rigs one a more enclosed canopy cab-forward new Pirsch 100-foot midship ladder. Their older '40 Pirsch is retained as a second-out reserve. In 1977, the **Rouss FCo** ceases engine company service adding a third aerial within the year. This is a (possibly tandem rear axle) canopy cab-forward new Hendrickson "1871", Pierce with Ladder Towers Inc. (LTI) 85-foot rear mount platform tower. This is the first of its kind in the county and probably the whole upper Shenandoah Valley designated as **Tower 2**.

Activation of Ladder Trucks in Winchester & Frederick County

<u>Sta#</u>	<u>Year Activated</u>	<u>Remarks</u>
2	1917	>Hand drawn hook and ladder, motorized city service truck 1923.
	1940	>55' ladder 1940, to reserve 1978, disposed 1992.
	1969	100' ladder 1969, to reserve 1992, disposed 1999.
	1978	85' tower 1978, to reserve 1999, disposed 2004.
	1992	100' ladder 1992, disposed 1999.
	1999	75' ladder 1999.
	2004	105' rear mount as reserve 2004.
	11	1996
13	2001	>110' ladder quint from Sta 11.
16	2009	>75 tower.
18	2001	>75' ladder quint.

Table Rev

Changes and Additions in the 1990s and Beyond

In 1992, the **Rouse FCo** introduces another first to the county a tractor drawn aerial (TDA) tiller truck. This canopy cab-forward '73 Seagrave "PT" 100-footer previously served as Fairfax County Truck 11 at their "Penn Daw" Station. Before going in service, it is rehabbed matched with a four-door, new Spartan "Gladiator" tractor and painted white over Kelly Green with all white aerial and white over green enclosed tiller cab. Designated **Truck 2**, this replaces their '40 Pirsch midmount that is retired and sold to Bridgewater. (Firepics.net 12-09) The '69 Pirsch midmount is retained moving into reserve status.

With continued growth beyond the city, **Frederick County Fire Rescue Department (FRD)** purchases in 1996, a tandem rear axle, canopy cab-forward '88 Emergency One (E-One) "Hurricane" 110-foot rear mount ladder quint with 1500-gallon per minute (gpm) rated pump and 250-gallon water tank and crosslays. Having previously served Rowlett, Texas this is rehabbed by E-One painted white over red cab with red body assigned to **Stephens City as Truck 1**. (Sanders VFN 5-1 '97)

In July 1997, the **Rouse FCo** sells Truck 2's '92 Spartan, '73 Seagrave TDA to Lexington Missouri. That December they add a four-door, cab-forward new Pierce, "Dash" 75-foot rear mount aerial (RMA) equipped for vehicle extrication. This is designated **Truck 2** with their '69 Pirsch 100-foot midship retired and sold to a collector with Tower 2 their '78 Hendrickson, Pierce LTI placed in second-out reserve status.

The New Millennium

More changes come after the new millennium when the **Stephens City VFD&RS** in 2001 purchases a canopy cab-forward '88 Pierce "Arrow" 105-foot rear mount tower quint. This previously served the Metropolitan Washington Airports Authority at Dulles International Airport. Before going in service as **Tower 11**, it is rehabbed by Pierce with new four-door "Arrow" cab and 2000-gpm pump added as well as re-painted white over red. It displaces county-owned '88 E-One RMA that moves north to begin service at **Clear Brook VFD as Truck 13**.

Also in 2001, the **Greenwood VFD** enters the ladder business placing in service a new tandem rear axle, four-door, Spartan "Gladiator", Smeal 75-foot RMA quint with 1250-gpm pump. In early 2004, the **Rouse FCo** retires Tower 2's '78 Hendrickson, Pierce LTI. They add later that spring a four-door '92 Spartan "Gladiator" LTI 110-foot RMA designated **Ladder 2** previously of Elmont, New York. In early October, the '78 Hendrickson, Pierce LTI tower is donated to Leatherwood Kentucky.

