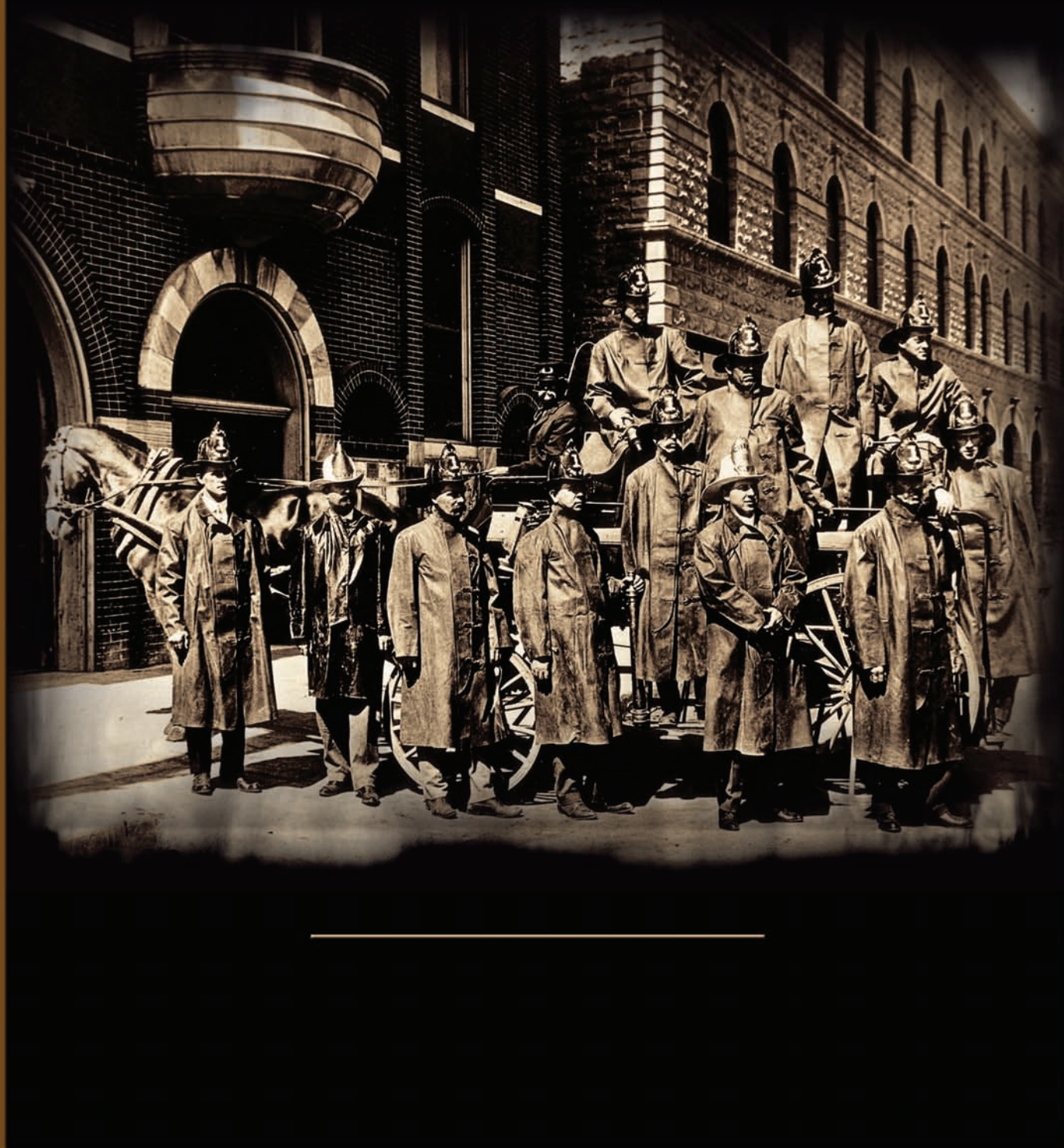


History of the

Colton Fire Department



Colton, California ~ 1889 - 2011

In Recognition of all Colton Firefighters And Support Personnel

Firefighters' around the world are recognized as heroes for the job that they do. We don't think of ourselves as heroes, but as men and women that enjoy the satisfaction of helping others. But, it is what you do in the face of danger that defines a hero and I can see a hero lurking in all Firefighters as they have a determination to succeed no matter what the task. Firefighters work and study hard to be proficient in many technical and physical arenas. Every city around the world has a similar history in the way that their fire protection was developed. This story is about a small town in southern California where Virgil Earp was Marshall, Ken Hubbs played little league and over four generations of Firefighters' graced the apparatus floor.

Colton was always known for its training and had strived to be the best that they could be. For this reason, it was in 1889 that they adopted the motto "Semper Fi". This was recognized throughout Colton's history as not only a motto but the way to conduct business and live their life.

I was a firefighter, Paramedic and retired as an engineer from the city of Colton after 27 years. During those years I always had a fascination for maintaining the department's history. I started taking video and pictures early in my career in order to document my generation of firefighters while collecting stories and pictures of past generations. Firefighters call one another brother and sister because of their close living and working relationships with one another. Over time you get to know their spouses and watch their children grow. The Fire Department is sometimes considered your second family. Most every firefighter has another trade. If you need a helping hand or just advice, you have lots of brothers and sisters that are willing to help. I am very proud to have served in the Colton Fire Department and honored to have served with such great men and women.

I would like to give a special recognition to those that have paid the ultimate sacrifice for which the "Fallen Firefighters Memorial" in Sacramento California pays tribute to.

Dennis Bickers
Colton Fire Department
Retired, 2009



As a 26 year career firefighter, I served the Rubidoux Fire District as a Firefighter and the City of Redlands as their Fire Marshal. I taught Fire Science classes at Riverside City College and Crafton Hills College and a past president of the San Bernardino County Fire Prevention Officers Association. In coauthoring the History of the Colton Fire Department with Dennis Bickers I have added personal history from my family through photographs, articles and department journals and personal family history as my father, Chief Ed Temby was a member of the department from 1946 to 1977 and served as Chief of the Department from 1955 to 1977.

Through this research of written articles, oral history of this department, I have come to realize the tremendous contributions that was made to the city of Colton by all the members who served on the department from its founding members through the countless early volunteers to the paid professionals who altogether have served over 120 years.

So often as citizens and firefighters we visit our local fire stations and observe the physical history such as antique apparatus, old helmets, nozzles, alarm boxes, etc, but in many cases much of the written history of these departments has been lost due to time. It is our hope that through our efforts of this book that we preserve the written history for future generations to learn from, respect and admire.

Leonard E. Temby
Retired Redlands Fire Department



Authors
Dennis Bickers & Leonard Temby

Graphics and Layout
By
Dennis Bickers

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Leonard Temby, William Duniway
Dennis Bickers and Larry Sheffield

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Firefighters & Support
***Chief**

Colton's Firefighter Wall

1st Period, "The Colton Volunteers" 1889 - 1936



Over 120 years of the Colton Fire Department can be traced from actual log books, newspaper articles, photographs and interviews with active and retired members who have served within the department. It is our hope that through this work we preserve the history of this organization for future members to fully understand how the organization began and to honor its rich history and to always protect and serve the citizens of Colton.

David D. Colton was referred to as "General Colton" in many circles. He got that name because of his appointment as a brigadier general in the Sixth Division (Siskiyou County) of the California State Militia in 1855.

The Southern Pacific Railroad Company founded Colton, CA. in 1875. Officials of the company named the town site Colton after David Douty Colton, who, at that time, was vice president of the Southern Pacific Railroad and a resident of San Francisco. Colton incorporated as a city in July 1887.

David Colton died at his home in San Francisco on October 9, 1878. His death was caused by an infection resulting from medical treatment of internal injuries he sustained in August when a horse fell on him while riding at his ranch.


Prior to Colton's incorporation as a city, residents rallied informally to put out fires. Fire buckets were placed at strategic locations around town. Chains of residents--bucket brigades--were formed to pass buckets of water from a water source to the fire. Recognizing the need for a more formal system of fighting fires, city residents held a meeting on February 21, 1888, to discuss the formation of a volunteer fire department. Their efforts paid off a year and a half later, when resi-

dents attending a meeting on November 11, 1889, organized the Colton Volunteer Fire Department.

By 1889 there were hydrants placed through the downtown area that were gravity fed from a water tank. A thousand feet of hose, a cart to carry the hose and 3 extinguishers were purchased for general fire protection of the downtown area. The extinguishers were placed at the City Hall, The Livery Stable and The Southern Pacific Depot.

Nicholas P. Earp, father of the famous "Earp Brothers", was the owner of a saloon called The Gem and was a Justice of the Peace for the City of Colton. Later in 1887 Nicholas Earp was elected to the position of City Recorder (Judge). That same year, Virgil Earp was elected Colton's first Marshal and lived with his wife Allie in a house at 528 west H Street which still stands today.





William Bullis like most businessmen in the area had a vital interest in their fire protection and as Mayor of Colton he chaired the meetings to organize The Colton Fire Department. William Shurfelt Bullis was born in New York around 1860 and came to Colton in 1885 as a clerk for the Southern Pacific Railroad. In 1887, he became the express agent for the Wells, Fargo & Co., which at that time had its office in Colton in the Southern Pacific depot on Ninth Street. He was elected to the Colton Board of Trustees in April 1888 and was appointed president of the board (mayor) in June 1889. He served as president of the board until April 1890, when he did not seek re-election. He was also a citrus grower and was a director of the Colton Fruit Exchange. He was a member of the Colton Improvement Association (1892), a group of leading businessmen headed by Milo Gilbert, builder of the Gilbert Bldg. William was a member of the Hermosa Cemetery Association (1892) and in 1916 he negotiated the sale of the cemetery to the City of Colton. William Bullis was married to Annie Mary Stevenson. Annie's father, James Bell Stevenson was a brother of Adlai Ewing Stevenson who served as the United States Vice President during Cleveland's second term (1893-97).

1889

As it was written in the original Log Book,

Pursuant to call a meeting of the citizens was held for the purpose of organizing a fire company. Mr. Bullis called the meeting to order and on motion of was elected Chairman. W.C. Bailey was temporary secretary. The chairman stated the object of the meeting on motion of D. Johnston; the chair was directed to appoint a committee of five to prepare constitution and bylaws. The following committee members were appointed, D. Johnston, E.L. McKinney, E.D. Roberts, C.B. Hamilton and E.H. Rose.

Thursday November 21, 1889 Mr. Bullis called a meeting to sign up those that wish to form The Colton Fire Department; It was moved that those wishing to join

the permanent organization should sign an agreement to that effect and on payment of dues be entitled to vote. The following form was therefore presented, "We the undersigned agree to form a volunteer fire department in the City of Colton" and subscribed as follows.

Mac L. Weeks, L.L. Hunt, E.D. Roberts, E.L. Mc Kinney, A.P. Farling, E.H. Rose, D. Johnston, E.A. Pettijohn, W.C. McCully, T.M. Topp Jr., M.P. French, W.H. Redman, Harry Fox, C.B. Hamilton, D. Butler, James Metcalf, L.H. Snodgrass and M.A. Bagley.

The report of the committee on the constitution and bylaws was presented by D. Johnston and the motion was accepted. C.B. Hamilton on motion was elected president and D. Johnston as Secretary. The company then proceeded to elect permanent officers. The constitution and bylaws were by motion adopted as read. Nominations were made and the election which was conducted by ballot resulted in the choice of the following officers:

Chief Edward L. McKinney, E.D. Roberts as 1st Foreman, W.C. McCully as 1st Assistant Foreman, A.P. Farling as 2nd Assistant Foreman and Hoseman to be L.L. Hunt. The first Officers elected were C.B. Hamilton as President, D. Johnston as Secretary and E.A. Pettijohn as Treasurer.

Colton Volunteer Fire Department has now elected Edward C. McKinney as their first fire chief. Chief McKinney was born in Michigan in 1860. He was a Carpenter by trade. He moved to Los Angeles sometime after 1900 to work in Los Angeles as a policeman. Edward returned to Colton in about 1926.

By-Laws <=> <=>Article - - - - - 1 -Meetings

The regular meetings of this company shall be called to order during the months of November, December, January, and February at 7 o'clock. The remainder of the year at 7 30 o'clock. Ten members shall constitute a quorum. but a less number may meet and thirty minutes after the arrival of the hour named for the meeting, may call the roll, note the absentees and adjourn.

Article II -Chief

It shall be the duty of the Chief, to take command of the company whenever on duty, to see that all apparatus are kept in good order and repair; to observe that each member does his duty; to grant leave of absence at fires or drills; he shall purchase supplies and report to the City Trustees any repairs needed. For the neglect of said duties he shall be fined the sum of fifty cents.

Chief.

After a fire or drill, in case the secretary shall be absent, he shall delegate some member to act as secretary for the purpose of roll call; and in the absence of the President, shall preside at all meetings of the Co.

ARTICLE III

FOREMAN

It shall be the duty of the Foreman to see that the apparatus is well manned and remain by the same at fires and report to the Chief all disobedience of orders or neglect of duty on the part of members. For the neglect of said duties he shall be fined the sum of fifty cents.

ARTICLE IV

First Assistant Foreman

It shall be the duty of the First Assistant Foreman to assist the Chief and Foreman in the discharge of their duties and in case of absence of Chief and Foreman, to assume duties of same or act in any capacity ordered by

A unanimous vote of thanks was extended to Dr. M.F. Price for his aid in organizing the company. Dr. M.F. Price was a respected physician in the area that was well known in the medical field. He moved from Los Angeles to start his practice in Colton. Dr. Price was a member of the California Medical Society for which he presented many studies that help pave the way towards medical treatments and therapies of today. Dr. Price was Published in JAMA - Journal of the American Medical Association, a Member of the Pan American Medical Board, helped organize and was voted in as the first President of the Southern California District Medical Society in 1898. Dr. Price had a significant hand in guiding the Volunteers to organize themselves in an official capacity.

On December 10th, 1889 the Fire Department Log reflected;

The City Council turned over the care of the following apparatus to the Fire Company:

- o 1,000 feet of 2 ½ inch rubber hose
- o One hose carriage and fixtures
- o Hydrant wrenches
- o Three Edison electric fire extinguishers and 8 charges.

1890

Unless there was a resignation or absence, election of new officers would generally take place on April of each year. Some years were not recorded and therefore it was unknown if any changes took place.

A.B. Farling was appointed as the second Volunteer Chief on April 26. He was a marble cutter at the marble works on Slover Mountain.

The Fire Department always depended on the public's support. One of the many fund raisers to come had been discussed on September of 1890. Some of the concerns and topics were politics, prohibition and contacting the electric company so they might maintain the lighting during the entertainment.

The Colton Fire Department Volunteers had proper meetings once a month unless urgent business prompted them to have a special meeting. The meetings were conducted by elected officers. The Chief would only conduct business in the absence of the President. On the fire ground the hierarchy would be Chief, First Foreman, First Assistant Foreman, Second Assistant Foreman and a Hoseman. Now that they were officially recognized by the City, they also acquired a meeting place at City Hall or as they called it the "fireman's room". They bought furnishings with their own funds and sometimes squabbled over who could use the room. It seemed that other officials would loan out the room so the men wanted a vote to show that only fireman can use the room.

Even though they had their individual ranks on the fire ground, they were all considered to be a Fireman first. Once a year they would re-elect all officers including the Chief. The Chief would also have to deal with the politics between the City Trustees (City Council). Very

few of the guys had the desire, the ability or patience to constructively deal with this important

task so this would narrow the field on nominations for the Chief position. On a fire scene, you were expected to respect and follow commands of the ranking officers. If there was a violation of rules or attendance problems, there would be consequences. Depending on the seriousness of the offense, you might pay a fine of 25 cents or there would be an investigating committee to determine the proper action which could result in being discharged from the department. There were many volunteers that would come and go due to their family relocating or the amount of devotion that one was willing to give in order to serve their community. It would take a great deal of time and energy in order to fulfil the requirements to become a member of the Colton Volunteer Fire Department. Those that loved the job and challenges that came with each call would earn the title "Fireman". Those that showed leadership abilities and were able to make the best use of their manpower would advance within the ranks. After showing such ability, a candidate would be nominated for a position and then the membership would vote. Fire behaviour was not as well understood in the early years and safety would sometimes lack. There were many studies being done by larger departments such as Los Angeles that could afford to do so and the Colton Volunteers were always hungry to adopt and learn new fire fighting techniques.

One fact that was true then and is still true today in many cases, you need to "Put the wet stuff on the red stuff". In today's modern fire science, you would need to know what is burning before you applied water. With the electrical, chemical and other combustibles

that we have in today's households, a firefighter's job became very complex and much more dangerous.

Any special meetings and training that took place had to be posted in front of the post office at least 48 hours in advance. The rules were strict on attendance of meetings and training. For each year there would be 3 people appointed by the President to an Investigation Committee. Before new members could take the floor, the Investigation Committee would check their backgrounds to see if they had any "Black Balls" against them. Then the membership would vote for approval. The Investigation Committee would also investigate any mishaps or accidents that were requested by the President.

1891

J.F. Walin was elected as the third Volunteer Chief on April 10, 1891. Chief Walin worked with the Board of Trustees to establish the City Volunteers as a City Department, purchasing better equipment, increasing response times and improving the city's water supply.

The first Fireman's Ball was held in 1891 and there would be many to follow.

In June of 1891 there was a committee formed to discuss putting a main water line in town for fire use and to place a bell in the tower of City Hall. Chief Walin gave instructions that the bell would be rung at 7 o'clock on the evening of any regular meeting to remind members.

History of the Bell has been a puzzle till now. The bell that is displayed in front of the current Colton Fire Station #1 had lost it's roots. Between the rediscovered news articles and live interviews, the story of the bell is complete and here to stay.

The Bell

For many decades there has been a large bell on display in the front of Fire Station #1. Memories of the bell have faded almost to the point of being forgotten. From past news articles, council notes, Fire Department Log books and personal accounts, I believe that we have reclaimed a valuable part of Colton's history. David Colton for whom the city is named after in 1875, died in 1878. Mrs. Colton lived in their mansion in San Francisco (the first mansion on Nob Hill). Mrs. Colton was honored that the City of Colton was named after her late husband and would make donations to benefit the township. In 1883 Mrs. Colton donated the money to build the first substantial school house in Colton that replaced the one room building school house built in 1876. When the new school began sessions, there was no bell in the

school tower to gather the students for class. Mrs. Colton was made aware of this and she donated the money necessary to have a bell installed as soon as possible. This would be the first school bell in Colton. Just a few years later in 1887 the Santa Fe Railroad needed the property that the school house occupied and purchased it from the city and the students were moved to a new and larger school house that was called "Lincoln". Lincoln had been built in the location where the present day City Hall stands (600 block of N. LaCadena). The original one room school house was relocated to 458 N. LaCadena where you can still see remnants of the structure today. Mrs. Colton's school house was utilized by Santa Fe until it was demolished in 1925. The bell was removed at some point after the building was purchased and installed at the City Hall on I Street (Valley Blvd.) in 1891. The bell served primarily as a fire bell and other community gatherings. In 1918 at the end of World War I, everyone had reason to celebrate.



The Original City Hall and Fire Station in 1891 after the Bell was installed. The bell is now displayed in front of Colton Fire Station 1.

It was unknown if there was a problem with the pulley system or if the bell was just not ringing loud enough for the celebrations that was occurring, but the man ringing the bell decided to climb into the bell tower and took a large sledge hammer to ring the bell. This was the cause of the existing crack in the bell. It is unsure if the bell remained operational but when the City Hall was remodelled in 1927, the bell was removed because of the elimination of the bell tower and placed to the rear of City Hall as scrap metal. In 1937 the Rotary Club recovered the bell from a huge scrap pile still behind City Hall. The Rotary Club had intentions of installing it as a memorial to David D. Colton in the first Municipal Park in Colton which is now Chavez Park. The Rotary Club wanted to make a suitable tower for the bell to hang but could not finance the whole project. They asked for the support of the Chamber of Commerce but could not come to an agreement and the project fell to the wayside. While the Rotary Club was trying to raise funds for the project, the bell was stored behind the new fire station. The Bell was later mounted in a more modest display at the newly built Fire Station at 10th and E Street around 1938 where it is proudly displayed today. Retired Chief Ed Temby remembers seeing the bell when he started with the department in 1946.



Top right: Original one room school house with the new school to its left.

Bottom right: The first School Bell donated by Mrs. Colton.

Below: The Bell at the Station 1 remodel in 2009.



There was also a concern that members would be absent at fires or required meetings, leaving the company shorthanded. Mr. Bagley offered the following amendment to the bylaws, "It shall be the duty of any member to receive a leave of absence, shall furnish a substitute approved by the company chief or prudent during the term of his absence and if though neglect substitute is not furnished, said member will be dropped from Company."

Chief Walin was instructed to build 2 ladders to save cost, one at 24 feet and the other at 32 feet. Then the chief was instructed to find a cart to pull the ladders, for as little money as possible. Chief Walin had researched and presented the cost and benefits to the Board of Trus-

tees over buying a cart for the ladders versus a hook and ladder rig that was made to carry fire equipment. A couple months later the city gave their commitment to Chief Walin and ordered the hook and ladder outfit for \$450. They would pay half on December 1, 1891 and the remaining half on December 1, 1892. By dividing the payments out over a year, Chief Walin was able to purchase the equipment that would fit his needs and fit within the budget.