In mid August 2009, the **Gainsboro VFD&RS** is the next to add a truck company placing in service as **Tower 16** a canopy cab-forward '82 Mack "CF-686" Baker 75-foot "Aerialscope" from North Lindenhurst New York.

CHRONOLOGY of RESCUE EXTRICATION SERVICE in WINCHESTER and FREDERICK COUNTY

Early Light Rescue Trucks

Rescue service in the County was at first provided by each volunteer company using whatever skills and tools they could muster in time of need. In the years following fire apparatus motorization, the frequency of rescue related incidents was not great enough as yet to warrant a dedicated rescue truck. This of course began to change with increased growth and vehicular traffic. In June 1952, the **Middletown FCo** began rescue service using a '48 International panel van also equipped as an ambulance.

In early January 1958, the newly organized **Winchester Volunteer Rescue Squad (VRS)** began service with a '57 Chevy one-ton panel van equipped for rescue duty and patient transport. This was for a number of years the sole rescue truck for the entire county and beyond. In 1963, the **Charley Rouss FCo of Winchester** adds a new GMC panel van "fire squad" equipped for fireground support and salvage. About then the **Friendship FCo** adds a white over red with red roof Ford "F" with 7-foot enclosed utility body for use as fire squad and salvage truck. (Firepics.net 12-09)

Activation of Rescue & Extrication Units in Winchester & Frederick County

<u>Sta#</u>	<u>Year Activated</u>	<u>Remarks</u>
1	2002	>Rescue engine 2002.
2	1963	>Panel van fire squad, salvage truck 1973, to RS 3 (now 21) about 1973.
	1980	Squad engine 1980-1984 (or 88).
	1998	Extrication aerial truck 1998.
4	1976	>Salvage truck 1976, squad 1980-1991.
	2006	Rescue engine 2006.
5	2003	>Extrication engine 2003.
12	1952	>Rescue ambulance 1952, squad 1975, 1994, rescue engine 2006.
15	1974	>Squad truck i 1974, 1988, rescue engine 1996.
17	2002	>Light rescue engine 2002.
20	1998	>Squad truck 1998 & 2003.
21	1958	>Light rescue 1958 & 1980 (2 nd out till '82).
	1986	Heavy squad 1978-1982, 1986, to reserve 1998.
	1994	Medium squad (as 2 nd -out '94-'98).
	1999	Rescue engine 1999.

Table Rev 12 10-08

In 1973, the **Rouss FCo** replaces their panel van with a two-door new Ford "F-350" with 16-foot Reading enclosed utility body designated **Salvage 2**. This is equipped for rescue, fireground support and salvage. The following year, the **Round Hill Community FD** is the next to provide rescue service adding a two-door new Dodge with Baker utility body. About this time, **Middletown VFD&RS** begins service with some sort of squad truck.

In 1976, the **Shawnee VFD** of Winchester retrofits a used two-door, cab-over Ford "C" beer truck for use as a salvage and fireground support unit. By this time the Jaws-of-Life hydraulic rescue tool emerges as the must have device for vehicle extrication. The frequency and severity of vehicle crashes had begun to increase especially along Interstate 81 (I-81) that bisected the county. With the availability of new and improved rescue tools and equipment, larger trucks were by now needed to carry it all.

In about 1978, the **Rouss FCo** sells Salvage 2's '73 Ford, Reading to the **Winchester VRS** that equips it as their first-out rescue. This likely replaces their '58 vintage Chevy panel van. By the close of the decade, there are two "heavy-duty" rescues and one "light-duty" utility rescue in the county plus the salvage truck at Winchester's Shawnee VFD.