Whenever there was a fire, an immediate need for a good water supply was important. The more people that used the water in their homes and businesses, the lower the hydrant pressure got. Chief Walin brought this to the attention of the city and therefore adopted Ordinance #88 on July 13, 1891 that forbid the use of water during a fire. There was also water troughs added in strategic locations with water connections.

On Monday July 20th 1891 Mr. Bagley introduced and passed that the company divided the city into fire wards for the purpose of better organizing and improved emergency response. The lack of railroad crossings made it difficult to navigate so Mr. Bagley divided the city area into 7 wards.

To the left are 7 Wards as their response zones. The drawing below indicates the Northern half of Colton as it was in 1902 starting with J street at the bottom.



The I-10 Freeway now runs east and west where this Train Station was.

On October 12th, 1891 Ordinance 90 was established. The Colton Fire Department as an organized Volunteer fire department, along with their pay scale, duties and maintenance of equipment.

ORDINANCE NO. 90

AN ORDINANCE ESTABLISHING A FIRE DEPARTMENT IN THE CITY OF COLTON

The Board of Trustees of the City of Colton do ordain as follows:

SECTION 1. There shall be established in the City of Colton an organized fire department consisting of one hose company of twenty-four men.

SECTION 2. The members of said Company shall elect a chief and a secretary subject to the approval of the Board of Trustees who shall hold for the term of one year from the date of his election unless sooner removed by the Board of Trustees.

SECTION 3. The chief of the Fire Department shall be paid a salary of twenty five dollars per annum, payable quarterly. Each member of the Fire Department shall be paid one dollar per hour for each hour in actual attendance at a fire, or as much as 50 cents should connection be made of hose and hydrant at a fire.

SECTION 4. The Company's secretary shall keep a correct roll showing the attendance of each member at fires, which roll call shall be the basis upon which the Chief shall make his order upon the Board for Trustees for compensation due members under this section. The Chief shall certify the correctness of such orders and present same to the Board of Trustees for allowance and payment which if correct shall allow and order same to be paid.

SECTION 5. The Chief of the Fire Department shall see that the Engine room is kept in order and shall have all fire apparatus kept in good condition and ready for use, he shall have full charge and control of all property bought or furnished by the Board of Trustees for the use of the Fire Department; and he shall be authorized to appoint a suitable person to make all necessary repairs upon the apparatus whenever same may be necessary and all bills for such work shall be approved by him and if found correct and reasonable the Board of Trustees shall allow and order same to be paid.

SECTION 6. This Ordinance shall take effect and be in force on and after its passage and publication.

The Hook & Ladder with hose cart. The men are holding a roof ladder in front.



1892

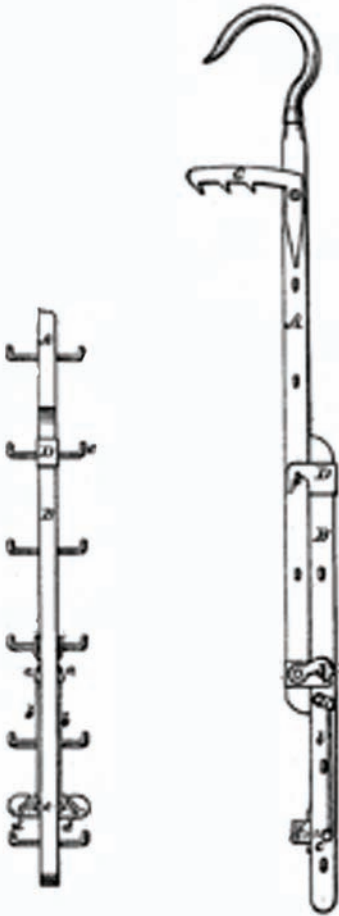
On May 9th the City Council verbally turned over the Hook and Ladder apparatus to the Colton Fire Company Volunteers. Now with several pieces of equipment, Chief Walin was quick to recognize the competitiveness in the men and “concluded it best for the department to form a second company for the hook and ladder therefore establishing a rivalry between the two companies for the betterment of department moral.” On this day there were also discussions from the Executive committee established for the 2nd Annual Firemen’s Ball.

The Hook and Ladder Company was a specialized group. Even though they would perform the same tasks as every other Fireman, their speciality was to make access to the building and overhaul the fires contents. In later years, the Truck Company’s responsibilities would grow tremendously. The hook and ladder truck got the name from the equipment that it carried. These tools included straight ladders of many

sizes, hook ladders, hooks (pike poles), axes, shovels, brooms, picks and water buckets.

The two types of ladders that used hooks were the roof ladder and the pompier ladder. A firefighter denied use of stairs inside a tall structure would lean out a window with the pompier ladder and swing the hook through the window above them, latching the hook to the window stool. They would then climb up the ladder entering the window above and repeat the process for as many stories as necessary. The roof ladder would be used on a steep pitched roof by placing the hooks over the ridge so the Fireman could stand on the rungs while working to prevent slippage.

The hook and ladder was pulled to the scene by the crew. The Tonguemen were positioned in the front of the rig to push, pull, steer and position the cart. The Axemen and Foremen would position themselves around the rig for additional manpower. The Hook & Ladder did not carry hose, but only ladders, water buckets and tools. The Fireman position on the Hook and Ladder was named after their primary tool, the Axe. The Axemen would always have an axe at hand for forcible entry or access to the fire. The members of the hook and ladder company were; E.A. Pettijohn, Foreman; R.W. Huff, Assistant Foreman; George Smith and John Wilson , Tonguemen; H. York and Dan Butler, Axemen



Pompier Ladder

The 2 pictures of the Hook and Ladder were taken in 1910. In the White helmet to the far left is Assistant Chief R.C. Howe. The other White Helmet is Chief John Adamson.





Training in the streets with the Hook & Ladder and Hose Cart. They were comparing the water pressure by the height of their streams.

1893

On May 21st The Colton Fire Department held their 3rd Annual Firemen's Ball.

For personal reasons, Chief Walin decided to turn in his resignation. Mr. Walin was asked by the city if he would remain as acting Chief for 60 days to give the department time to find and secure a man to fill the position of chief. August 14, 1893 M.A. Bagley was elected the fourth Volunteer Fire Chief of Colton.

Training was always a priority and it would show in the presence of a true emergency. In late 1893 a fire alarm was turned in at the Chronicle building. It was reported that the fire department responded and had two streams of water on the fire within five minutes after the sound of the fire bell.

In June M.A. Bagley was reelected as Chief and W.L. Bullis as Assistant Chief. Malon A. Bagley was born in Pennsylvania in 1852. He was a Constable for Colton. Assistant Chief Bullis maintained the high level of training and procedures for the Colton Fire Department watching other large departments such as Los Angeles. He would bring new ideas from other cities like a sprinkling stand that hooks to the fire hydrant. The July 4th celebrations around the country have always been a dangerous time for communities. Members of the department organized the cleaning of alleys, homes and yards to lessen the danger of fire during this time. Members were assigned to clean approximately five blocks.

Chief Bagley seemed to be very concerned about fire prevention and asked the City Trustees to take up the matter and pass an ordinance concerning the combustible waste around town. Chief Bagley would survey the critical areas around town and make numerous notes of the debris in the area. The Chief was promised an ordinance to give him more leverage with the community and have them clean their own home or place of work without fines.

To encourage attendance at the monthly meeting, members would receive 50 cents for attendance. Drills had also become a part of their meetings to make the most out of the time while attendance was good. The fire calls would also be increased to one dollar per hour or fraction thereof. Because fireman were getting paid for their job and to protect the citizens from harm, Chief Bagley passed a new resolution that stated "No outsiders should assist in making or breaking couplings". Mr. Bullis watched for equipment needs and put in a request for a spray nozzle and 2 Bulls Eye lanterns for entering a building.

1894

In December Chief Bagley approved that there would be a phone put in the Firemen's room as long as there was no cost to the association.

1895

Communication came from Redlands Fire Department in regards to forming a Southern California Fireman's Association. Chief Bagley and two delegates were sent from Colton to the convention which was held in San Bernardino on May 6, 1895. This could have been the first organization of California Firefighters that later turned into the California State Firefighters Association of today that was originally organized in 1922.

Ice cream has always been a Firemen's treat and C. B. Hamilton was the first on Colton's record to have paid his debt to the department in ice cream. Hamilton had put his application in for fireman in hopes to get the next slot but George Bond's name came up first and was elected as a member of the Department. Hamilton was asked if he would consider filling the next vacancy. Ice cream doesn't always help but it doesn't hurt.

On July 2nd, it was voted to join the Southern California Fireman's Association.

One member of the Department was also appointed as Fire Marshal. He would inspect the city and give recommendations and complaints to the city trustees, such as the use of loose hay bales being placed around the city.

On September 30 a fire was called in at 2:30 p.m. at the Wells Fargo building at the railroad crossing. The fire had gained much headway prior to arrival due to strong winds blowing from the west. Because of low water pressure the department could do very little towards saving the building. The department did a great job in saving the platform and surrounding buildings. However, the Wells Fargo building was a total loss.

As an incentive to encourage a quicker response to fires, the Department would pay for the first team or express wagon that arrives at the department and takes the apparatus to the scene, fifty cents for each hose cart and hook & ladder truck. The first badges

for the department were also ordered at a cost of fifty cents each for a total of \$12.25. The secretary ordered 24 badges for the department.

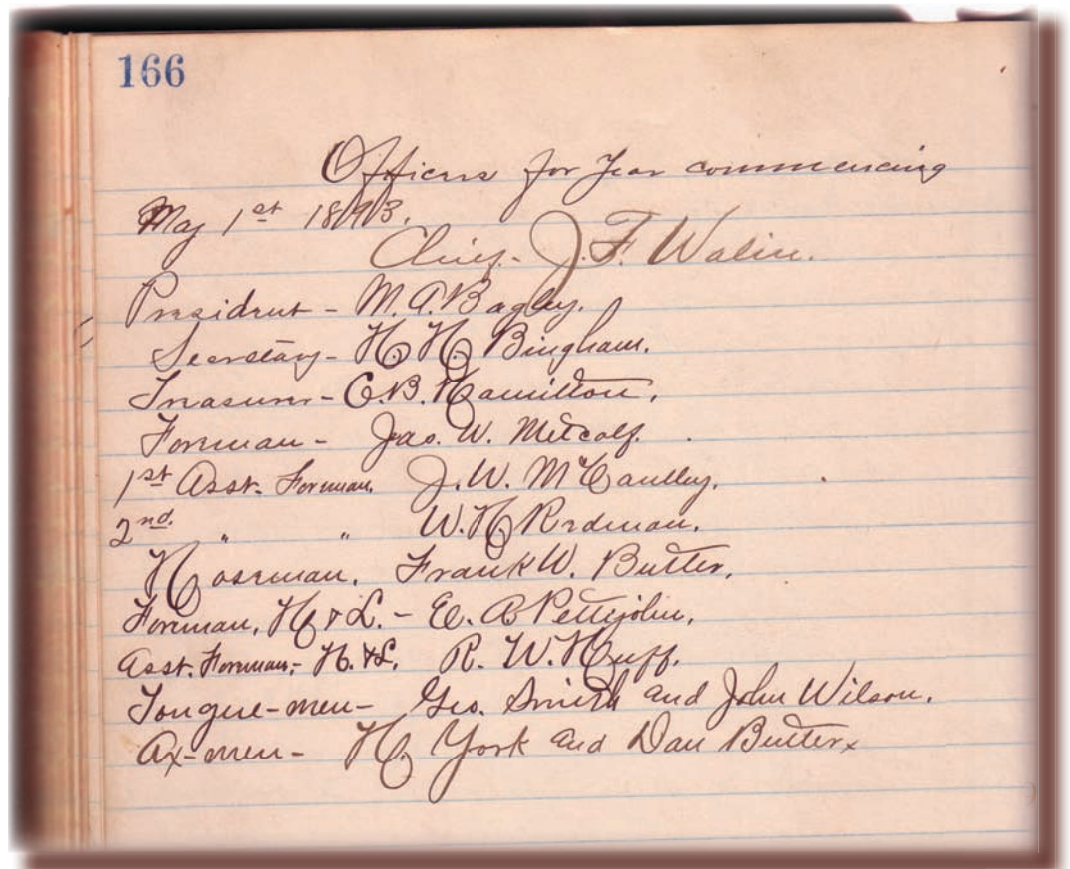


The first Colton Fire Department fireman Badge.

1896

An electric light placed in the apparatus room.

The Department was 24 members strong and could take no new members unless there was a vacancy. In March, E. H. Emery turned in his resignation as a member of the Department and there were several people on a list for the volunteer position. There must have been something special about 24 year old Al U'Ren, because there was a rule (unknown rule, Log notation) that prohibited him to be a member. This rule was suspended (per original Log details) and other nominees were bypassed in order to elect Al U'Ren as a member of the Colton Fire Department. (Continued in 1911)





George Bond

1897

George Bond was elected the 5th Fire Chief for the Colton Fire Department and Chief Bagley moved down to Assistant Chief. George Bond was born in Pennsylvania, 1862. He was a Foreman at the Colton Fruit Exchange, located on southwest corner of I and Tenth Streets, where Murray's Hotel and Restaurant Supply is now located.



Al U'Ren and his Brothers - Al and Milt on top. Will, Cyril and Ned on Bottom.

In 1897-98 there were over a dozen men from Colton that served in the Spanish American War. Men such as Will U'Ren responded to service and the department membership voted to maintain him as a member and to pay him for meetings as if he was in attendance. Will U'Ren was a 21 year old son of Constantine U'Ren and the younger brother of Al U'Ren. He was a widower and superintendent at the Marble Works on Slover Mountain.

Fire Departments have always relied on support from their neighbors by way of mutual aid. On December 29th, 1897 there was a mutual aid call from San Bernardino to assist on a large fire.

July 7th, 1897 was the first noted injury to a Colton fireman while hose streams didn't have enough water pressure reach the top of the building. It was necessary for someone to climb to the top of the building and knock off some of the siding so water could penetrate. Fireman W. H. Redman volunteered to go. When he reached the top of the building, it collapsed, thus causing him to fall 20 feet to the ground. He reportedly received very bad cuts and bruises. The volunteers voted to compensate W.H. Redman the sum of \$10.00 for injuries and time lost on the job.

With electric lighting and wiring being installed

throughout the city, there was a concern about spraying water on such wiring. Inquiries were sent to Los Angeles, Sacramento and San Francisco to learn more about the dangers of spraying water on such wiring. As expected, the answer was that water and electricity was a dangerous mixture and should not spray water on light wiring. They further recommended that a fuse block be placed in such buildings as the Cannery so the current could be turned off in case of a fire.

A committee was formed to investigate the best locations throughout the city to install fire alarm boxes. The department was also responsible for checking and maintaining the hydrant system.

William U'Ren in his Military uniform



1899

Colton News reported on the 24th of November, 1899... Fireman Henry Clay Franklin, the son of Reuben Henry Franklin, who was president of the Colton City Board of Trustees (mayor) from 1898 to 1900, died shortly after midnight on the 18th of November. The cause of death was appendicitis, which Dr. Champion decided was inoperable because Clay had a heart problem. Clay was only 29 years old. He worked as a liveryman. He was married to the former Frances Stobie and had one child, a five-year-old son. He was buried at a cemetery in Riverside.



A special meeting of the department was called for the purpose of making suitable arrangements for the funeral of H.C. Franklin after a three day illness. The membership decided to decorate the hose cart, the hook & ladder and the City Hall. Also a floral piece was to be laid on the casket. The following day, apparatus stood in front of the post office during the passing of the funeral procession. The fire bell was tolled after the apparatus was housed. Pictures were taken the next day of the apparatus and firemen present.



Below; Grave markers were made to honor those that served in the Colton Fire Department.

Above: Parade or Class "A" Belt

Below: Funeral attire in honor of Fireman H.C. Franklin. L/R - Al U'Ren, Dan Swartz, John Bostwick, Charles Nugent, Earnest Pettijohn, W Reeves, Birt Critmer, George Bond, C. Hamilton, George Whitrock, Ned U'Ren, W. Redman.





John Bostwick

1900

From 1900 to 1910 there are not any Colton Newspaper records to be found so many of the stories were lost.

In June J. S. Bostwick was elected as the 6th known Colton fire chief. John S. Bostwick was born in Illinois, 1862. He was a house painter by trade. Since the City of Colton was supplementing each member to attend fires and training with some form of pay, the city had certain controls and a voice over some of the volunteer functions. To some of the membership, this became a conflict and thought that members of the department should not receive monthly payments from the city and remain strictly a volunteer department. After a great deal of discussion this motion was withdrawn.

Every July was a concern for the department because of the celebration during the 4th. It was decided by the department that a night watchman would be in place during those evenings and be paid the sum of \$2.00 per night.

22

It was decided that it would be helpful to

have a map of the city to hang at the station as a quick reference. This map would also have all of the fire hydrant locations marked. Earlier the city was divided into 7 response wards. In 1903 they simplified the map by divided the city into 4. The dividing line was to be at 8th and I Streets. (Today it is 8th and Valley Blvd). This is also the north, south, east and west dividing line for addressing.

Members of the fire department had always worked toward the best interest of the city and their citizens. The membership took up the issue of re paving streets within the city. After much discussion they agreed to donate 4 months' salary for the purpose of re paving streets. They appointed a committee of 3 for the purpose of soliciting donations to the extent of \$250,000 for the re paving of streets.

Public education has always been the key to good fire prevention. Extinguisher demonstrations were given to their local merchants to assist in early fire suppression.

1901

J.S. Bostwick – Chief

M.C. Butterfield – Assistant Chief

W. H. Redman – Foreman of the Hook and Ladder

A.L. Pierce – Foreman of the Hose Cart

D.H. Stone – Assistant Foreman of the Hose Cart

Dan Johnston – Assistant Foreman of the Hook and Ladder

M.A. Bagley – C.D. of the Hose Cart

George Franklin – C.D. of the Hook and Ladder

D.C. Swartz – Secretary

1903

Till now, the volunteers would flush the fire hydrants of any dirt or debris on a monthly basis. This task would now be serviced by the Board of Health.



1905

Mr. W.W. Wilcox who was one of Colton's Volunteer Firemen, experienced a fire in his barn. He was sure to attend the next Fire Hall meeting to express his satisfaction for the fine work by the men that fought the blaze. In gratitude he presented the members of the department with ice cream. Ice cream has been a long standing tradition to give thanks, if you get recognized for something you did, your name is in the paper or it's the first time you did something (that can be a lot of ice cream when you are a rookie). Wilson Wallace Wilcox was one of the most important people in early Colton. He was born in Illinois in 1862. While living in Nora Springs, Illinois, where he worked as a salesman in a general hardware store, he married Clara Gilbert, the daughter of Milo Gilbert. Wilson Wilcox and his wife moved to Colton in 1886. Milo Gilbert moved to Colton a few months later, in 1887. Milo Gilbert built

teenth century. This building later became known as the Kluetter Building. The building was demolished in 1966 as part of the downtown redevelopment project.

The Fire Department requested that the city furnish a horse and wagon with driver whose duties besides caring for the streets (in front of City Hall) would be to haul the hose cart to fires. The city trustees reported that they would not be able to provide a horse at this time. However, they agreed to pay \$5.00 for the first person hauling apparatus to and from fires. The Fire Department appointed a committee of three to solicit funds from the citizens for the purpose of buying a horse, harness and wagon.

1906

Fire department asked the City Trustees to have the fire plugs painted a visible color for easy identification.



1907

Every year as July 4th celebrations would roll around there would be new ideas to reduce the risk of large fires. The Fire Chief was authorized to hire a man with his own horse to be stationed at the engine room ready for duty from July 3rd to July 5.

Fire committee was authorized to purchase a sufficient hose wagon for the fire department at a cost not to exceed \$175.00. The city trustees had also agreed to furnish a man and a horse for the department at a salary of \$60.00 per month.

Above: Gilbert Building

Below: 4th of July Celebration

the famous Gilbert Building on the northeast corner of 8th and I Streets in 1889. Wilson Wilcox was a founder of the Colton Hardware Company and built one of the largest commercial buildings in downtown Colton. This complex was built in 1910 on the west side of 8th Street between H and I Streets, just south of the alley and adjacent on the south to the Gilbert Building. The site is now part of the Stater Bros parking lot. The building was not only one of the largest buildings downtown, but it was the first architecturally modernistic building in Colton. Many of the other structures resembled the Victorian, Gothic and Italianate designs which were popular in the nine-



1908

John Wenck was introduced to the department and elected by the membership as a member of the department and as driver of the hose wagon.



John Wenck and his Horse Prince

1909

A.L. Pierce was elected the 7th known Colton fire chief. Arthur Pierce was born in New York, 1877. He was a bicycle dealer.

The merchants of Colton had it approved that the Fire bell would be rung at 6:00 p.m. each evening. Due to lack of staffing, the chief was to ask the city marshal if this practice was to be continued.

The Home Phone Company addressed the members in regards to installation of phones in homes at the cost of \$10.00 each. The committee was advised to check out the system already in place in Arlington. Sunset Telephone Company later installed a telephone and fire gong on the outside of the station.