Bring on the Squads

In 1980, (also seen as '83) the **Winchester VRS** places in service a four wheel drive, two-door new Chevy "K-30" with Pierce 9-foot enclosed utility body. (Reported as on a Dodge chassis first) In 1980 **Shawnee VFD** of Winchester replaces their Ford salvage truck with a two-door '79 Chevy "C-60" with new '80 Pierce 14-foot enclosed walk-in body designated **Squad 4**. The **Rouss FCo** adds that year an open cab forward '63 American LaFrance (ALF) "900 Series" triple formally of the Annandale VFD in Fairfax County by way of the Middleburg VFD&RS of Loudoun County. Equipped with a 750-gpm pump and possibly 300-gallon water tank, this is equipped for rescue duty with cascade system added designated **Squad 2**.

In 1982, the **Winchester VRS** sells the '73 Ford, Reading to the Hamilton VRS in Loudoun County their '80 Chevy, Pierce becoming the "front-line" rescue. In 1984 the **Rouss FCo** ceases "squad duty" selling their open cab '63 ALF "900" triple to the Clover Hill VFCo of Dayton in nearby Rockingham County.

In 1986, the **Winchester VRS** gets a two-door new Ford "L-9000" with 16-foot E-One enclosed walk-in body. This was by far the largest and best-equipped squad in the county to date closely resembling the squads of the DCFD. Designated **Rescue 9**, this replaces **Rescue 2** the '80 Chevy, Pierce that is sold to nearby Capon Springs in Hampshire County West Virginia. In 1988, the **Round Hill Community FD** receives a larger two-door '82 Ford "L-700" with 14-foot Emergency Vehicle Fabricators (EVF) walk-in body. Designated **Squad 15**, this had served the Falmouth VFD in Stafford County and replaces a '74 Dodge, Baker light-duty rescue that goes to Shenandoah Shores in nearby Warren County as a utility truck.

By the close of the decade, there are two heavy rescue squads in the county plus a third light-duty unit that runs as a second-out piece of the Winchester VRS.

Rescue Engines in the 90s

In the 1990s, the county endures increased growth prompting a need for improved rescue service. In 1991, the **Shawnee VFD** takes on a new service adding a new two-door International with Hackney walk-around body designated **Haz-Mat 4**. This is funded by both the city and county departments and replaces Squad 4 the '79 Chevy, '80 Pierce that is sold to the Hancock RS in Washington County Maryland. In 1994, the **Winchester VRS** places in service a new two-door International with 14-foot Marion walk-around body intended as a second-out squad. That year, the **Middletown VFD&RS** enters the squad business adding a new two-door Ford "F-cab", with Marion enclosed utility body.

In 1995, the **Winchester VRS** is seeing a decline in medical calls as city stations add transport units in part a necessity given reduced volunteer staffing at the squad. As a result, the company seeks to change its mission beginning suppression service. They acquire a '85 rehabbed '69 Pirsch 1250-gpm triple from the Hedgesville VFD in Berkely County West Virginia. This first served the Fairfax VFD and is planned for conversion into a rescue foam engine. In 1996, the **Round Hill Community FD** replaces Squad 15 with a new Pierce, "Arrow" rescue engine, the first of its kind in the county. **Rescue Engine 15** replaces the '82 Ford, EVF that goes to the Boyce VFD in adjacent Clarke County. In early 1997, **Winchester VRS** sells the never placed in service, '85 rehabbed '69 Pirsch 1250-gpm to the struggling young Linden VFD in Warren County.

On April 1, 1998, the **Winchester VRS re-organizes** re-titled as the **Millwood Station Fire and Rescue Department F&RD**. This new company withdraws from the Winchester FRD as Company 3 joining the Frederick County FRD where it is designated as **Company 21**. Millwood Station sells their '94 International, Marion to the Hamilton VRS in Loudoun County. In January 1999, they add a rescue capable, four-door '98 Spartan "Gladiator", Marion 1250-gpm triple. Designated **Rescue Engine 21** this is their first-out suppression and rescue piece with Squad 21 a reserve or for use at long-term rescue operations.