1910

Saturday January 29th, The Colton Volunteers responded to a fire at The Watanga Hotel which destroyed two rooms in the rear and one above. The Watanga was a boarding hotel located on the west side of Seventh St. between H and I Streets just south of the alley. The Watanga was owned by Mr. W.W. Wilcox. The Volunteers were very efficient at extinguishing the fire and praised for saving the building. The following week, Mr. Wilcox put on a huge Banquet at the Anderson Hotel to express his gratitude for such a fine job. This article by The Colton Chronicle describes the humor and brotherhood that has always existed in the fire service.



A.L. Pierce

Colton's department is a volunteer Association not withstanding which it is always prompt in response to alarms and does mighty efficient work when a fire is reached. In recognition of this fact and to in a slight measure show his appreciation of good work done in saving the Watanga from destruction week ago, the owner, W.W. Wilcox invited the fire boys to be his guest at a banquet at the Anderson hotel last Friday night. Besides the fireman, the city officials were invited. Those of the fire department were A. L. Pierce, Chief; M. A. Bagley, Dr. Howe, Dr. Horace Hays, J.J. Adamson, H. S. Fox, M. C. Butterfield, Charles Medhurst, H. B. Day, Edward U'Ren, Dan Johnston and Clyde Wilcox. Of course an affair as this sort could not pass off without toasts, especially when there was such a subject for inspiration as the Colton fire Department, and at the close of the feast Mr. Wilcox made an appreciative address paying his compliments to the firefighters and commending them to the tostering care of the city. Chief A.L. Pierce was toast master and he called upon various guests to speak of the subjects closest to their hearts. R.J. Martin, president of the board of trustees, made a short talk eulogizing the fire department and not forgetting the Colton citizens band, which he said where two volunteer organizations the city had reason to be proud of and that should be given the hardest support from all. M. A. Bagley, one of the three living charter members of the department gave some interesting remembrances with a touch of humor in his remarks that raised a laugh or two and he was followed by Dan Johnston who always has something to say worth hearing and who is himself one of the original fireman for of the early trials of the department when Colton hadn't much to burn but what they had was just as important to the owners as the finest buildings that now ornament the city. John Bostwick did a little stunned in reply to the insistence of the toastmaster and Bostwick is no spring chicken himself when it comes to fire matters. Another speaker was M.C. Butterfield, who knows something about fires as well as oranges and politics. Before the speaking really started Mr. Butterfield had found it necessary out of consideration for town trustee Wilkerson to move to adjourn, but he was ruled out of order besides I couldn't spare Wilkerson who is not so much on oratory as he is strong on repartee. There was plenty of fun and everybody was sorry when adjournment was had at a comparatively early hour to allow Mr. Wilcox to catch the Overland train for Imperial country.

-The Colton Chronicle, Feb. 15, 1910-

J. Z. Adamson was elected as the 8th Colton Fire Chief. John Adamson was a member of the City Board of Trustees, 1916-1918 and owned a bicycle shop in town where Arthur Pierce worked (the 7th Volunteer Chief).

The members of the fire department agreed to have the key to the Terrace pump house from Riverside Highland Water Company left at the home of Mr. Lilyman who lives at the corner of H & 3rd. He would be paid 50 cents each time he turns the water on for a fire. He would be notified in advance when a drill would be occurring so that the water could be turned on.

1911

Dr. R.C. Howe was elected as the 9th Colton Volunteer Fire Chief. Dr. Howe was a respected physician and surgeon that lived at 210 N. 8th Street.



Above: John Adamson

Below: Dr. R.C. Howe



The citizens of Colton were entertained with a demonstration from San Bernardino Fire Department with their new automotive fire truck on May 26, 1911. This would spark interest among the community and department members began discussing with city trustees about the possible purchase of an auto fire truck. City trustees agreed to share the costs 50/50.

such criminals as Silud Silva for having stabbed Colton policeman Frank Gonzales, the grandfather of former Colton mayor and present City Councilman (elected Dec. 2010) Frank A. Gonzales.

Chief U'Ren ordered diplomas and asked that they be prepared and sent to all old and retired firemen. Since M.A. Bagley was present and giving his resignation at this meeting, the chief ordered that he also be given a suitable diploma and placed on the honorary list being that he was a charter member of the department.

1912



Al U'Ren



It became a priority of Chief U'Ren to install fire alarm systems throughout the city. He began to investigate the cost. He then appointed a committee to draw up new plans to redistrict the town for a fire alarm system. San Bernardino City had aided in the discussions on the new fire alarm system.

Later that year A.L. U'Ren would be elected as the 10th Colton Volunteer Fire Chief. He was born in England in June 1872. He moved to Colton by 1889. Chief U'Ren worked with George Bond at the Colton Fruit Exchange. The original Colton Fruit Exchange Packing House was destroyed by fire in 1910. He also worked as a rubber at the Marble Works and at the St. Clair Livery Stable until he followed his passion into law enforcement. He was a guard at Cajon Prison Camp in 1915. The City Board of Trustees appointed him City Marshal on April 29th, 1918 until 1921 when he resigned and became Justice of Peace from at least 1924 to 1928. As Justice of the Peace he arraigned



There were 2 Firemen that would be appointed to have a duel role as both Fire & Police. An unidentified individual had brought this badge to show around 1990 and this is all that remains of a poor quality photo.

We are installing our system here in connection with the circuit of the Home Tel. Co. (automatic). It operates on the circuits of the telephone company and can furnish a system that will give results and cost the city much less than you could install your own system and maintain it. For instance, we can furnish a street box, install and maintain at \$30.00 per year per box. The residence box we install and maintain at \$6.00 per year or 50 cents per month. While single stations in business houses cost \$1.00 per month. There is no delay in sending the alarm on our system as all that is necessary is to break the small glass in the front of the box and push the button. The number of the box and its location is recorded at the Fire Headquarters in 15 seconds. We will furnish a register and gong at the Fire Headquarters at our own expense. The fire requisite is to make a contact with the telephone company to use their system.

- Colton Museum, November 11, 1912.

There was talk of moving the city's fire whistle from Globe Mills to City Hall and install it with an air compressor.

The interest in acquiring an auto fire truck was becoming serious and a committee was formed to investigate the cost and a building to store it.

1913

There was a new phone alarm system that was placed in prime locations around town and the chief was instructed to turn in an alarm every Monday night at 6:30 p.m. during the month in order to test the system.

Chief U'Ren reported that an auto fire truck could be bought for the following prices:

Pope Hartford Combination Chemical Hose and Ladder for \$5,600

Seagraves Combination for \$8,000-10,000

Webb Chemical Hose and Ladder for \$5,700

Webb Triple Combination for \$8,000

Motion was called for a bond election for \$17,000.

Communication was received from cities of Long Beach and Seattle asking if Colton would send a delegate to attend the meeting of Pacific Coast Association of Fire Chiefs to be held in Tacoma, Washington. Chief U'Ren attended the meeting on August 25, 1913. Pacific Coast Association of Fire Chiefs later became the Western Fire Chiefs Association.

The City Council carried a vote to proceed toward buying an auto fire truck for the Fire Department to be paid out of revenue of the City of Colton.

In December there was a ball game between the Colton Fire Department and the Colton Band. This was also known as the "fats and the leans". The proceeds of

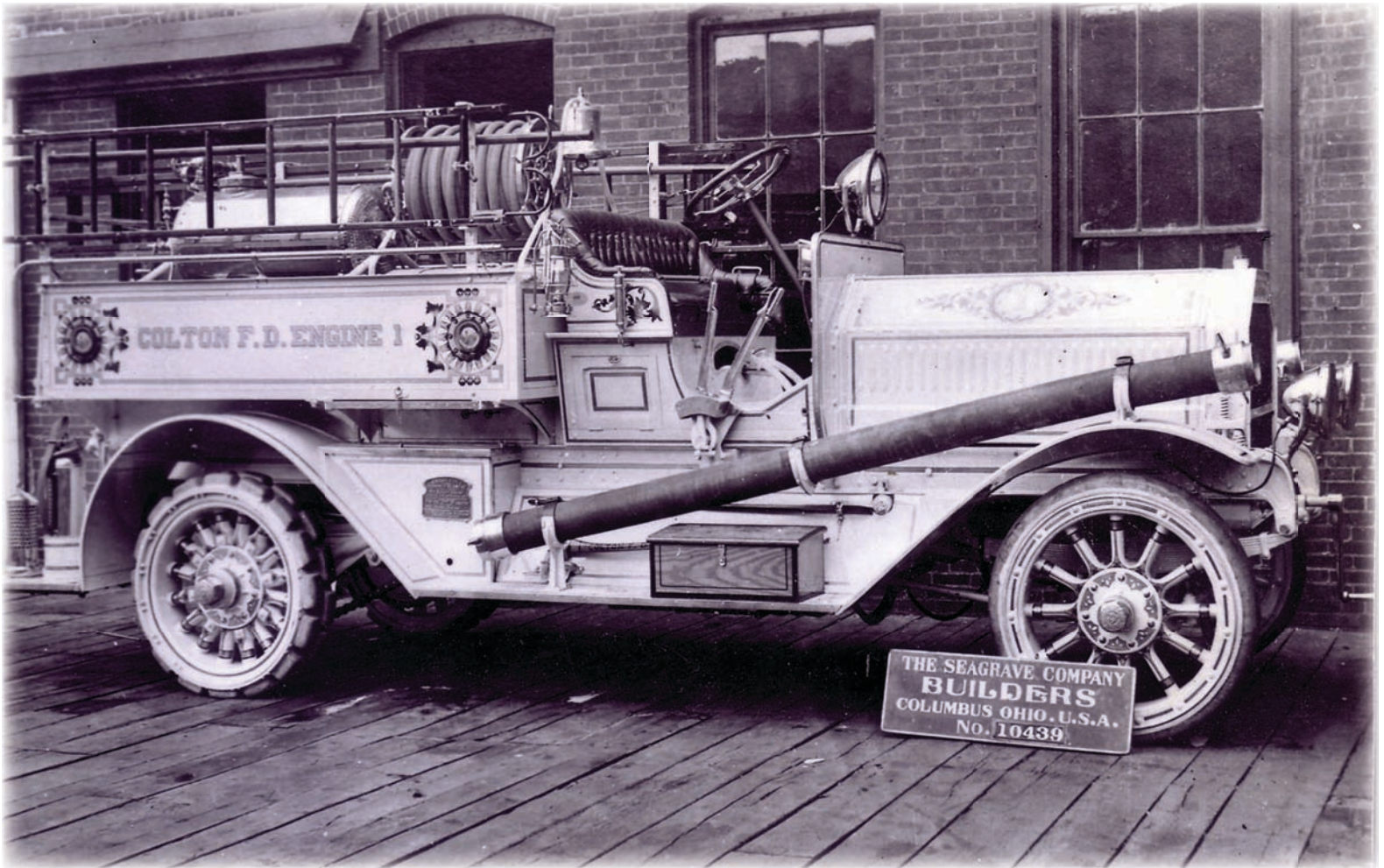
the gate sales of \$118.75 went to the fire department and the holder of the "lucky ticket" was presented with a donated watch.

1914

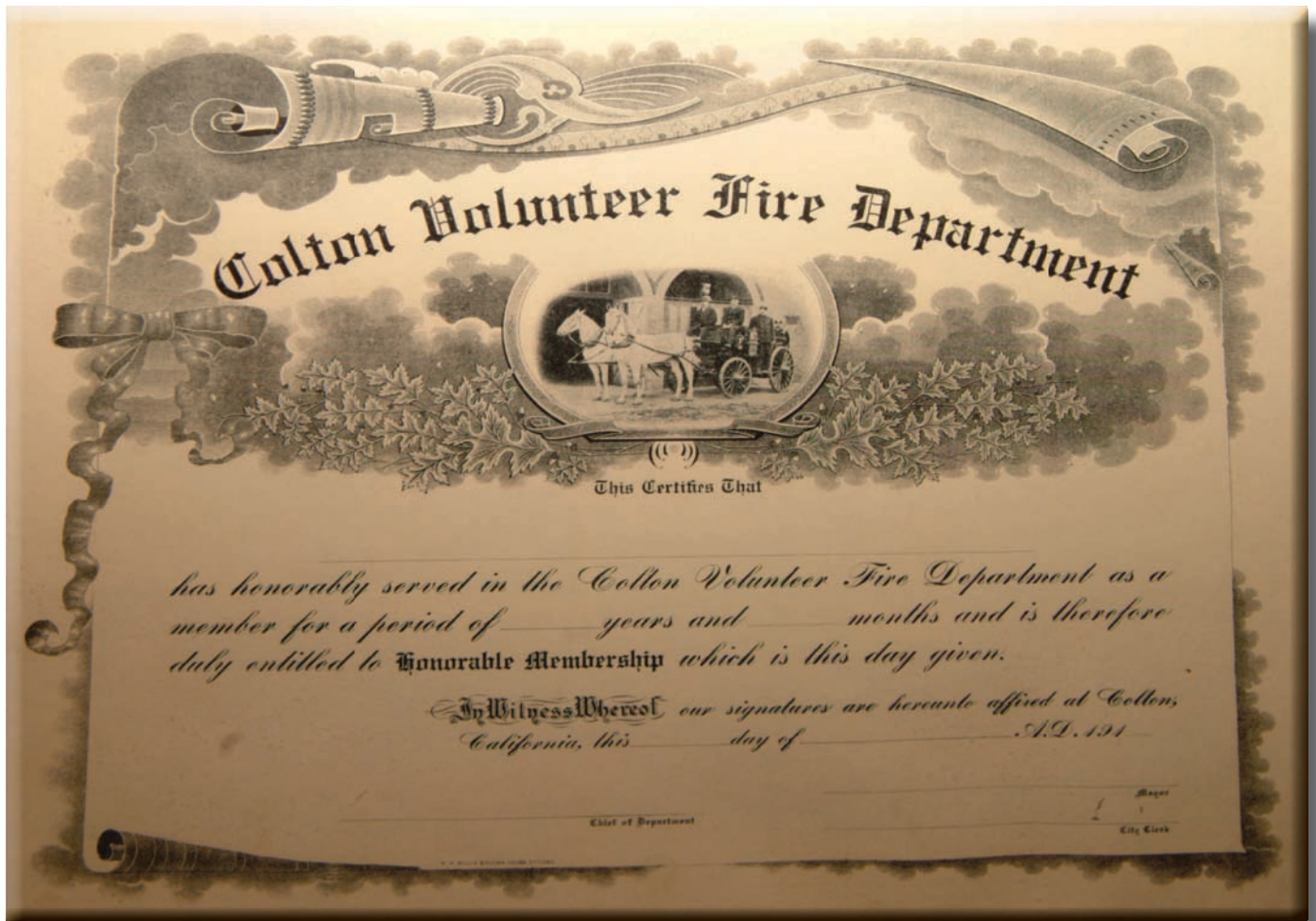
Members of the department contacted the Hotel Anderson to serve the firemen and their wives a six course supper for \$1.00 per plate to be held on April 7, 1914 at 8:00 p.m... An invitation would be sent to the city trustees and their wives to attend the banquet with the firemen. The entertaining committee was allowed two extra plates in order to secure outside talent.

Members of the department were called for a special meeting to hear a report from the carnival committee. It was discussed that the membership join with the local merchants for the purpose of putting on the Colton Carnival to be held October 19-24, 1914 to benefit the purchase of the department's first motorized fire engine. Also at this meeting it was discussed that the department purchase uniforms and the members pay half while the department pays the other half.





The 1914 Seagraves factory completion picture
 Chief U'Ren ordered diplomas and asked that they be prepared and sent to all old and retired firemen. 14 x 18 inches



It was moved by Bostwick and seconded by Thompson that the department request the city trustees to make it a misdemeanour for anyone not a member of the department or police officer to get on the fire truck at any time. Membership also requested that the trustees to give the fire chief complete charge of the fire hall, equipment and driver.

1915

For many years the hose carts where man powered until 1907 when the horse drawn hose wagon was put in service. Now with the arrival of the motor driven fire engine, it was time to retire the hose wagon. There were stories about John Wenck and his horse Prince. The horse that would pull the wagon was always supplied by the driver. For 8 years, John Wenck and the only known horse to pull the hose wagon. There was not that many fires to run on, so once or twice a week John would take his horse Prince

out for a practice run. The route was always in the same direction around the block. One day an alarm came in for the real thing and with the adrenalin flowing, the cart flew out of the barn but turned in the wrong direction. Needless to say, that his exercise program had to change. But now that Prince was getting old and being replaced by fire engines, the fire department asked the city trustees to take care of Prince. They asked that he be placed in a corral with a shelter and on pasture in the summer.

A committee was formed to discuss salaries with the city trustees to see if the monthly pay could be raised from \$12.00 to \$15.00.

Al U'Ren as chief - fourth from left with Nick Carter to his right.





Ira Caster

Ira Caster was elected as the 11th Fire Volunteer Chief. Ira B. Caster was born in South Dakota in 1894. He was a carpenter, owned a grocery store in Colton and also worked as a deputy sheriff. His son George J. Caster was an outstanding athlete at Colton High School and went on to a twelve-year career as a pitcher in the American League. George Caster played on two World Series championship teams and was inducted into the Colton Sports Hall of Fame in 2007.

1916

Boyd Strunk was elected as the 12th Colton Volunteer Fire Chief. Boyd had a reputation as being the best deer hunter in the area.

The City Trustees contacted the fire department members and asked that they locate four places in south Colton for fire extinguishers. The membership voted and reported that they recommend that NO fire extinguishers be placed in South Colton. A committee was appointed to meet with the trustees and

explain our

views about fire extinguishers in South Colton.

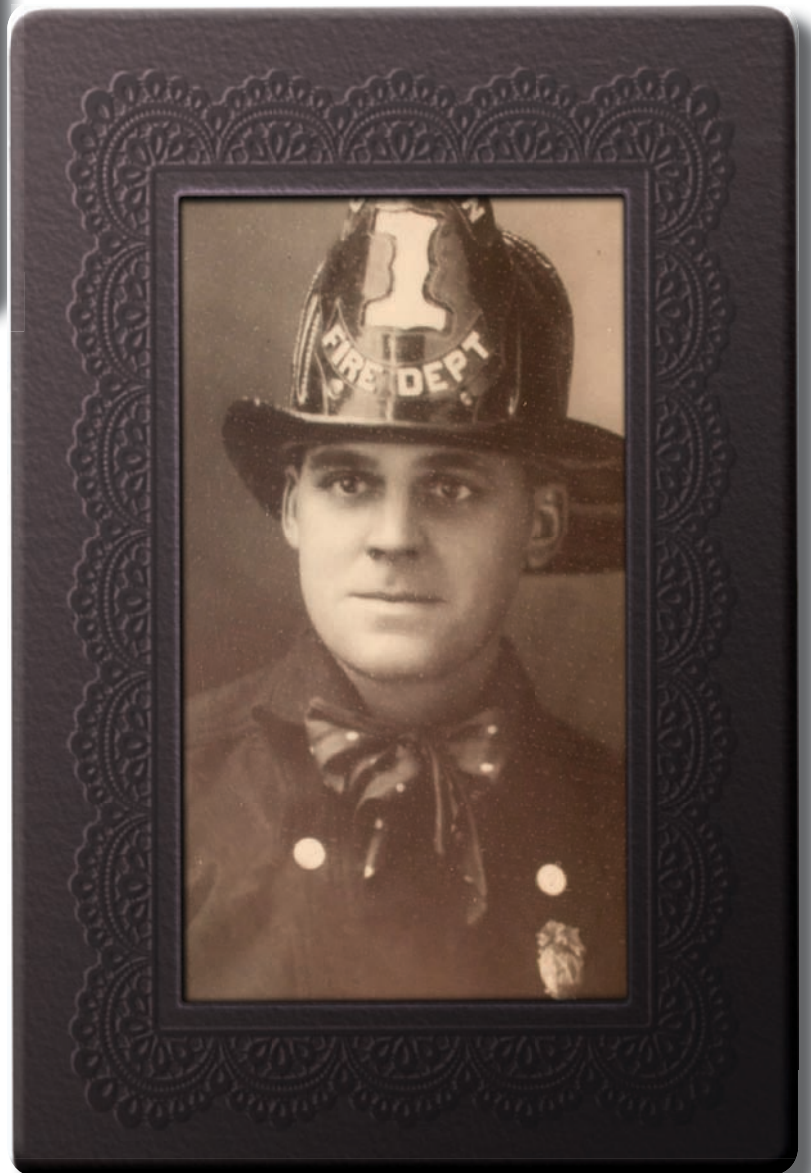
The city purchased 1000 feet of new fire hose and Friend Lombra was elected into the membership of the Colton Volunteer Fire Department.

Both Naomi Carter and Wes Vaughn talked about the large wooden pole they used to slide down to the engine room. Wes Vaughn said that it was a little tricky because your cloths would stick to it and would not be a very smooth slide. Some of the guys would just opt to take the stairs.

1917

Members of the Fire Department approached the city trustees for the purpose of fixing suitable rooms upstairs in city hall for the chief driver of the fire engine. Those rooms would also accommodate sleeping rooms for the firemen.

Boyd Strunk



According to the firemen's log the members purchased liberty bonds and the funds taken out of the General Fund at the time of purchase in the amount of \$50.

J. Adamson asked the chief on behalf of the City Marshal if as many firemen as possible would wear their uniforms on the 4th of July to help police the city and also be willing to take part in the parade.

Chief Strunk reported to the membership that a very nice letter had been received from the Colton Grain and Milling Company showing their appreciation to the Fire Department for their good work at their recent fire. Also included with the letter were two boxes of cigars. The Fletcher Fire Alarm System was adopted and a diagram made of it placed on the wall in the engine room.

1918

Ove Larsen was elected as the 13th Colton Volunteer Fire Chief. Ove was born in Iowa, about 1885 and a plumber by trade. He was neighbors of Friend Lombra and John Bostwick and shared a business location with Friend Lombra. Chief Larsen was to hire a man to give each the first and second drivers one evening per week off from 6:00 p.m. to 11:00 p.m. at a rate of \$2.00 per evening.

Members of the volunteer fire department discussed the purchase of firefighter turnout suits at a cost ranging from \$14.75-22.75. After discussion the membership agreed to order 24 globe turnout suits. The Department decided to throw a benefit dance to finance the purchasing of the new turnout suits.

1919

Roy Jones was elected as Colton's 14th Volunteer Fire Chief. Chief Jones reported to the membership, a letter of thanks from Loma Linda for the department's response to their fire at the sanitarium. A question came up as to whether or not they should get permission from the city prior to leaving on a mutual aid.

Fire department log shows that Fireman Caster made a motion that the department order a floral piece for past Fireman Fox's funeral.

1920

After 4 years with the department the membership elected Friend Lombra as their 15th Volunteer Fire Chief. It was noted in the log that Fire Chief Lombra proposes to have a fire ordinance published and he expects that fire and police will need to get busy in order for it to be enforced.



Ove Larsen



Homer Fox

The fire whistle would blow at 10:00 a.m. and 9:00 p.m. to turn crop irrigation on and off. A petition was presented requesting that the blowing of the fire whistle be discontinued for this purpose but the Board of Trustees decided to continue the blowing of the fire whistle at these times.

Fireman's Ball; New Year's ball at the L.O.O.F. hall - It was announced by Ray Fletcher. Come "dressed up". The firemen hope to gain funds to complete the furnishings of their club room.
- Colton Courier; December 10, 1920.

The Fireman's third turkey shoot - Seventeen turkeys having been purchased for the awards at the shot. A truckload of men all crack shots from the Dyas Company of Los Angeles. This is the third of a two day shoot to be given by the firemen.
- Colton Courier; December 10, 1920.

1923

Nick Carter and Ken Apperson along with their families moved into the Fire Station above City Hall in 1923. Nick Carter was hired as the second driver. Nick Carter's daughter, Naomi was about 6 years old at the time and in later years she wrote about some of her memories of those days in the Fire House. In her letter below, she talks about, living in the old station, its remodel, the men her dad (Nick Carter) had worked with, moving to the present day station and life in Colton.

A letter by Naomi Carter (Ellison)

In 1923 my dad went to work for the Colton Fire Department as Second driver at the old City Hall on I Street. The First driver was Ken Apperson. A driver was a fireman, engineer and captain all in one. No tests were given, if you could drive any kind of truck and of course it helped if you knew the right people. The rest were all volunteers, most of them local merchants such as the barber Alvin Hunter, the grocery owner J.J. Andrews, the shoe repairman Harry McAdams, the plumber Ove Larsen and many other merchants also, men from the cement plant and PFE who were allowed to leave work if the fire whistle blew. If the fire was east of town the engine waited at the station until several volunteers climbed aboard otherwise they went to the corner of 8th and I Streets for any other direction they were going. Generally one or two volunteers would stay at the station to direct the volunteers to the fire, even though none could drive the truck. The driver had to first answer the alarm, blow the whistles and raise the large wooden door by hand before they could leave the station. Many times at night my mom would go down and blow the whistles for them.

weeks and had every other Sunday off from 6am to Midnight. Once in awhile you could go to a show or dance across the street but if the fire whistle blew you left. Perhaps because of the long hours and days of being on duty the drivers always became good cooks and drinkers. Since there were not too many fires, twice a week the drivers would take the trucks east on I Street to Mt. Vernon to warm them up.

The living quarters was on the second floor and was all electric since the city owned the power plant. When we first moved in, we lived in the back since the Chief of Police lived in the front and Ken being single had a room also in the back. The large wooden steps leading upstairs were always open since they were located off the hall downstairs leading to the other departments. The fire trucks on one side, the City Clerk and Electric Department on the other with the police and court room in the back. The jail was a separate building by the alley.

Nick Carter



The old City Hall was originally an opera house and being old had its share of mice and bats. Finally the Police Chief moved out and we moved into the front apartment. It had a cupola out front and on the third floor was another one where my dad fixed for me as a play room. It was hard growing up in a place with no yard, flowers, pets or bicycles.

The wooden slide pole was so large and I couldn't get my arms around it. The gasoline pumps were in the back and whenever anyone needed to get gas they would have to get the drivers to open the pumps. The street sweeper was a wonderful person who pushed his cart with his brooms and kept the downtown streets clean (6 blocks) the other streets were left to anyone who wanted to clean up in front of their homes.

Ken Apperson left a year later and dad made First driver. Second driver was Harold East and then Hugh Roberts and others would come and go until George Kinman. George was there until 1938. Charlie Castle was the other single driver who later became a CHP Officer and then Joe Howe.

When my Dad first arrived, the only fire truck was a 1914 Seagraves, right sided steering wheel which was purchased mostly by funds raised by a Carnival. We called it "Betsy". It was all white with gold leaf printing and was the pride of the city. It was large and hard to handle. My dad who had only a thumb and stub of a second finger was able to handle it with ease. In 1924 we got "Little Red Baby" so named because of the hugeness of "Betsy".

In 1928 or 1929 they finally remodeled the City Hall, the cupolas and large wooden doors were taken out. The apartments were improved and the volunteers had a large meeting room, kitchen and a room with a pool table. Joe even had better quarters. However, the only bad thing was the steps were on the outside of the building, a porch was connected to the next building and the washing machines and clothes lines were on this porch. The poor iceman had a long way to bring ice up (before refrigerators) but he knew where the liquor was so it was not all in vain. The old City Hall was solid and the earthquakes made it sway but no bricks fell.

When city elections came around you had to get out and work for the ones who would keep you on the job. There was no civil service and each election meant your job. Every four years there was always a group of three that ran together so they would be able to run things their way.

The best times were the dinners the volunteers put on for the families. At least two or three times a year. Everyone helped and the families enjoyed being together.

The summers were hot (before air conditioning) and being surrounded by pavement and brick buildings. The Copula was the place to be especially on the nights when the KKK met across the street and you tried to tell who they were by their walk, behind the white sheets.

The city purchased a resuscitator and many times a baby was brought to the station for help. They worked on one baby for 12 hours and they were unable to save it. The driver was very upset but it was the beginning of trying to save lives not associated with fire but human concern.

When the station at 10th and E Streets in April 1937 was complete (built by WPA) the era of a small town fire department was gone. The city appointed as the first fire chief Friend Lombra who had been chief of the volunteers. The three drivers and families moved to the new station.

The floods came in 1938 it had been raining for many days and Lytle Creek could no longer hold the water. Mom had gone to work and they decided early to take one truck to higher ground which

Joe did. We put as much furniture as we could up on top of beds and the dining room table, rolled up the carpet and piled National Geographic Magazines (which had been saved for many years) around the closet doors. The Kinmans, my dad and I went into the kitchen and meeting hall were sandbagged kept most of the water out. That night it was almost to the windows. No one slept and the emergency generator was used so we had a stove to cook on and Mrs. Kinman had made stew that day. The next day they threw a line across 10th Street to the fire department and sent over food. They had worked so hard on the grass and flowers but when the water finally subsided, only mud and boulders remained outside and mud throughout the apartments and apparatus room.

Our first new fire engine was a 1938 Seagraves and was totaled in a collision with another truck at 8th and I Street while going to a fire in South Colton. Joe Howe was driving and George Kinman was with him. When the truck left the station that night my dad stepped on the back and then stepped off deciding not to go. George Kinman was hurt the most and retired from the fire service. 1938 was a very bad year. ~Naomi~

1926

The fire chief's salary increased from \$25.00 a year to \$25.00 per month, plus service at fires.

It was a tradition that the bell that was first mounted on "Betsy" would be remounted on the newest engine as it was put in service.





COLTON F. D. ENGINE 1



Before the Remodel of City Hall. The Driver of "Betsy" is believed to be Ted Croone, who was the second Driver to Nick Carter.

A \$45,000 bond was placed to secure funds for the repair City Hall, build a new jail, secure a site for and build a new fire hall with living quarters for paid drivers and a club room for the Volunteer Fire Department. The bond election was fixed for Thursday, June 2, 1927.

New siren has arrived for the fire department - *It is here at last. The new siren for the fire department ordered nearly three months ago and lost somewhere may be on the desert, as the result of the shippers misdirecting it. The huge piece of machinery weighs about 700 pounds and is sounded by electricity. It will be hoisted to the top of the city building and will take the place of the old one that has been in use a long time. According to Chief Lombra, it is the first siren of this kind to be installed on the entire Pacific Coast. When in working order, the manufacturer guarantees the ominous wail may be heard a distance of five miles in still air. When in place, it will be tested. However, Chief Lombra says prior notice will be given to the public. The siren is on a 30-day trial and under the term of purchase may be rejected if not satisfactory.* - Colton Courier, May 11, 1926.

The Courier was unable to learn today just when the old alarm was installed. Dan Thomas, Post Master, believes 1908 or 1909. Chief of Police, George, thinks 1913 or 1914. Some say earlier, others say 1917. A representative from the American-La France Fire Engine Co. will arrive tomorrow to make adjustments as it is unsatisfactory. - Colton Courier, May 25, 1926.

Siren's lack of pep - *The Colton Board of Trustees have rejected the new fire alarm siren purchased recently. Fire Chief Lombra told the members it failed to do what it was supposed to do. The voice is too weak for the purpose for which it was designed for. Chief Lombra stated the old siren could be repaired at much less money. The old siren was more or less obstructed by the tower in which it hung. The possibility of moving the tower, if it does not damage the building, is to be investigated.* - Colton Courier, June 8, 1926.

Officers of the Fire Department learning to drive trucks - *Three officers, Chief Friend Lombra, Asst. Chief, Walter Harpold and Capt. J.J. Andrews have begun the task of learning to drive the two trucks at headquarters as they should have a degree of skill handling the motor driven vehicles as they do driving the lighter cars. The object of this experiment, according to Chief Lombra, is that there is an ample supply of reserve pilots in the event the regular drivers, George Carter and Ted Croone are out or should become disabled. With three extra men there should be no problem with a driver for the two fire trucks. Each of the three officers of the department will take one or the other of the trucks out of the station at intervals with one of the regular drivers along. This will be done until they are capable of handling the truck alone.* - Colton Courier, September 2, 1926.

1927

The City Trustees elected the fire chief to also be the Fire Marshal.

Wes Vaughn joined the Colton Volunteers in 1927 and gave 33 years as a volunteer until Colton disbanded the volunteer program around 1960. Wes Vaughn stayed in contact with the Colton Fire Department as the oldest living volunteer when he shared his experiences with me in 2007. Wes and his son Wes Vaughn

Jr. described their experiences with the Colton Fire Department and what a huge part it played in their life. One of the hottest fires that Wes remembered was when two silos at the Globe Mills were totally involved and no one wanted to get near it. The grain burns extremely hot and the turnouts in those days did not shield you from the heat much. Wes said that his Dad (Lewis Vaughn) grabbed 2 ladders and lashed them together to reach the top of the silo. He climbed to the top and started to spray water from the top. Wes told me there was at least 100 people all watching from below and they everyone thought he was going to fall. But in the end, everyone thought he was a hero for keeping the fire from spreading. Wes Jr. said that the firemen back then were all fearless, although I would have to think that nothing has changed since then. With the lack of safety measures and equipment at that time would have intensify the dangers of their job. Wes remembers responding to the station for calls. Most of the volunteers would have to find their own way to the fire and would meet at the station. A bunch of guys would all jump in one vehicle and be hanging out windows and on the running boards at times. There were not any traffic lights in town and they would do a rolling stop with their horns a blazing. The sound of the horns would let the other volunteers know which direction to go if they didn't have the address. Once Wes's horn got stuck on the way to the fire so when he arrived and started helping at the fire, everyone was joking about the horn still chirping. Wes died in 2009 with Colton's Honor Guards and Chief Hendrix praising his devotion.



Wes Vaughn and his son standing on the 1924 Seagraves in 2007.



Captain Con Cendejas, Honor Guard Leader and Chief Tom Hendrix



Harry Norfleet and Wes Vaughn

*Color Guard members - Jake Novak, Chad Griffiths,
John Vail and David Santos*



When the fire service pays its respects to a lost firefighter whether it's in the line of duty or in honor of their contribution and dedication throughout their career, "The Bell Ceremony" or also known as "The last Call Ceremony" is a tradition of honor.

Wes Vaughn's "Last Call"

Read by Captain Con Cendejas, Honor Guard Leader

The men and women of today's fire service are confronted with a more dangerous work than ever before. We are forced to continually change our strategies and tactics to accomplish our goals safely.

Though our methods may change, our goals remain the same: to save lives and protect property, sometimes at a terrible cost. This is what we do, this is our chosen profession.

This is the tradition of the firefighter. The fire service of today is ever changing, but is steeped in traditions, some over 200 years old. One such tradition is the sound of a bell.

In the past, as firefighters began their tour of duty, it was the bell that signalled the beginning of that day's shift. Throughout the day and night, each alarm was sounded by a bell, which summoned these brave souls, whether volunteer or paid professional, to fight fires and to place their lives in jeopardy for the good of their fellow citizen. And when the fire was out and the alarm had come to an end, it was the bell that signalled to all the completion of that call. When a fire fighter had died in the line of duty, paying the supreme sacrifice, it was the mournful toll of the bell that solemnly announced a comrade's passing.

We utilize these traditions as symbols, which reflect honor and respect on those who have given so much and who served so well. To symbolize the devotion that these brave souls had for their duty, a special signal of five rings, three times, represents the end of our comrades duties and that they will be returning to quarters. And now, we pay tribute to Wes Vaughn. His duties done, he has given his best, a job well done. For our fallen brother, his last alarm. He has gone home.

Battalion Chief Harry Norfleet is giving a tour at Lincoln Elementary. You can see the bell that was on the 1938 Seagraves. It was common at that time for the bell to be transferred from one engine to the newest engine. The bell was missing from the 1914 Seagrave as the 1924 was placed in service with its bell. Then again when the 1938 Seagraves was placed in service with its bell there was no bell to be seen on the 1924.



The Bell from "Betsy" - 1914 Seagraves and Nick Carter





Above: This was the remodelled fire station and city hall. Nick Carter is in the drivers seat of the 1924 Seagraves and you can see the bell that was transferred to Betsy (1914 Seagraves). A constable and guest are relaxing in their chairs. The Police Department also shared an office upstairs. Below: This was in 1924 with the engine that was deemed "The Little Red Baby". You'll notice that the bell is still on "Betsy" that was later transferred to the new 1924 Seagraves as shown above.



Firemen wipes out debt - A year ago the Colton Volunteer Fire Department borrowed \$1,000.00 from the local bank. They needed this to add to their fund. They already had purchased a three quarter acre site on Big Bear Lake to build a club house which is now almost completely finished. The last \$200.00 was paid today. The Club building has 12 full-sized beds. The property cost \$53,000.00 and they did all the work themselves. The building is 20x40.
- Colton Courier, March 9, 1927.

John A. Wenck, 75, first fireman of the city passed away - One of the interesting sidelights in his career here is that he was the first regularly paid fireman who served on the department up until 1913 when the city purchased the large Seagraves pumps now in use. Mr. Wenck had driven the one horse cart, almost since the day it was acquired. Old timers remember him on occasions of fires in the years gone by of welding the whip and speeding to the spot he was called. He was very sad the day progress moved in with the Seagraves pumper. Twelve years ago, in 1915, he acquired a job at California Portland Cement Co., as a night watchman, according to George Olsen, Superintendent. With his love of shrubs and flowers he soon became the gardener for several years. Last winter, 1926, he was laid off his work at the Cement Company Burial was at Hermosa Cemetery.
- Colton Courier, June 30, 1927.

City Fireman to have "duck suits" - The Council last night authorized Fire Chief Friend Lombra, who made the request, to purchase 26 duck suits, wool lined, a dozen rubber coats and a half dozen helmets. The old suits were worn out and with winter around the corner. Each man will keep his suit at home and when the alarm sounds, he can "slip" it on over his business or work clothes. If at night, he just slips it on in three seconds and is ready with no danger of getting wet or dirty.
- Colton Courier, October 18, 1927.

City Hall and Fire House-City building relics of old - George Carter, head truck driver for the fire department, made a remark they might find some old relics while they were tearing away the roof of the old city hall and installing the new roof. Mr. Carter, while in-

The Colton Fire Volunteers have always enjoyed their family time together so they pooled their money and skills to build a cabin in Big Bear.

pecting the skeleton of the old alarm tower, which is being razed, noticed a mess of rubbish lying on the sill between the outer and inner walls of the tower that had stood a period of 40 years. More investigation led to finding an old brass powder flask, such as was used by hunters prior to 30 years ago and if they were able to afford such a luxury. The container was half full of perfectly good powder, has a measure holding one charge for the muzzle loading shot gun, such as was used in former time and a valve which closed the flow when the tube was filled. It brought considerable attention as in early days people were too poor to buy a brass flask and they used a flask made from a cow's horn.
- Colton Courier, November 12, 1927.

1928

Both the Mayor and Fire Chief Lombra were authorized to represent the City at the Convention of California Fire Chiefs to be held in Coronado May 18, 19 and 20th.

Colton's First Volunteer Fire Chief, Edward McKinney, died while digging for worms to go fishing. He was 68 and just returned to Colton after leaving for Los Angeles to become a police officer.

Fire Chief Lombra purchased a generator and 1,000 pounds of foamite powder. He felt it was necessary to protect the city and business and the two oil sections against danger of an oil fire. Mr. Robinson, Councilman, was the originator of the plan to provide the city with foamite. - Colton Courier, August 22, 1928.

1929

As the work load increased so did the pay scale. Fire safety and prevention has become a large part of what the fire department is about. The work was spread out between the Chief and his driver. The Volunteers are helping where ever they can. The variety of calls where increasing with traffic accidents, medical aids, train lines that would run through town, electric street cars and other new situations that the fire department would become involved in. The fire chief's salary increased from \$25.00 per month to \$35.00 per month. The second driver was appointed fire inspector for the business district at \$10.00 a month. Business inspections would take place semi-monthly.



Nick Carter and Ken Aperson was running the new engine through it's pump test



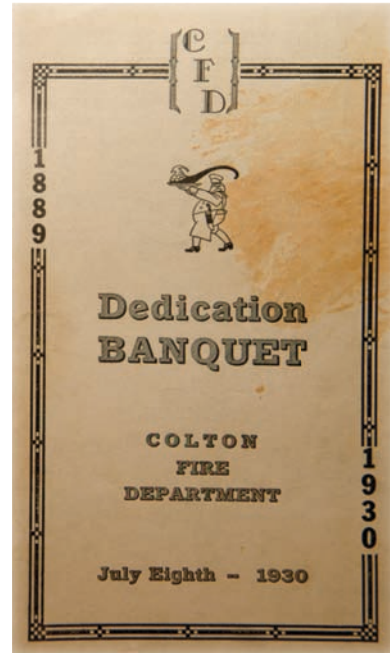
on't drive over a fire hose! Two men appeared in police court today and learned it was an expensive venture to run over a water hose when the fire department is fighting a blaze. The men, one from Hollywood and the other, Frank Deshlee of Redlands. Alvin Hunter gave them the citations and they were in such a hurry they disregarded the warnings. Judge James Temby set the fines at 510.00 each. The fire was a load of cotton on Colton Avenue and F Street.-Colton Courier, November 23, 1929.

Judge James Temby was the Grandfather of Ed Temby who would later become fire chief.

1930

The Colton Fire Department has been in existence about 50 years (1880) - The oldest man in service in the department is J.S. Bostwick. Fire Chief Friend I. Lombra was named chief again for the ninth term. W. Harpold, Assistant Chief; J. Ray Fletcher, Secretary; Harry McAdams, treasurer and J.J. Andrews, Captain. Norman Blake was elected a member. The rest are LB. Caster, O. Larsen, B.G. Strunk, F.H. Jones, George Coe, William McGrail, L. Vaughn, A. Hunter, C.E. Laird, R.W. Tones, L. Boyd, A. Wilkins, Jas. Wattles, Dan Bridges, Bishop Galloway, Murphy Galloway, Norman Blake and A. Masburn. G.C. Carter and G.W. Kinman are fire truck drivers.

- Colton Courier, April 19, 1930.



1932

Ever see a fireman feeding a horse with a bottle of milk? - Just go behind City Hall and watch Firemen G.C. Carter and George Kinman taking care of a colt. The colt was donated to the firemen from the train load of horses passing through the Southern Pacific yards. Yesterday, Police Chief John A. Miller, also received a colt, as did Ray Araiza. The firemen colt is becoming the pet of the downtown district. So far he has received a striped scotch horse blanket, a safety pin, a beer bottle and a nipple. Chief Miller has offered to race his colt against the firemen's nag in a special feature on July 4. Training will start in a few days.