Also in 1998, the **Reynolds Store VFD&RS** in the far northwest part of the county begins service adding a unique canopy, cab-forward '71 ALF that Keplinger Repair Service matched to a '73 Reading 14-foot enclosed walk-in body designated **Squad 20**. Created in 1991 for the Greater Manassas RS of Prince William County this hybrid has the body from a previous squad matched to an ALF chassis from an ex pumper of the Federal Aviation Administration (FAA) FD at Dulles International and Washington National Airports. In December, the **Rouse FCo** of Winchester begins extrication duty with Truck 2's new Pierce "Dash" 75-foot ladder.

At the close of the decade and into the new millennium there are three heavy squad trucks in the county one of which is a reserve, two rescue engines plus an extrication capable ladder truck.

The New Millennium

In 2002, **Friendship FCo** of Winchester enters the rescue business placing in service a large four-door new Spartan "Gladiator", Marion 1500-gpm triple. Designated **Rescue Engine 1** this has a 1500-gpm rated pump, 500-gallon water tank, 40-gallon foam cell and cascade system. That year, the **Star Tannery VFD** in the southwest county begins extrication duty with jaws on **Engines 17's** new International, Marion triple. The following year, **South End FCo** of Winchester gets in on the rescue game adding a new Pierce "Dash" for **Engine 5** also equipped with jaws.

Late in 2003, the **Reynolds Store VFD&RS** replaces their '91 built '71 ALF, '73 Reading squad with a new and massive four-door new Pierce "Quantum" with 20-foot walk-in body. Equipped with a 1000-gpm pump and 400-gallon water tank as well as cascade and other gear typical of a squad truck this is designated **Rescue Engine 20**. That year, the **Middletown VF&RCo** places in service a four-door new Pierce "Dash" 1250-gpm triple designated **Rescue Engine 12**. This replaces their Ford, Marion squad truck.

In spring 2006, the **Stephens City VFD&RS** replaces **Wagon 11** with a rescue capable, four-door '02 Pierce "Dash" 1250-gpm triple. This came from the Blue Ridge VFD in nearby Clarke County and is designated **Rescue Engine 11**. That year, the **Shawnee FCo** adds as **Engine 4** a new and large four-door Pierce "Lance" 1500-gpm triple also equipped for rescue.

SERVICE CHRONOLOGY of EMERGENCY AMBULANCE SERVICE in WINCHESTER and FREDERICK COUNTY

Early Service

In the days before motorized medical transport service, doctors made house calls otherwise those in need of immediate medical care were usually brought to a doctor's office or a hospital by whatever means was available. Following the civil war, medical knowledge expanded and technology improved. As better medical care became possible, hospitals dedicated to such proliferated in the populated areas. This continued after the turn of the century as advancements furthered the ability of medical science to viably treat and cure greater numbers of sick and injured. Still, such point of care facilities were for the most part in cities with residents of rural areas served by a few "country doctors" if available.

By 1917, the concept and use of motorized "ambulances" was advanced as the Nation entered World War I in Europe and used them to most effectively remove wounded soldiers from the battlefield to aid stations and medical tents in the rear areas. The modern concept of the ambulance was born. After the war, the automobile began to proliferate further in the Nation as a period of economic prosperity followed. Other technological improvements by then had changed the nature of life in the home and at work also adding new hazards. People quickly became more mobile with businesses and residents beginning to move farther from congested and more expensive urban areas. The downside was if one became sick or injured, they were now more distant from a hospital or doctor. Of course roadway mishaps and crashes began to increase as well, some occurring in areas more distant from hospitals. In such instances access to medical treatment was the issue as a serious wreck on a country road could often lead to death before a doctor arrived or the patient made it to a hospital. The evils of the automobile however also brought an easy solution in the form of the motorized ambulance.