- Colton Courier, May 27, 1932.

Municipal Park horse race - Police Chief Miller's colt named Dynamite is a star-faced chestnut sorrel and does not like to be tickled. The Fire Department's "Lightnin" is best known and a slight favorite. Cyclone, Ray Araiza's burlap has speed. The race will be at Municipal Park and proceeds will go to the relief society. In addition to the horse race there is a baseball game, an open air dance and broadcast of a Baer-Levinsky fight, a band concert and an all-state picnic and swimming.

- Colton Courier, June 15, 1932.

About 2,000 persons attended the Municipal Park horse race - "Cyclone", Ray Araiza's young colt who pulled a surprise and won the "Snortin Derby". His workouts did not fool the experts as he showed his heels in the work outs to the other two colts.

-Colton Courier, July 5, 1932.

1933

Who is in charge here! - Affairs of the Colton Fire Department in the future will be under the direct supervision of the Fire Chief. It was passed by the City Council. The Chief is in charge of regulating the duties and employment of two paid drivers and to direct the work of volunteers. Fire Chief Friend I. Lombra added this is passed so the Chief can keep close tab on all the department's expenditures.

- Colton Courier, August 15, 1933.

1934

After 11 years as Colton's Volunteer Fire Chief, Friend Lombra accepted a County position as Constable and resigned from the fire department. Considerable time was devoted to a discussion of a request recently made by the Board of Fire Underwriters that the City Councils throughout the State be given authority to appoint their fire chiefs. The object was to insure a reduction in fire Insurance rates. An examination of existing ordinances regulating fire department operations revealed the fact that such authority already exists in the city of Colton under Ordinance No. 99. It was therefore requested that the Volunteer Fire Department make a recommendation as to the fire chief position. It was recommended and ratified that Ove Larson would be reelected as the Colton Volunteer Fire Chief. Ove Larson would also be recognized as being the last of Colton's Volunteer Fire Chiefs.

1935

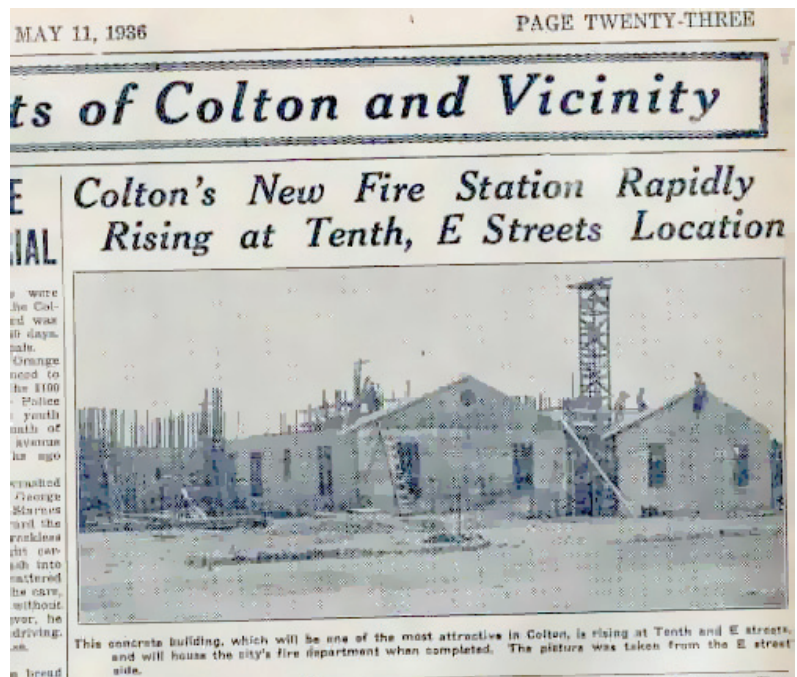
Federal Works Progress Administration - The new Fire Hall building is to cost about 524,851.00. The plans were turned over to the W.P.A. district headquarters for consideration. The plans call for a semi-mission type one-story building. A one unit square building 70 x 70 feet and a 50 foot hose tower, 12 x 12 feet is included. Space on the Tenth Street side of the building would provide space for three fire trucks, while on the E Street side, two apartments -for drivers and their families.

The hall would be an earthquake proof structure of reinforced concrete, a tile roof and mission style building. The building will have plastered interior and steel sash. There will be also space for firemen's meetings and assembly rooms, kitchen, showers and other facilities. The property was owned by Mrs. Charles A. Hutchinson, wife of the late city engineer.

- Colton Courier, November 13, 1935.

1936

Ove Larson would remain as chief for a second year along with his Assistant Chief J.J. Andrews, Captain Lewis Vaughan (father of Wes Vaughn), and Lieutenant C. Steeves (driver).

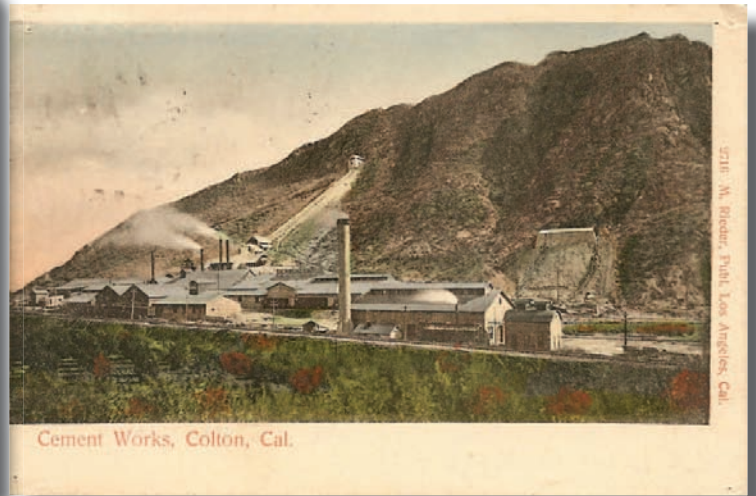




Driver 2 - Nick Carter and Driver 1 - Ken Apperson in front of remodled City Hall / Fire Station



Globe Mills, Colton, Cal.



Cement Works, Colton, Cal.

STATE. W. BREWER, PHOT. LOS ANGELES, CAL.



8th Street, Colton, Cal.



Anderson Hotel, Colton, Cal.

Above and below are 2 post cards that display various changes that took place with the Anderson Hotel. You can see the City Hall's bell tower in the left corner.



S. P. PARK, COLTON, CAL.

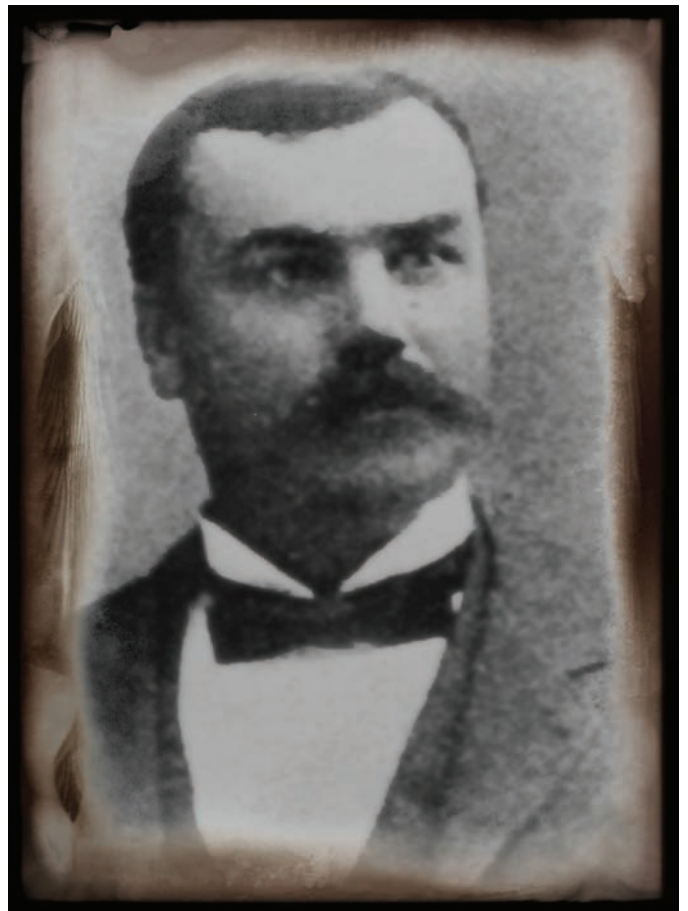


*Some of the post cards that remain in the Colton Musium can tell the history of Colton's past appearance.
 Top left; Globe Mills Grain Top right; Slover Cement Plant
 Mid left; Looking up 8th street Bottom left; The park in front of the Southern Pacific Railroad.*



The Anderson Hotel was built by William M. Anderson in 1906 and was located on the southeast corner of Eight and I Streets. The hotel was originally 2 floors. A third floor was added in 1910. The Colton Redevelopment agency closed the hotel in 1964 and the building was demolished in 1966. To the far left of the Anderson Hotel is the Colton City Hall and Fire Station with its large copula and bell tower. (Courtesy of CAM.)

Besides being among the first Volunteers to establish the Colton Volunteers, Earnest A. Pettijohn (right) and Thomas Martin Topp (left) have both served terms as Mayor of Colton. Pettijohn, 1892-94 & 1900-06. Topp, 1890-92



2nd Period, "A New Era" 1936 - 1955



1937

1937 was the beginning of a new era for the Colton Fire Department.

Woodrow Wilson's Work Program Administration (WPA) finished their construction of a new Fire Station at the corner of 10th and E Street. A new Fire Chief is in the new plans. Friend Lombra came to Colton in 1911. He has been a member of the fire department over 20 years. He was Assistant Volunteer Chief for one year and chief of the department eleven years. Three years ago he was elected Constable of the Colton Township and resigned as Chief of the Fire Department. Now he is being offered a full-time paid position as head of the department. He is resigning from the County position to return to the services of the city.

- Colton Courier, March 16, 1937.



Friend Lombra will take over on April 15, 1937 as Chief and Arthur H. Maher of Colton, 163 West B Street, will take over as constable of the Colton Township. He is a plasterer by trade.

- Colton Courier, March 22, 1937.

When the local paper interviewed Mr. Lombra, he had this to say.

Commenting upon the city's new hall on 10th Street Lombra declared the plant is the very latest thing for the purpose is ideally located, and providing an excellent opportunity to develop one of the best small-city departments. Among defi-


nite plans now entertained by Lombra are regular drills; regular inspection of properties to spot fire hazards and order them eliminated; enforcement of the ordinance as to the burning of rubbish. Lombra suggested that it "is a little early" to draft any hard and fast program, as he has until April 15th to think it over, consult with advisors, and to attend an accredited school for chiefs. In the main, he declared, the matter of firefighting and fire prevention is "one of common sense", and he plans to exercise that quality as the occasion requires.

The Colton Volunteer Firemen would still be active but with all of the new changes and promotions, not everyone would be happy. Since the Council had the complete authority to hire the most qualified Fire Chief, the recommendations from a majority of the Volunteers was declined. After the City Council elected Friend Lombra for the position of Fire chief, there was a letter directed to the Council with 16 Resignations.

"We the following members of the Colton Volunteer Fire Department hereby tender our resignations. Some of us have served many years. All of us have the interest of the City at heart, so we agree to remain on call until next May 1st. This should give yourselves and the newly appointed Chief of the Fire Department time to adjust for the new program."

Ove Larsen	26 years
J.R. Fletcher	37 years
W. H. McGrall	
J.J. Andrews	20 years
N. Blake	8 years
George Coe	19 years
A.W. Mashburn	10 years
Walter Harpold	27 years
W.L. Boyd	13 years
F.H. Jones	21 years
C.W. Steeves	6 years
J.M. Wattles	12 years
M. Galloway	11 years
A.P. Hunter	15 years
Bishop Galloway	8 years
Knox Henderson	





The new \$30,000 fire station at the corner of 10th and E Streets was a welcome change by the Drivers Nick Carter and George Kinman after they and their families had lived above City Hall for 11 and 12 years respectively. The Fire Station had been housed at City Hall since it was constructed 50 years prior.

The new siren that was shipped from Massachusetts was similar to an air raid siren. It was manually pulled from within the station in order to notify the volunteers to respond. It was very loud and could easily be heard for 2 miles. The first night in their new station was one to remember. The two drivers, Kinman and Carter had settled into their bunks for a quiet night in their new home. It was always early to bed and early to rise at the fire house, without television and computers to keep you occupied. You might train or study until it is dark then wake up in the morning and start again. About 9:30 on their first night, the quiet atmosphere was shattered with a bellowing sound like a "thousand cows". Kinman and Carter were jerked out of their beds by the awful wail. Sleepy eyed volunteers across town threw on their clothes and streaked towards the fire station. Before long, there was a large audience to watch George Kinman attempt to rectify the situation. The large whistle was mounted on a high 50 foot pole with a rope that ran into the building. The new rope had tightened in the evening's damp air and shorted the rope, holding the whistles lever wide open. The rope had stretched tight and the knot on the station house was high out of reach. Finally after help arrived, George Kinman was able to erect the ladders together and climbed some 50 feet up the pole while precariously holding on with one arm, was able to loosen the rope and ended the horrifying streak of the Whistle.

On July 23, 1937, the fire department budget reflected the chief's salary of \$175.00 per month and a driver's salary of \$135.00 per month with a total department budget of \$8,350.00 for the year.

Shortly after crews moved into the new station, a flood swept through Colton. Lytle Creek had overflowed its banks and the station was in its path. The water was up to the rear windows and 3 feet of mud poured through the engine bays. The generator was running to keep a few lights on and they had a stove to cook on. Joe Howe took the engine to higher ground before the flood hit. A rope was stretched across the street to pull food across 10th Street. Wes Vaughn told me during his 2007 interview that he was very busy at home. His wife was pregnant with Wes Junior and he had to carry them both to safety, wading through deep water to get them to dry ground.

1938

Chief Lombra's first order of business was to improve the existing department of 24 volunteers and two paid drivers by acting upon the Fire Underwriter's recommendations of 1937 which included updating fire hydrants, water supply, fire alarm system, additional paid personnel, and a new pumper. To improve the city's insurance rating, public safety and fire response, Chief Lombra obtained a basic fire alarm system (Gamewell) that was to be installed in the downtown area. However, this fire alarm system remained idle from 1937 until 1959. For reasons unknown, the equipment was set aside for 22 years. Installation of this Gamewell fire system was completed under the direction of Assistant Chief Don Dunniway, Colton firemen and Colton electric department personnel. The system was in use till 1983 when the 911 emergency lines provided complete coverage for Colton.

On December 29, 1938 the new 750 GPM Seagraves pumper was shipped to Colton by rail.



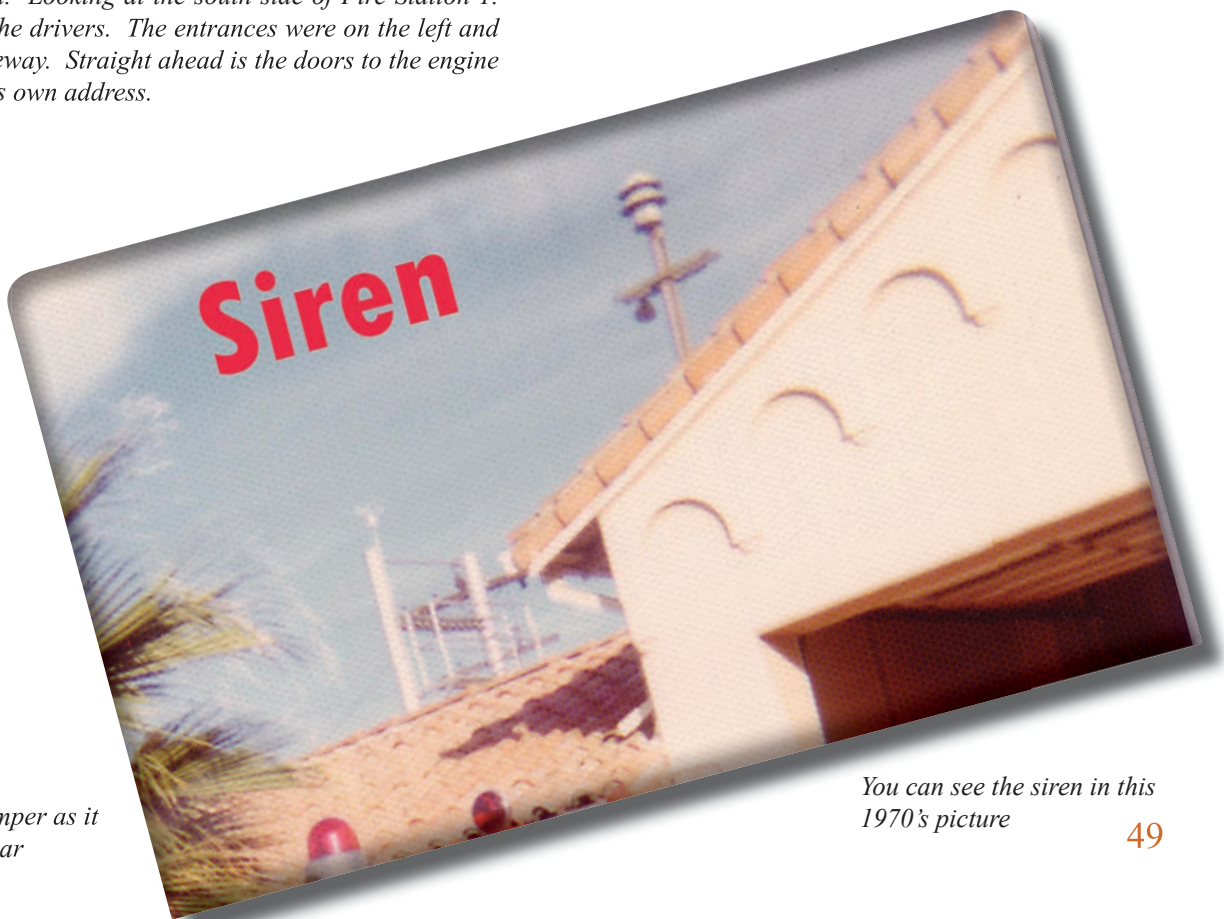
Above; After the 1938 floods there was a lot of clean up. The room to the left was a meeting room and some Volunteer Firemen would stay over at times. The 2 doors in the back are to the office that later became the radio room. The Gamewell system was also installed there. You can see the 1914 & 1924 Seagraves engines sitting in the Bay. The 1914 pumper was painted from white to red to match the 1924 "Little Red Baby".



Right; Looking west to the rear of Station 1 after the flood waters settled.



Above; After the 1938 Flood. Looking at the south side of Fire Station 1. There were 2 apartments for the drivers. The entrances were on the left and right as you entered the breezeway. Straight ahead is the doors to the engine room. Each apartment had it's own address.



1938 Seagraves Pumper as it rolled off the train car

You can see the siren in this 1970's picture

1939

Three months after the new Seagrave engine arrived, it was involved in an accident while responding to a call. Joe Howe was driving and George Kinman was with him. Nick Carter had told others that he had got on the tailboard of the new 1938 Seagrave and ready to respond but at the last moment decided to stay behind. George Kinman was injured and retired from the fire department.

1941

Mutual aid is a must for most small cities. All of your equipment could be tied up on small or sometimes unnecessary calls, or the department may be overwhelmed by more fire than they could handle. The City of Colton has a few small county pockets within the city boundaries that choose not to become a resident of the city. Fire and police services were benefits that the City



Crash of the new 1938 Seagrave

1940

Chief Lombra was still operating the department with two drivers, a relief driver, 24 volunteers and a total department budget of \$12,382.00.

Joe Howe, Chief Friend Lombra and Nick Carter



of Colton was providing for Colton residents. By sending units for out of town mutual aid, this could lead to a lack of coverage for Colton. The mayor felt that the tax payer's money should not be spent for the benefit of outside residents and suggested that an arrangement could be made with the Forestry Department (California Department of Forestry).

Currently the shift schedule was 48 hours on and 24 hours off. Chief Lombra recommended that his men be placed on a schedule of 24 hours on and 24 hours off. This would be consistent with other cities in the area so the City Council approved their new schedule.

1942-1945

Chief Lombra increased his manpower by one. Engineers, George (Nick) Carter

Joseph Howe

Bryan Hewitt

L. C. Brock

Late in 1945, Brock was replaced by Ernie Mashburn.

1946

Friend I. Lombra is to retire from the Fire Department in November after 30 years of service and nine years as Chief. He began work as a volunteer in 1916 and five years later, on April 10, just twenty five years of age, he was appointed Chief at a salary of \$25.00 per year. Twelve years later he was named Chief by the volunteers. In 1937 he was elected first full-time Chief on a paid basis and has held the office ever since. When he began work with the City Fire Department, it was shortly after the horse and buggy days.

- Colton Courier, April 16, 1946.

On November 1, 1946, Chief Lombra retired from the Colton Fire Department, perhaps for health reasons and later died in March of 1948.

George C. (Nick) Carter was promoted to fire chief of the Colton Fire Department and Ed Temby was hired. Carter was the 2nd fulltime Fire Chief, he was a native of Midland Texas and came to Colton in 1907. In 1912 George went to work for the Colton Cement plant where he was employed four and a half years. After leaving the cement plant he worked for a construction com-



George Carter (Nick)

pany in Hollywood for a time and then returned to Colton

to join the fire department.

1947

Chief Carter asked the Council for six more personnel but was willing to settle for two. He further stated that in the past twenty five years the department had an increase of only three paid men.

1948

The Fire Department continued to rely heavily upon volunteers to assist the paid forces. Again Chief Carter asked the City Council for additional personnel in 1948. Since 1937 the Drivers have been working two 12 hour shifts per day (24 hour shift) for an 84 hour work week which was in violation of State law requiring a 72 hour work week. Now the paid fire department personnel consist of, Ed Temby, Don Dunningway, Joseph Howe, Harry Norfleet, Walter Skelly, Milton Fog, Jack Russell, Frank Miller

The fire department worked under civil service rules and regulations which at this time the department only had two job classifications, fire chief and driver. But within the volunteer ranks the department did have rank structure of assistant chief, captain, lieutenant and fireman. This did pose some personnel problems within the organization with the paid personnel which were expected to take orders from the volunteer officers. This proved be troublesome at times.

Threats of fires during the 4th of July celebrations have always been a concern by adding additional volunteers during the holiday. The city also passed early ordinances for building and electrical codes. The fire department actively conducted weed abatement programs clearing vacant lots by using contractors and tractors and part of the firefighter's duties included burning weeds from lots, parkways, streets and around fire hydrants. These duties were given to the most recently

hired drivers Milton Fogg, Harry Norfleet and Walt Skelly.



During the Christmas season the members of the department built holiday scenes to the rear of the fire department for the citizens to enjoy. That annual tradition was carried on for many years and was very popular by the citizens to drive by and see what theme this Christmas would

be.



1950 Christmas Display to the rear of Station 1. You can see that Someone built a tree house in the trees behind the display. Phil Ellison (Nick Carter's Grandson) remembers playing in that tree house. Phil was later hired by The Colton Fire Department to become Captain.

Chief Carter Showing off the hose wagon during Fire Prevention Week





1951 Christmas Display. There were 2 shops to the rear of the station. The one to the right was eventually removed and the other still remains today.

Driver is Walter Skelly with Milton Fog, Chief Carter and Ed Temby on the tail board of the 1938 Seagraves along side of Colton's Original Hose Cart.





1952 Christmas Display.

1951

On February 24, 1951 the State of California Department of Education provided instructor Ward Ensley from the Riverside Fire Department to teach the Colton firemen a 15 hour first aid and resuscitator class. The training of these post war years was limited due to resources. Some of the recommendations from State Fire Training recommended continual training within the department to include at least one on duty officer at all times, with the responsibility of training personnel on all phases of life saving and fire fighting. This would have contributed to higher efficiency and moral within the department. Al Teague had stated that when he began working for the Colton in June of 1951, that they still had the 2 platoon shifts with 4 per shift.

1952

Many of the early fire apparatus was built by the members of the department or purchased from military surplus due to lack of funding. In 1952 the members built a Ford pumper and a ladder truck on a military surplus Seagraves pumper. The department also had a 1950 Seagraves, 1938 Seagraves, and a 1924 Seagraves. During this period the 1914 Seagraves was sold for \$200 scrap metal. Al Teague said that Ed Temby was quite the artist and had the pin stripping on Betsy half done before they made the decision to scrap her. Al also said that besides building many of their rigs, adding pumps, ladders, storage compartments, etc. They would also give them a nice paint job until the paint booth regulations went into effect.



1953 Christmas Display

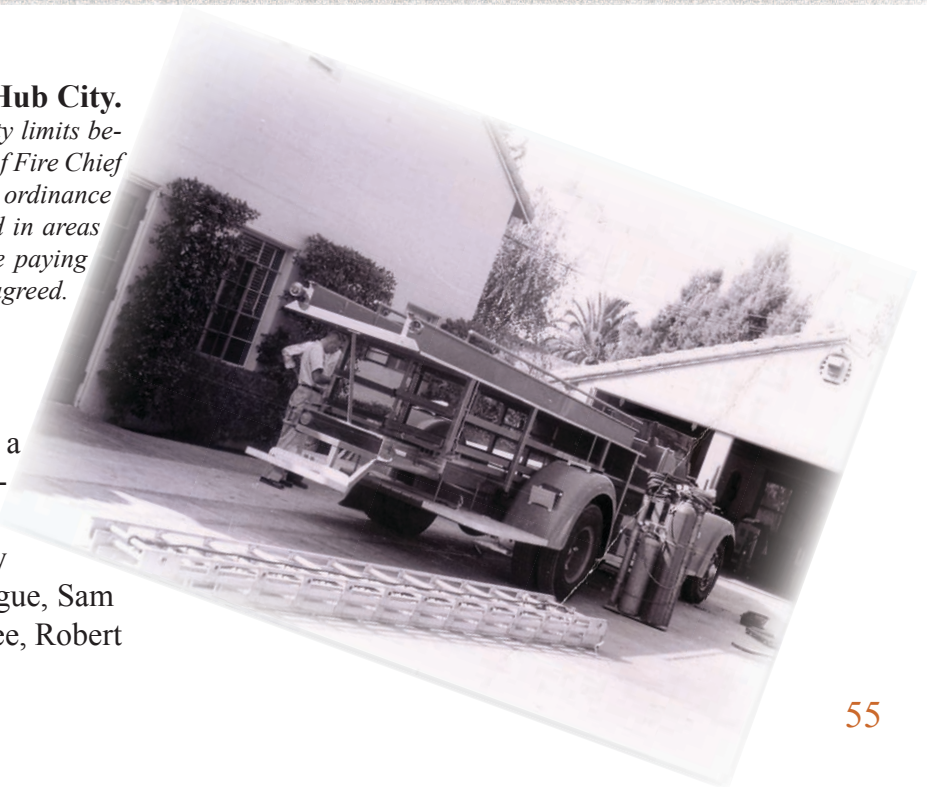
Fire Department ordered to stay inside the Hub City.

Sending the Colton firefighting equipment outside the city limits became a thing of the past. Acting on the recommendation of Fire Chief G.C. Carter, the city fathers agreed to strictly enforce an ordinance which makes it illegal for city fire equipment to be used in areas outside of Colton. Carter said the people of Colton are paying for this protection and are entitled to it. All councilmen agreed.

- Colton Courier, July 16, 1952.

1954

As of 1954 the Fire Department had a total of 13 paid personnel along with the volunteers. Members of the department included Chief Carter, Ed Temby, Don Dunniway, Harry Norfleet, Walt Skelly, Norm Madsen, Alan Teague, Sam Russell, Jack Russell, Ray White, Keith Crabtree, Robert Trimble, and Frank Miller.



NO LONGER NEEDED

'Old Betsy' Faces Junk Yard After Long Career

Shed a tear for "Old Betsy." After 36 years of faithful service, she is to be turned out, not to green pastures, but most probably to the wrecking crew of some junk yard, it was decided Wednesday, night at a conference between Fire Chief G. E. Carter and Colton city council.

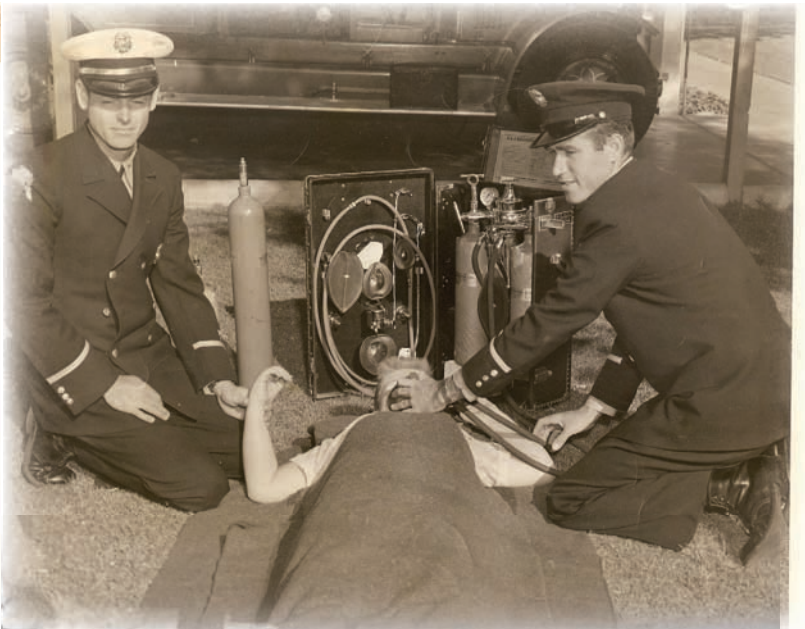
In former years, fire horses were turned out to pasture after long service, but Old Betsy was born too late and is just a mechanical gadget, a wornout fire truck, worth about \$200, or \$250, for junk metal.

Back in 1914, however, it was a different story. It was not Old Betsy then, but a proud new Seagraves pumper, fire engine, the finest equipment money could buy at the time. The city and the volunteer fire de-

partment were justly proud of the 1,000 gallon pumper with its sturdy motor, its brass work and white paint with gold trim; not to mention its solid tires, for the pneumatics of that day were not to be trusted on fire equipment.

The passing years take their toll of all equipment, even of humans, and, although the proud pumper of 1914 was still going strong, it has been used only on a standby basis for a number of years past.

Now, the new 1950 Seagraves pumper, this one with a red paint job, has been accepted and Old Betsy is no longer worth the room she occupies, or the cost of her insurance premium, so the council directed that she be sold on the best offer that could be obtained — for junk.



Don Duniway, Mike Ellison and Jack Russell Showing their latest resuscitator and first aid equipment.

Old Betsy's retirement article

Chief Carter next to his new 1950 Seagrave Engine



1955

Fire Chief Carter Dies of a sudden Heart Attack... Fire Chief George C. Carter, 63, better known as "Nick" to his countless friends, passed away last night at his home at 191 East G Street, victim of a heart attack which struck suddenly and without warning. Friends of the chief's were shocked when the news spread around the city this morning. Carter had been on the job yesterday and attended the weekly meeting of the Kiwanis Club, of which he was a member, last night. For a man who didn't want the job, Carter stuck around for a long time. In an interview 18 months, shortly before he received a diamond studded pin from the city for his 30 years of service to that time, the Chief said he took a job as fireman in Colton only because the late Friend Lombra, Fire Chief at the time, talked him into it in 1923. Carter joined the department on November 11 of that year when there were only two paid members and the fire company was located in the City Hall on I Street.

Carter would have retired in April of next year. For the past few months he and his wife, Judge Myrtle Carter, had planned to build a new home and had their present home up for sale.

Carter leaves his widow, Mrs. Myrtle Carter; a daughter, Naomi Ellison of Colton; three grandchildren; his mother, Mrs. Laura Lloyd of Ventura; a brother Ollie Carter of Colton; three sisters, Mrs. A.C. Abel of Northridge and Mrs. Pearl Yarborough and Mrs. Ella Brackett of Simi Valley. In addition to the Kiwanis, Carter was a member of the Odd Fellows and several professional organizations.

-The Colton Courier, Tuesday, March 29, 1955-

On April 20, 1955 Ed Temby was appointed as the 3rd fulltime Fire Chief. On June 6, 1955 Chief Temby reviewed the department's grading schedule as the newly appointed chief. The last grading was done in 1938. The Pacific Fire Underwriters of Los Angeles, at the request of Chief Temby scheduled an inspection for the fall/winter of 1955. After the grading was completed the city's fire protection classification was a Class 5 with the following recommendations: Completion of the fire alarm system which was asked to be done in the 1938 grading, add additional fire suppression personnel and to provide a second station in the northwest portion of the city. As a result of the recommendations, the City Council proceeded with the bond issue to take to the citizens to improve fire protection for the city.

Top: Chief Carter at his desk.

Bottom: Chief Temby at his car with plenty of new and progressive ideas to drive home.





1942 Seagraves 50' Aerial Ladder Truck that remained in service till 1982. This was an easy test for fear of heights. Not because of the height but once you were at the tip of the ladder, it would move around like a loose branch. Just the slightest wind or when the water came rushing to the top and would charge the monitor tip pushing 500 to a 1000 gallons a minute - you better hang on because you are in for a ride. This unit was originally a pumper and the men took the 50' aerial from an earlier modified International pickup.



Right; An educational Picture projector used in the 50's to give classes provided by the Federal Civil Defense administration such as "Rescue From Basements", "Reconnaissance and Rescue by Stages".



1940 Parade with Nick Carter on the far tail board, Milton Fogg driving, Walt Skelly and Harry Norfleet on rear-right tail board.



FREE CHANCE
ON A COFFIN
You May Win It
IF YOU SMOKE IN BED
Colton Fire Dept.
Phone 10

GEORGE C. CARTER

RESIDENCE
191 EAST G STREET
PHONE 818

FIRE CHIEF
COLTON, CALIFORNIA

Above; The front and back side of Chief Carter's business card.

1954 Group Photo from left to right

Harry Norfleet, Don Dunniway, Norm Madson, Walt Skelly, Al Teague, Sam Russel, Ray White, Kieth Crabtree, Bob Trimble, Frank Miller, Jack Russel, Ed Temby and Nick Carter.





THE CALIFORNIA FIREMAN
California State Firemen's Association, Inc.
 "AN ORGANIZATION FOR FIREMEN"
APPLICATION FOR MEMBERSHIP OR RENEWAL OF DUES

California State Firemen's Association
 1333 W. 97th St.,
 Los Angeles 44, Calif.

DO NOT PUT IT OFF
 JOIN NOW!

Enclosed find One Hundred Sixteen & 60/100 Dollars for the 1957 dues in the
 CALIFORNIA STATE FIREMEN'S ASSOCIATION, Inc., for the member of the
37 Fire Department listed below

NAME (Type or Print)	RANK	ADDRESS	ZONE No
1 Temby L.E.	Chief	1251 Valencia Dr.	Colton
2 Duniway Don	Asst. Chief	1785 Jaryl	"
3 Norfleet H.J.	Inspector	494 W. "A"	"
4 Trimble Robert	"	176 XX E. XX F	"
5 Miller Frank	Captain	820 Edgehill Dr.	"
6 Russell, Jack	"	1154 Bonita Dr.	"
7 Teague, ALAN Alan	"	449 Mill	"
8 Howe, Joe	Engineer	303 E. E St.	"
9 Skelly, Walter A.	"	521 Archibald Ct.	"
10 Crabtree, K.	"	1147 Terrace	"
11 Russell, Sam	"	303 E. E St.	"
12 White, Ray	"	993 Jackson	"
13 Madson, Norman	Fireman	1674 Kippy	"
14 Greer, William	"	1211 Valencia	"
15 NoPike, Marv.	"	303 E. E St.	"
16 Mellen, Paul	"	1240 N. Grand	"
17 Kelly, Jerry	"	863 W. "H"	"
18 Branneman, Ray	"	735 W. "H"	"
19 BRANNEMAN Gemmill Ronnie	"	303 E. "E"	"
20 Vaughan W.	Volunteer	852 Edgehill	"
21 Smith, Chas.	"	191 W. "D"	"
22 Shepard, E.	"	1267 Bordwell	"
23 Hall, Foster	"	768 W. "G"	"
24 Harris, Desmond	"	638 W. "G"	"
25 NoPike, F. G.	"	720 Mt. Vernon	"
26 Hunter, Ray	Secy.	946 N. 7th	"

Walter A. Skelly



Top/left: This is the renewal roster for the California State Firemen's Association. You will notice that in 1957, everyone lived within the city limits.

Bottom/left: Monday morning was always car wash day.

Top/right: Chief Carter next to his staff car.

Bottom/right: Chief Carter on the left and Ed Temby to the right on "Betsy" the 1914 Seagrave after it was painted red and just prior to being sold for scrap metal in 1952. Ed Temby was doing the pin striping himself and was half way completed before they decided to scrap "Betsy".



Pictures are of the Cannery Fire in 1948.

*Top: East side
Left: North east side
Bottom: South side*



8th Street, Colton, Cal.



Left; The top post card is looking down 8th Street which is now LaCadena. LaCadena is Colton's main that runs north and south.

Left/center; Is a post card of the Sothern Pacific Railroad station. The Interstate 10 freeway now runs left to right where the park is. There is still a portion of the train station on the south side of the freeway just west of 10th street. In 2011 the Colton Historical society discovered that it was not yet a landmark and was completing that process for it's preservation.

Below; These are a few action photos of the 1950's while preforming roof ventilation and the aftermath of a fire.





Left; A box car fire in the train yard. This would happen quite often with drifters that would catch a ride and light a fire to keep warm.



Right; a collision between a fuel tanker and another vehicle.

Bottom; Spraying water from on top of one box car to another box car on fire. From the looks of their faces, it seems that someone on the ground might be getting a little wet. In helmets are Frank Miller in the rear and Cecil Oliver in the front.

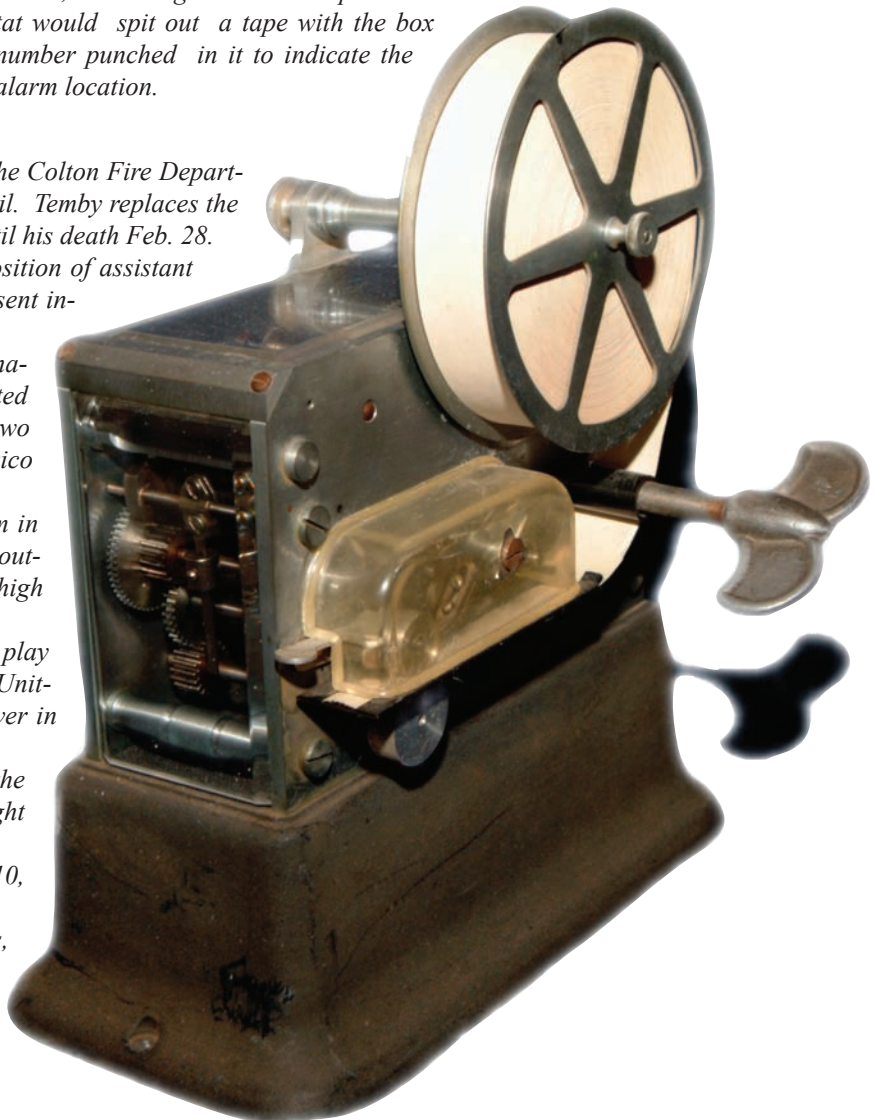




Left; L/R is Harry Norfleet, Nick Carter, Milton Fogg and Frank Skelly pouring a cup of coffee over their new Barbecue pit around 1950.

Above; As the barbecue pit sits today with Ken Hubb's little league field in the background. In front of the pit is the rain gauge and to the right is a hand pulled hose cart constructed for fire explorer competitions.

Below; The Original Ticker Tape machine that would spit out a tape with the box number punched in it to indicate the alarm location.



ED TEMBY APPOINTED COLTON FIRE CHIEF

Ed Temby, 32, a veteran of nine years service on the Colton Fire Department was appointed Fire Chief last night by the City Council. Temby replaces the last G.C. Carter who served 31 years on the department until his death Feb. 28.

The Council at the same time incorporated the position of assistant chief with the fire inspector, the posts to be held by the present inspector Harry Norfleet.

The new Chief, who lives at 1251 Valencia Dr. is a native of Colton and a product of the city's schools. He graduated from Colton High in 1940, San Bernardino Valley College two years later and was a student at the University of New Mexico when he was called into the service in 1943.

Temby served three years in the army, two of them in the South Pacific theatre. During his school days he was an outstanding athlete and lettered in baseball and basketball in high school and college.

While he was in the service Temby was selected to play on the Army All-star team, mythical service champs of the United States, which placed third in the National AAU at Denver in 1944.