By the 1920s ambulance service had begun to develop in more populated however it was quite haphazard. Some were operated by hospitals others by state police departments. After 1921 volunteer ambulance rescue corps began to evolve following the lead of Dr. Julian Wise in Roanoke. Funeral parlors were a common provider in the day however imagine how the victim or worse yet their family felt seeing them loaded into a hearse? Overall, ambulance service was poor, attendants were minimally trained if at all and in most cases the critically sick or injured expired before ever reaching a point of care facility. There too was stratification in care with hospitals in the city better equipped to handle serious cases. By the latter part of the decade some municipal fire departments had begun to take over ambulance service. The fire department was a logical provider often called to vehicle accidents anyway and of course fires brought injury to civilians and firefighters alike.

Ambulance service in the Valley was probably provided by local funeral homes at least until after World War II. During this period, the Friendship FCo initiated ambulance transport service one of the first fire companies to do so in the region. This was probably restricted to the local area however.

In June 1952, the Middletown FCo began ambulance service with a '48 International panel van that was also equipped for rescue duty. In early 1957, the citizens of Winchester met and organized the Winchester Volunteer Rescue Squad (VRS). The new squad went in service in early 1958 using a '55 Ford "Fairlane" station wagon ambulance that came from the Tuckahoe VRS in Henrico County plus a Chevy one-ton panel van equipped for rescue duty and patient transport.

In 1960, the Winchester VRS expanded the response area to include all outlying areas of the county as well as parts of Clarke County and West Virginia. In 1964, Winchester VRS added a second unit then another each year until 1968 when they had six transport units in service.

In 1966, the US Department of Transportation (US DOT) was created and promptly founded the National Highway Traffic Safety Administration (NHTSA). This Federal agency soon after began developing national standards for emergency ambulance services. This included minimal training and equipment standards as well as vehicle size and design guidelines. These standards were implemented in each State using federal highway fund dollars as a compliance incentive. Also by this period, research grants began funding pilot test programs that operated mobile cardiac care units in certain localities usually with high incidents of cardiac illness. These the forerunner of the today's "medic" units demonstrated that properly trained personnel with the right equipment could save lives in the field. In 1968, a new Virginia State law called for the creation and enforcement of standards for all ambulance services and squads in Virginia and a Bureau of EMS was created within the Virginia Department of Health.

The 1970s began as a period of sweeping changes in pre-hospital emergency care. In 1971, the Commonwealth of Virginia implemented minimum Emergency Medical Technician (EMT) training requirements as well as NHTSA emergency vehicle standards. As advanced life support (ALS) programs were initiated in more populated areas of the State it became obvious that properly trained field personnel could institute advanced treatment, monitor heart rhythms as well transmit telemetry and other medical information to a consulting doctor at a hospital. As a result patients of cardiac related emergencies and other traumatic injuries could be effectively treated and their condition stabilized before reaching the hospital.

Activation of Ambulance Service in Winchester & Frederick County

<u>Sta#</u>	<u>Year Activated</u>	<u>Remarks</u>
1	1950s	>First aid transport service deactivated about 1958.
	1997	>ALS first responder 1991, transport 1997, 2 nd unit 1999-2007.
4	1992	>ALS first responder 1991, transport 1993, 2 nd unit 1998.
5	1996	> ALS first responder 1991, ALS transport 1996, 2 nd unit 2002-2007.
11	1985	>1 st responder 1983, BLS transport 1985, 2 nd unit 1988. ALS capable 1995.
12	1952	>First aid transport 1 st (& ALS) county.
13		>2 ALS capable transport units.
14		
15	1984	>BLS transport about 1984, ALS 1999 2 nd unit 2003.
16		>2 ALS capable transport units & 1 ALS chase unit.
18		>4 ALS capable transport units, & 1 county ALS chase unit.
19		>2 ALS capable transport units.
20		>2 ALS capable transport units.
21	1958	>First aid transport, 2 nd unit 1964, 3 rd unit 1965, 4 th unit 1966, 5 th unit 1967-1997, 6 th unit 1968-1998.
	1976	ALS capable chase 1976, career ALS transport 1990.