Temby also played with the old Murray's team in the years right after World War II, and has been active in night ball in the valley for the past five years.

He and his wife Ruth have one daughter, Jacklyn 10, who is a student at Grant School.

Temby's appointment is probationary for six months, as is the practice in all appointments to city executive positions.



With Colton being a major train junction, they had their share of auto vs trains.

Top left; A 1946 train vs car at Laurel and the tracks.

Bottom: A fatal car vs. train at crossing.

Top right; Every Monday was car wash day. On the left sleeve of Don Brooks was a first aid patch that looks a little like a boy scout merit badge.

Mid right; Again on car wash day is Dave Hall in front and Don Brooks to the rear.

3rd Period, "Expanding Public Service" 1956 -1981



1956

On September 18, 1956, the voters overwhelmingly approved a bond issue of \$80,000 for a new fire station, pumper, and improvement of facilities part of which was to install the original fire alarm system which had laid idle within the department since 1937. After consulting professional help it was determined that the existing Gamewell fire alarm system could be used. The department requested assistance from San Bernardino City Fire Department, Assistant Chief Seiger J. Pruiksma and Ed Duram from the Gamewell Company in the installation of the fire alarm system. Chief Temby gave special credit to Assistant Chief Don Dunningway for making the installation possible to comply with the Underwriter's requirements of 1937.

An open air, three story platform training tower was constructed from telephone poles. This tower remained in operation for 50 years, till 2001.

The department was heavily committed to the training of its personnel and much of the credit for the training can be given to Alan Teague. Captain Alan Teague started Colton's Training program which gained a great deal of notoriety throughout Southern California. As an example, the newly organized Bloomington Fire District utilized Colton's training facilities and under the direction of Alan Teague the department trained Bloomington's newly hired firefighters at the Colton facility. Alan Teague later became Battalion Chief in charge of Operations and in Department in 1977 became Colton's 3rd fulltime Chief. Dennis Bickers was the last person to be hired by Chief Alan Teague in February of 1982. During a conversation that Dennis had with Al Teague in 2010, Al said "Much

of the training decisions had been a joint effort between Ed Temby, Don Dunningway and himself"; but, Ed Temby had always maintained that Alan Teague was the driving force.

So that firefighters could gain experience much quicker, there were numerous live fire burns hosted by Colton. Other departments such as, State Forestry, Riverside, Rialto, Redlands, County Fire Districts, Fontana, Muscoy, Bloomington, Loma Linda and San Bernardino would participate.

1957

The new fire station at Rancho Avenue and Long Beach Drive open for the public to view stated Chief L.E. Temby. The new \$35,000.00 station is a subsidiary of -the department headquarters on 10th and E Street.

- Colton Courier, November 14, 1957.

1958

Colton Personnel during 1958

L. (Ed)Temby, Chief
Don Dunningway, Assistant Chief
Harry Norfleet, Inspector
Robert Trimble, Inspector
Frank Miller, Captain
Jack Russell, Captain
Alan Teague, Captain
Joseph Howe, Engineer
Walter Skelly, Engineer
Keith Crabtree, Engineer
Sam Russell, Engineer
Ray White, Engineer
Norm Madsen, Fireman
William Greer, Fireman
Marvin McPike, Fireman
Paul Mellen, Fireman
Jerry Kelly, Fireman
Ray Branneman, Fireman



Volunteers - 1958

Wesley Vaughn	Charles Smith
E. Sheppard	Foster Hall
Desmond Harris	F. G. McPike
Ray Hunter	Bill Coleman
A.B. DeLaVergne	William Reed
Charles McCoy	Paul Hubbs
Noel Crabtree	Bob May
Joe Hackley	Art Powell

The volunteer firemen disband. The Colton Fire Department has been on a full-time basis since 1955.

- Colton Courier; June 5, 1958.

The training tower was enclosed with siding and fire fixtures were added to simulate a high rise structure. Other departments then copied this form of construction of a then modern training facility. The department also conducted several fire prevention programs in the 1950's under the direction of Chief Harry Norfleet.

1959

Chief Temby would look around the state and see what was special about other departments and implement those ideas in order to improve the City of Colton and he was not shy in asking for help. Chief Temby developing a training manual so that every rookie and firefighter would know what was expected of them. Assistance in creating this manual came from Phillip Pifer of Bakersfield Fire Department. Bakersfield was one of the few Class 1 fire departments on the west coast.

1960

January 28th of 1960 the department built a hose drying tower at Station 1. They also installed 9 additional fire alarm boxes. The Fire Department operation was divided into two major categories, Fire Prevention Bureau and Training Division. The Training Division proceeded to develop a training schedule to assist the Company Officers in meeting the training needs of his company. The Training Division plans and

supervises the tower drills. All companies are required to receive a minimum of 20 hours training every month. To meet this requirement the company must train at least two hours every shift. Last year the Department devoted 6,731 man hours to training. All company officers have completed a course in Instructor training and meet the requirements for a California Vocational Teaching Certificate. This training was to develop their abilities to conduct meaningful training sessions.

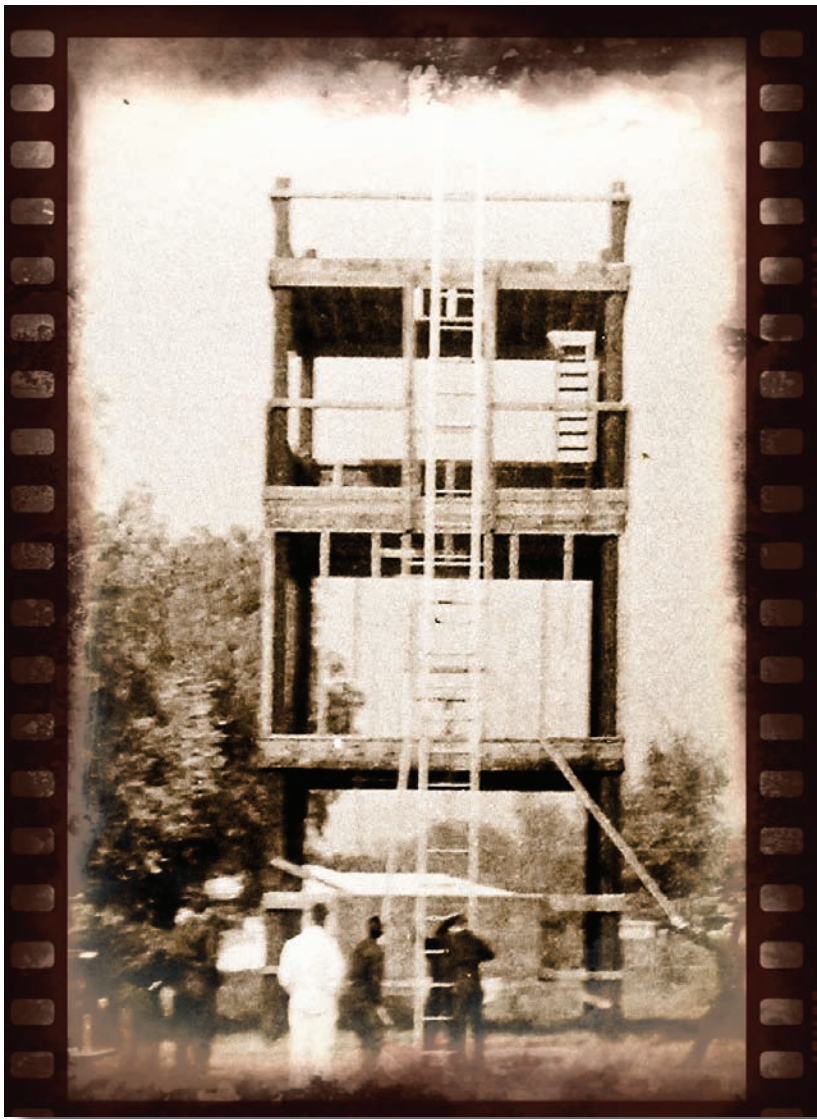
With the completion of the training facility Chief Temby again contacted the fire underwriters to reevaluate the City of Colton which resulted in a Class 3 fire protection rating in 1960 while the bureau maintains a "Class 1".

1961

October 27, 1961 the department developed a cadet fireman program. This program utilized students from San Bernardino Valley College as cadet firemen. The department would have a minimum of two student firemen at each station from 7:00 p.m. until 8:00 a.m. In addition they would be required to work a minimum of one 24 hour shift per week. Students were compensated with room and board and \$50.00 per month.

1962

One of the largest multi-agency live burn exercises was conducted at the old Camp Ono site near I-15 and Kendall Street in San Bernardino on February 6-10, 1962. These exercises were conducted with 28 departments participating. This training exercise was to be known as "Operation Intersection Anywhere". The purpose of this drill was to test mass mutual aid of multiple departments during an urban conflagration. This exercise came as a result of a recommendation bulletin from the National Board of Fire Underwriters. The credit for the organization of this drill can be given to Chief Earl L. Mathiot of the Muscoy Fire Protection District.



Ground Breaking for Station 2 in 1957 with Chief Temby at the shovel surrounded by city officials.



The Original Training tower before it was inclosed. The tower was used between 1956 to 2001.





Paul Mellen, Jerry Kelly, Ralph Henderson and Keith Grabtree at Station 2 with their 1957 Crown.



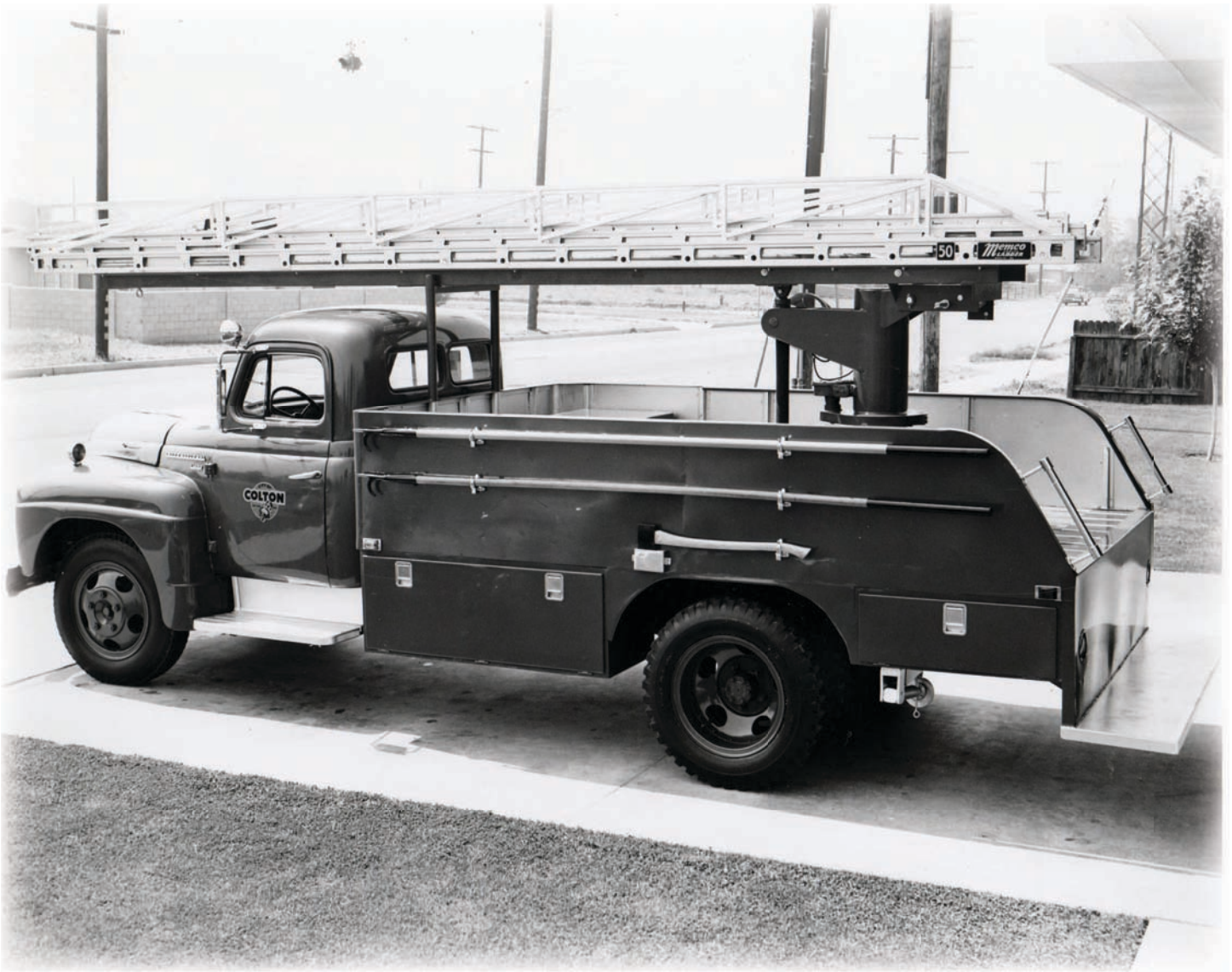
Station 2 that was built in 1957 at the corner of Rancho and Long Beach. Station 2 covers the north western side of the city.



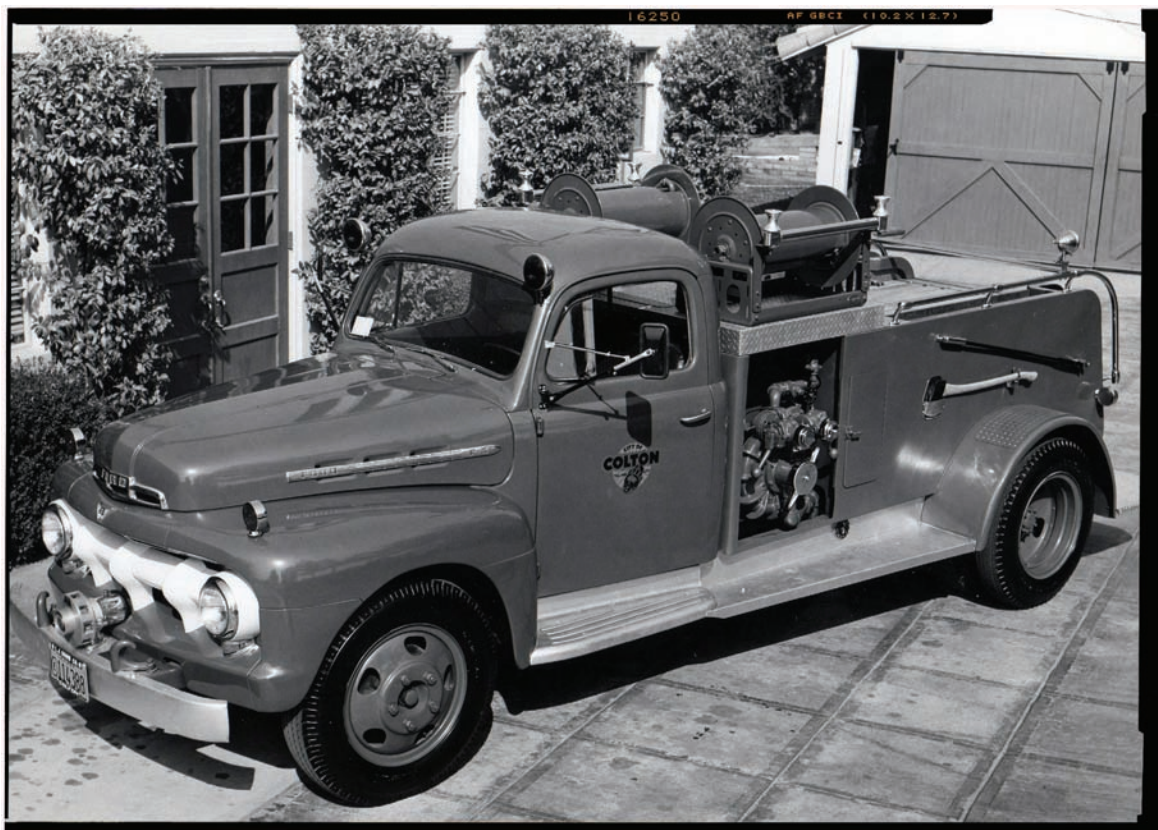
Above: A 1952 International pickup that was modified to carry hose and equipment. They attached a 50 foot aerial ladder to it's bed that was later placed on the 1942 Seagraves engine

Right: Ed Temby standing beside the bell that is in front of station 1. The story of the bell is on page 15.





Above: The 1952 International in front of station 2. You can see the rear stabilizer behind the rear tire.



Left: A 1952 Ford quick attack with 2 hose reels on top and what looks like a 500 GPM pump.



John Lodarski in the Firemans jump seat on 431 in the 1970's. The Uniforms were gray and before the numbering system had changed to 211. This would also be the last manual shift engine that Colton would purchase. It was a monster clutch to drive.

A 1957 squad pulling out of the side door of station 1. In the 2009 remodle, this is between the new kitchen and dorm.



Dewaye Bowelman in the radio room in the 1960's. Colton once did it's own dispatching like most other departments before the 911 system went into complete effect.. We had a local Gamwell pull system and a local emergency number. Marcia Shipley was hired in 1966 as a Dispatcher / Clerk. One of the firemen would usually dispatch but Marcia would take over when they had to leave.

This 1964 Ford Econoline Van was a rescue squad that was still being utilized as a backup squad until late 1982. This van had a growler siren that would reach far and wide but took a while to get going with the kind of weight it had to carry. It still gave some added years to Fire Prevention.



Hand sketches from talented firemen would be used in the new training manual created by Ed Temby for illustration.

John Lodarski shields his face from the intense heat as he helps to man another line while the men on duty attack the fire.





Above: Fire Prevention Engineer Harry Norfleet giving a class tour around the fire engine at Alice Burney Elementary in October of 1956 and his badge (below).

Below/right: Raising money and giving to the Muscular Dystrophy in 1956, from left to right - Paul Mellon, Ray White, Harry Norfleet, Jack Russell, Ed Temby Don Duniway and Robert Trimble.



Above: The badge of Fire Prevention Engineer, Norfleet.





*Above: Pulling ladders in late 1960 from the 1946 ladder truck that was constructed the men of the Colton Fire Department.
Below: In 2004 Tom DeBellis Pulls the 35' extension ladder from it's bed as Captain DeAntonio and FF/Paramedic Brent Bailey is preparing to shoulder the ladder. Engineer Henry Perez is setting the outriggers to raise the aerial ladder.*





1963

On January 25, 1963 two promotions occurred, William Greer and Don Anderson to captain. This was due to the department going to three platoon system effective February 1, 1963.

Captain Frank Miller was conducting first aid classes to the police department at Station 2.

1964

The Colton Fire Department continued developing additional methods to train firefighters to include the use of television instruction from KVCR 24, San Bernardino Valley College to broadcast fire training on television so that any of the local departments could take advantage of this education. The very first class was taped September 9, 1964. The first program was entitled Fire Fighting Practices with instructor Captain John Whelan of Los Angeles County Fire Department. Firemen would register at each station and would take the final exam at San Bernardino Valley College receiving two units of college credit. This broadcast training was utilized from San Bernardino to Barstow.

The Colton Fire Department celebrated its

75th anniversary on November 21, 1964. To commemorate the celebration members of the department were presented with departmental badges which is the present style of badge worn today. At this celebration the department also honored past volunteers and call men with certificates of devotion to duty.



Above: In 1957 while working on the 1952 International pickup that was converted to a ladder truck.

Left: The Fireman badge that was handed out during the 75th Anniversary. The style is still worn today but the title is now called Firefighter to consider all the women that work for the fire service.

Honored volunteers given Certificates of “Devotion To Duty”.

Chester Hartley
 Al Mashburn
 Harry McAdams
 Faye Jones
 Curtis Laird
 Walt Kline
 Joseph O. Howe
 Murphy C. Galloway
 Raymond A. Hunter
 B. Wesley Vaughan
 Charles Smith
 Foster N. Hall
 Cecil W. Oliver
 Art Maher
 Tommy Williamson
 Merlyn Caldwell
 A. H. Price
 R.R. (Bill) Adams

Ed Steel
 G.D. Staley
 Paul J. Hubbs
 Louis C. Brock
 Ed Artner
 Ray Loomis
 Carl Chinnici
 William J. Coleman
 Charles A. McCoy
 Frank Terrell
 Herb Andrews
 Carroll J. Strachota
 Mrs. Lombra
 Mrs. Wattles
 Mrs. Fletcher
 Mrs. Albert Wilkins
 the late Alvin P. Hunter



Ed Temby (left) Presenting Joe Howe (center) with his award. 1964

New Badges Were Presented to:

Chief L. E. (Ed) Temby
 Assistant Chief Donald H. Dunningway
 Battalion Chief Alan A. Teague
 Battalion Chief Harry J. Norfleet
 Captain Donald B. Anderson
 Captain Keith Crabtree
 Captain William O. Greer
 Captain Frank Miller
 Captain Jack Russell
 Captain Sam Russell
 Captain Robert Tremble
 Engineer Ray Branneman
 Engineer Dewane Hudson
 Engineer Jerry Kelly
 Engineer John Lodarski
 Engineer Norman Madsen
 Engineer Robert Reese
 Engineer Ray White
 Fireman Harold Berkebile
 Fireman Arlie Branson
 Fireman Donald Brooks
 Fireman Ronnie Gemmell
 Fireman Ralph Henderson
 Fireman Dwane Bowerman
 Fireman Richard Herbert
 Fireman Louis Livaudias
 Fireman Roy Reed
 Fireman Arnold Sanders
 Fireman Norman Weibke
 Fireman Bill Haney

Former Volunteer Firemen who served before 1946 or relatives were presented with this certificates.