In 1976, advanced life support capabilities arrived in the county when members of the Winchester VRS were trained as some of the first Cardiac Technicians in the State. They initiated ALS service supervised by a Cardiac Care Unit Nurse that would respond from Winchester Memorial Hospital. By years end a new Chevy Blazer quick response medic unit was placed in service at the Winchester VRS.

In 1982 the Charley Rouss FCo of Winchester begins first responder service with a new Ford "F-250" with utility body equipped with medical supplies.

In about 1984, the Round Hill Community FCo began service using a new Ford "E-350" van style ambulance staffed by members of the Winchester VRS.

By 1990, Winchester VRS is having difficulty staffing units for medical calls. With county stations adding ambulance service, the number of calls for the squad is in decline as is the number of available volunteers. As a result the Winchester FRD adds daytime career staffing.

In 1991, the Winchester FRD begins placing ALS providers on suppression units to ensure proper response to such incidents with the Winchester VRS still the sole transport agency. In 1992, the Shawnee VFD places in service a '85 Ford, Horton ambulance coming from the Sterling RS in Loudoun County. This is initially used as a first responder, however it became a transport unit **Rescue 4-1** before years end (shawneefireco.org) (Yost VFN 6-4 '98) as staffing issues continue to plague the Winchester VRS.

That year the Friendship FCo adds a white with red striped. Ford "F-350" with Swab utility body designated **SERV 1** equipped for first responder duty. Is re-striped in Orange about 1996. (Yost VFN 5-6 '97)

In 1995, a new Ford, Horton purchased by the Winchester FRD, replaces the older transport unit at Shawnee VFD as **Medic 4**, now a full-time staffed ALS transport. In 1996, the South End FCo adds a new ALS capable transport **Medic 5** staffed by assigned Station 5 ALS career personnel and company volunteers.

In 1997, the Rouss FCo replaces its first responder sedan with a '87 Ford "F-250" pick-up known as **SERV 2** also equipped and used for medical first responder service. (Yost VFN 5-1 '97)

Soon after the Friendship FCo also enters the ambulance business adding a new '97 Ford "E-450", Marque staffed BLS as **Ambulance 1**. (Yost VFN 5-6 '97) It is but capable of being upgraded as a medic using the ALS provider assigned to the engine company. Later this became regularly staffed as **Medic 1** bringing a decline in call volume for the Winchester VRS.

Seeing an inevitable change on the horizon, the **Winchester VRS** seeks to enter the suppression business adding an engine that year.

On April 1, 1998, the Winchester VRS by now down to three transport units re-organized as the **Millwood Station F&RD**. The company officially withdraws from the Winchester FRD as Company 3 joining instead the County FRD where they are re-designated Company 21. That year, the City Department adds a second ALS transport at **Shawnee VFD Station 4**. Late in the year they also acquire a '91 Ford, Wheeled Coach from Sterling RS in Loudoun County. This is designated **Ambulance 6-1** a citywide reserve.

In 1999, the **Round Hill Community FCo** adds a new Ford "F-350", PL Custom taking over staffing with two County FRD personnel assigned in the daytime.

Also a second ALS transport was added at **Friendship FCo Station 1**. Now, two of three Winchester engine houses have two transport capable units with at least one staffed round the clock as an ALS medic unit.

In 2002, the **South End FCo** adds a second ALS capable transport unit. The **Round Hill Community FCo** adds a second transport in 2003.

In 2007, the **Friendship FCo** adds a new International "4300", Horton replacing both of their previous units. The **South End FCo** also replaces their two units with a new GMC "C4500", Horton. In the county the **Middletown FRD** adds the county's first monster medic that June a new International "4300" Horton for **Rescue 12-1**.

In 2009 the **Shawnee VFD** adds as **Medic 4-1** a new International "4300", Horton "monster medic".

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