This picture was taken in 1964 around the 75th Anniversary of the Colton Fire Department. A 1957 and 1961 Crown Fire Engines. These engines were later equipped with a fibreglass top.

To the right is Chief Temby standing by the Gamewell system in the radio room. Chief Temby holding the ticker tape that feeds out as the alarm sounds. If an alarm came in for box 152, the bell would sound with 1 ring, then 5 rings and finally 2 rings. The ticker tape would punch holes in the tape to match the sound of the bell. Then you could look up the box number on the list and dispatch the appropriate units.



Pull boxes that were set in strategic locations in the city could be a cat and mouse game at times. Kids that had nothing to do that day would pull the box just to see the Fire Engines go racing down the street. So then the fire guys would dab a little gel that was reactive to a black light, on the pull knob. The Firemen would find the call to be false and then round up all of the local kids in the area and shine a black light in their direction. The guilty parties would glow like a Christmas tree. Once they got the gel on their hands, they would wipe it off on their cloths. Their whole front was a purple glow.



The city logo representing the new city hall, the major freeways and railways that intersect in Colton



The Colton Fire Department Headquarters sign that was carved out of wood by the County Fire Department to match their stations. Next to the flag pole is a Gamewell pull box that was placed throughout town to decrease their fire protection rating.



1965

With the annexation of Reche Canyon the possibility of a future fire station located within the Reche Canyon area. This area today is served by Station 4 that was built in 1989.

The original City Hall and Fire Station was demolished in 1965 with it's debris taken to a Rialto Dump site. The cornerstone (or foundation stone) concept is derived from the first stone set in the construction of a masonry foundation, important since all other stones will be set in reference to this stone, thus determining the position of the entire structure. Some cornerstones include time capsules from the time a particular building was built. There was a time capsule found at the Rialto dump and returned to the city and is now on display in the Colton Museum.

Chief Temby with Governor Reagan while serving as Pres. of the California Chiefs Association.



THE CITY HALL OF COLTON as it appeared in 1924, prior to major remodeling and strengthening of the 1890 structure. The building was demolished in 1965 and the contents of a cornerstone, indicated by X, was found in a salvage yard by a Rubidoux man. The contents of the box were returned the city last week as the first donation for the city's proposed museum.

The original City Hall and fire station around 1924 showing the placement of the corner stone.

1966

Colton Fire Chief Ed Temby was instrumental in training firemen from Mexico known as "bombero". The first bombero program was held in Colton February 6, 1966. The visiting firemen from Mexico slept in local fire stations and received training on firefighting techniques such as first aid, ropes and knots. Training classes were held at the Colton Armory on "B" Street. Instructors were from Los Angeles County Fire Department, State Forestry and neighbouring valley departments. The bombero program would be ongoing for several more years which would be held in several locations such as Los Angeles County, San Francisco area and San Diego County. What was started here in San Bernardino County was carried on by the California Fire Chief's Association. Colton still hosted the bombers

In February four new firefighters were sent to the first fire academy held at Chaffey College. The Colton firemen were Bruce Hamp, Don Ewing, Richard Mansfield, and Bob Beach.

On February 11, 1967 Battalion Chief Harry Norfleet passed away.

On March 10, 1967 the department participated in Fire Service Day at the National Orange Show grounds in San Bernardino with other fire apparatus displays from across the valley. Orange Show Picture



1969

Emergency medical treatments have been evolving for centuries from the battle fields. The late 1800's saw drastic changes with the formations of what we now know as the modern day British Red Cross (1870) and St John Ambulance (1877). In 1878, the term "first aid" first appeared in Britain and is thought to be derived from "first treatment" and "National Aid". In 1911 the Boy Scouts of America had a Merit Badge for "First Aid" but it was then called "Ambulance". The public was now being taught what could be life saving measures and that would become the responsibility for a public service such as the fire department to provide first aid.



Above: Sam Russell applying a head dressing during a first aid class



Chief Temby and his Administrative Secretary Marcia Ruiz (Shipley) giving a high school career day class. Marcia began in September of 1964 as a dispatch/clerk. She worked her way to Administrative Secretary. If you ever wanted something done, you would need to run it by Marcia first.



*Working and training
with other regions,
Left to right:
BC Al Teague
BC Collins (LA Co.)
Chief Ed Temby
Chief Klinger (LA Co.)*



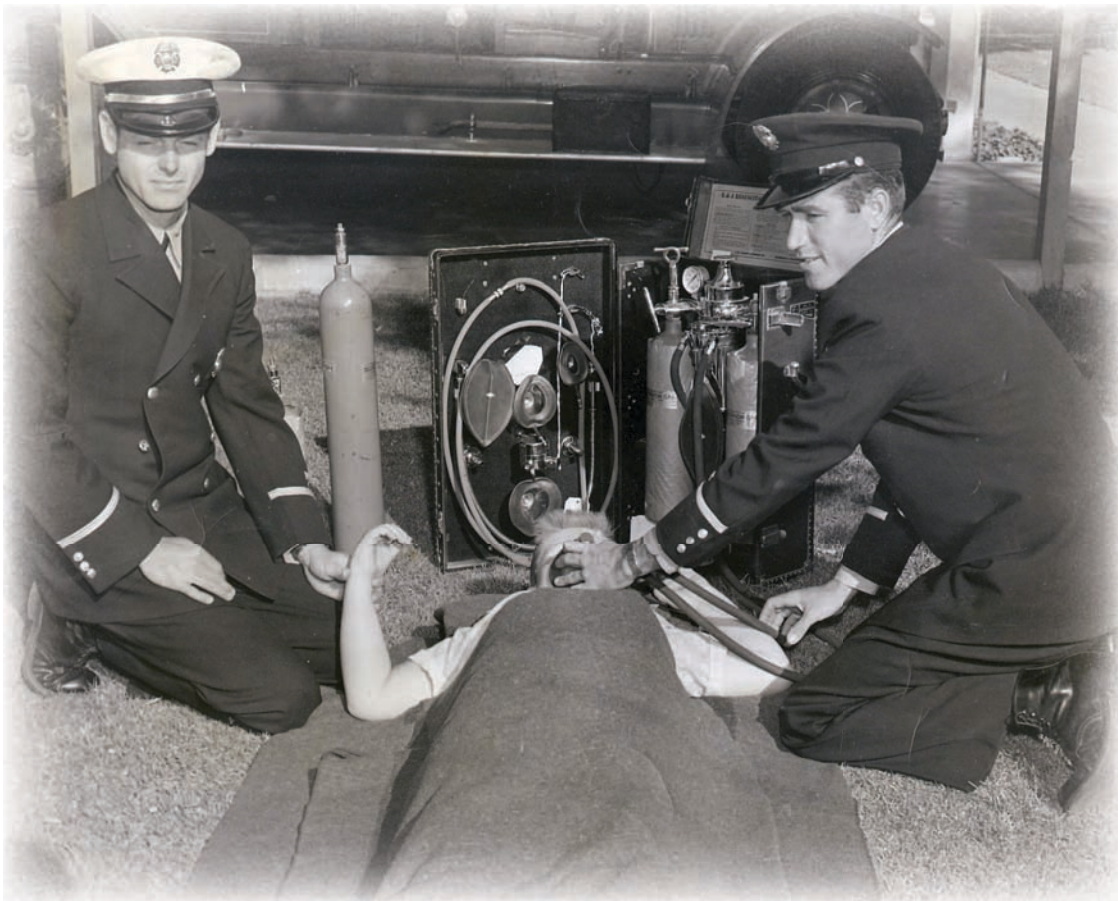
*A workout in the engine room.
Left to right:
Captain Don Anderson
Norm Wiebke
Jack Russell
Dewayne Hudson
Arnald Sanders
Ray White
Ron Gemmel*

*Assist. Chief Don Duniway
demonstrating the new oxygen
demand regulators.*





Above: Showing off their emergency squad and equipment. L/R, Paul Mellen and Al Teague



Left: Demonstrating patient care, L/R Don Dunningway, Mike Ellison (victim) Jack Russell



*Above: Training during a live burn as the men
dawn their air packs.*



*Left: Training on the drill ground using a Siamese
wye for dual water tender operation.*

*Below: The Bombero Program in 1966 at the
Colton Armory*





*L/R
Jim Barth
Mike Kinney
Dave Hall*



*Below is a training burn and a
make shift command post.*





Above: Pump certification at the old Plung. (swimming pool)



Left: Colton's 1946 Ladder Truck saw a lot of action.

Below: The 1946 ladder truck is practicing in the drill ground with the old tower back in the 1960's.



Right: South Colton Gas works - Batt Chief Horfleet conducting a training exercise

Below; David Hall is showing a group of kids the fire engine with his daughter Nattily standing in front of him.



Above; David Hall is at the nozzle while mopping up a structure fire.



Left: This fire was at Colton and Mt Vernon where is now a vacant lot. Captain Al Teage was burnt going in the front door as Captain Crabree went into the back door. There was a flash over and the fire flashed under his helmet and burnt his hair and scalp.

Top: To the rear of station 1 during an open house for the 75th anniversary in November 1964.



Bottom: A Jeep and the old Henry Spin 3000 watt generator and lights that was part of the civil defence equipment that Chief Temby procured. Henry Spin was in use till mid 1980's.





*Top; A 1940's photo of Chief Nick Carter pulling hose to a front door.
Bottom: Camp Ono military supply camp. 1962 Training burn*





Above: A donated military surplus ambulance and equipment as part of the Bombaro program between 1967-69. Chief Ed Temby & Al Teague

Below: Pulling a preconnect from the rear of one of the Crown engines.



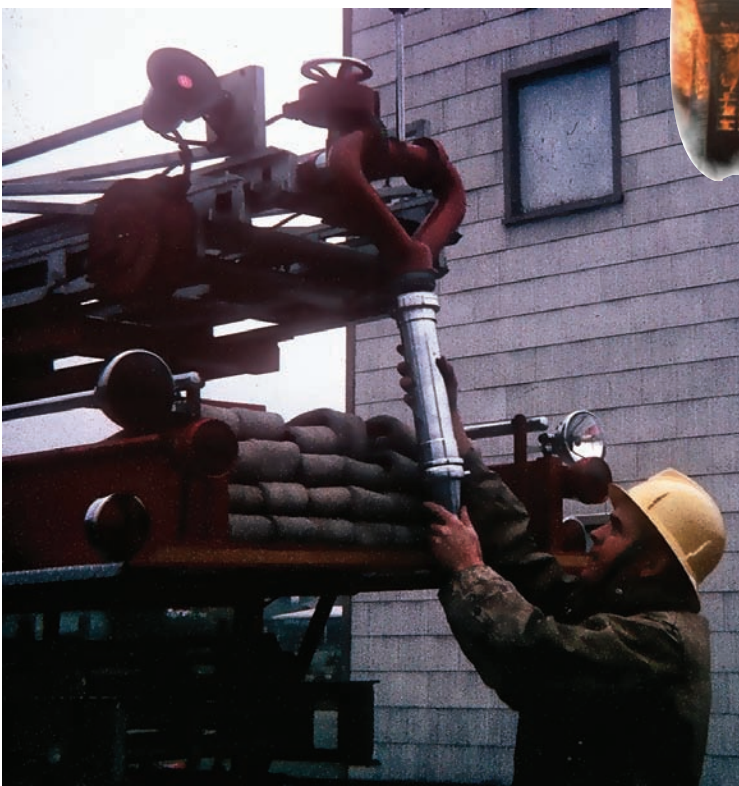


Top: Harry Norfleet helping kids spray some water after his tour around the fire engine.

Below: The 1946 Seagraves pumping on another structure fire. The monitor was attached to the rungs of the ladder and fed by a single 2 1/2" hose that could put out approximately 300 GPM.

Below left: December of 1966, Dewayne Hudson is changing the tip size on the monitor of the 1946 Seagraves ladder truck.

Below right: Fuel fire training in May of 1964.



In the battlefields of Vietnam it was proven that the sooner a patient received advanced life support, the better his chance of survival. The idea of para medicine was to take the doctor to the patient or at least have a person that could be the eyes and ears of the doctor and administer a variety of drugs and procedures under a doctor's orders.

In 1969, nine Seattle firefighters began their paramedical training, while all firefighters received basic CPR and first-aid training. The Medic 1 Training Program consisted of 150 classroom hours, followed by 10 months of physician-supervised experience on the ambulance. By 1970, they were ready to hit the streets in Medic I. The large motor-home, "affectionately referred to as 'Mobey Pig' by the paramedics," responded to all cardiac emergencies throughout the city from its base at Harborview Medical Center.

1970

While Seattle was making progress in the paramedic frontier, California was not far behind. Seeing the need for legalizing the utilization of pre-hospital paramedic care, Dr. Graf from Los Angeles County took his issues to Kenneth Hahn, a prominent and powerful Los Angeles area politician. Hahn carried the proposed legislation to Sacramento, State Senator James Wedworth and State Assemblyman Larry Townsend. The proposed bill was introduced to the state government in March of 1970 and signed into law by Governor Ronald Reagan on July 14, 1970 as the Wedworth-Townsend Paramedic Act. The Act provisioned that, "A county...may conduct a pilot program utilizing mobile intensive care paramedics for the delivery of emergency medical care to the sick and injured..." It also stipulated the scope of practice under the orders of a physician or nurse, "Administer intravenous saline or glucose solutions, perform gastric suction by intubation, and administer parenteral injections of any of the following classes of drugs: Antiarrhythmic agents, Vagolytic agents, Chronotropic agents, Analgesic agents, Alkalinizing agents, Vasopressor agents." Harbor General paramedics began to work free of CCU nurses the day the act became law. In 1973, a three-year evaluation of Los Angeles's paramedic program stated that, "the increased utilization of the paramedic and his ability to render effective treatment was demonstrated".

In the 1970's Southern California experienced several major fires which utilized vast amounts of fire resources statewide. As a result Southern California fire agencies such as Los Angeles County, Santa Barbara County, Ventura County and the State Office of Emergency Services created "FIRESCOPE"

(Fire Service Resources of Southern California Organized for Potential Emergencies). FIRESCOPE is headquartered in Riverside, California. As a result of the development of the FIRESCOPE program, things that are common place in today's fire service such as the "Incident Command System" was developed.

1971

There was a Public Educational meeting at Woodrow Wilson Elementary School in Colton where Chief Temby spoke about the Fire Department. Someone asked the question of Chief Temby, "Why is there no Hispanics on the Fire Department"? Chief Temby Replied, "Because no Hispanics have applied". Colton did and still does have a large Hispanic population. Nellie Cortez was in attendance that day and went home to tell her husband Eddie Cortez what she had heard. Eddie had admired the job for some time but never pursued it. Nellie Convinced Ed to apply. It took him a couple times to pass the test and finally made it to an interview with the chief. The chief asked if he had any concerns about being the only Hispanic. Eddie replied, "No". Chief Temby also asked Nellie Cortez if Ed had to miss an anniversary or special occasion because of work, would that bother her, and she replied "No". There was not a job opening at the time but later that year, Eddie received the call and became the first full time Hispanic to work for Colton Fire. Ed Cortez (Haus) soon became one of the first paramedics in the County and later became captain, retiring in 1994.

1972

California soon followed Washington in their development of the paramedic program. This would prove to be such an exciting topic and career that they made a television show from the idea and called it "Emergency". The show captured the imagination of emergency services personnel, the medical community, and the general public. When the show first aired in 1972, there were exactly six paramedic units operating in three pilot programs in the whole United States. By the time the program ended production in 1977, there were paramedics operating in every state.

1973

The Colton Fire Department has provided a service to the community for 84 years. Colton is now a fully paid professional fire department, operating with 2 stations, 34 personnel-2 engine companies and 2 rescue squads, providing fire and rescue service for an area of 13 square miles. Colton Fire Department has provided

a fire insurance classification grade 3 since 1960 and the only City in Southern California with the population under 25,000 to accomplish this goal.

1974

Chief Temby was in touch with the latest progress in every phase of emergency services. He was involved in the development of the first Paramedic Program in San Bernardino County. The San Bernardino County Board of Supervisors created the Emergency Care Committee of which Dr. Thomas Zirkle of Loma Linda University Medical Center the Deputy Fire Chief of Loma Linda along with Chief Ed Temby as the fire service liaison where he contacted Los Angeles County for assistance in developing a curriculum and guidelines for the establishment of a paramedic program. Also another instrumental area physician was Dr. Paul Letson of San Bernardino Community Hospital.

1975

The paramedic program began at Loma Linda University Medical Center in July of 1975. They trained firefighters and ambulance personnel to become certified Paramedics. Each county would operate their EMT/Paramedic program under the guide lines of a sanctioned medical authority. Initially there was an agreement between four counties (San Bernardino, Riverside, Inyo and Mono Counties) to operate under one set of guide lines. This would be the Inland Counties Emergency Medical Authority (I.C.E.M.A.). In 1989, Riverside County separated from the original four counties to form its own Riverside County Emergency Medical Agency.

Loma Linda University's first paramedic program was in July of 1975. Chief Temby would send a total of 9 firemen to become medics. There would be a paramedic squad with 2 medics and one medic would ride on the engine at station 2 as firefighter/paramedic.

The First Paramedic class of July, 1975

Bruce Hamp
Terry McNeill
Don Ewing

Second Paramedic Class, January, 1976

Tom Hendrix
Rick Turner
Ed Cortez

Third Paramedic Class, July, 1976

Greg Turner
Dick Shipley
Bob Mendez

There was an intense classroom phase and then the students would gravitate toward the field to hone their skills. They would start in the hospital setting under a controlled environment, then move to a field paramedic unit for 12 to 20 shifts under the guidance of a paramedic instructor who would verify that their skills meet the paramedic standards. Los Angeles County provided the field training portion of the curriculum due to the fact that they had a preexisting paramedic program. In 1976 there was an inconclusive national survey that found 214 paramedic services were operational in the United States. Loma Linda ended their paramedic program around 1981. Crafton Hills College in Yucaipa began their Paramedic program in 1978 and by 2011 has produced over 1500 Paramedics. Victor Valley College in Victorville began their Paramedic Program in 1988. As of January 2011 there were a total of 3296 Paramedics certified in the I.C.E.M.A. Region since its inception and 1134 of those would remain active. During an interview with Ed Temby in 2010, it was his feeling that one of the greatest accomplishments of his career was, "To bring the paramedic program to the City of Colton".

1977

Chief Ed Temby had also served the city as Their Assistant City Manager for 12 years. Ed was also in charge of civil defence for the city.

On July 16, 1977, Chief Temby retired from the Colton Fire Department and was asked to be Fire Science Coordinator at San Bernardino Valley College due to his long term relationship with the college as chief. They started the fire academy at San Bernardino Valley College in 1977. The academy was held at Station 10 in San Bernardino and then it was moved in November 1982 to Crafton Hills College where the regional fire training facility was created. Chief Temby worked at Crafton Hills College until his retirement from teaching in 1987. In addition to working for Crafton Hills College, Ed Temby worked for Sierra Consultants out of San Francisco, a fire protection engineering firm.

In August of 1977 Division Chief Alan Teague was appointed fire chief. Chief Teague's prior position was Division Chief in charge of Operations and was now Colton's 4th fulltime Chief.

1980

In November of 1980 a major fire took place in the city of San Bernardino known as "Panorama". It consumed over 300+ structures and took 4 lives. This destructive fire was driven hard and rapid due to the local Santa Ana winds. Chief Teague remembers being gone on vacation during that fire and placed Division Chief Ron Gemmell in charge.

Colton to Host Mexico Firefighters here for training



Chief Al Teague

City firefighters this week – as they’ve often done for the past 17 year – take part in a foreign exchange program. The medium of exchange is fire-fighting techniques.

Firefighters here will be host to four of 71 visiting “bomberos” – firemen from Mexico who will participate in a training program arranged by San Bernardino County Fire Chiefs.

“It’s been a real rewarding program over the years,” said Colton Fire Chief Al Teague. “And the bomberos have been very interested in the program.

“They’d take training sessions 24 hours a day if they could, they are so enthusiastic.”

According to Teague, Colton serves as the central gathering point for the program, as it has for the past three years.

But Teague said Colton’s association with the exchange program has been sponsored by the California fire chiefs,” Teague said. “But the year before it started, firefighters here in Colton hosted a group of bomberos from Mexicali.”

He said that through the years as many as 150 Mexican firefighters have come for the training session sponsored by various county firefighting associations.

The 71 firefighters this year from throughout Mexico will arrive 4 p.m. Sunday at Hutton Community Center here. At Hutton, the bomberos will be welcomed by the county fire departments that will serve as their hosts for the next week.

“The cost of the program is pretty minimal,” said Teague, “everything is donated.”

Teague said the buses for transportation the visitors are donated, as is the housing as local fire stations and the training sessions at San Bernardino Valley College.

Instructors from various local fire departments will offer session’s instructor training, factory safety, rescue practices and “major incident command,” said Teague.

Following the week-long training sessions, a banquet will be held for the visiting firefighters 6 p.m. Feb. 20 at the National Orange Show grounds. Teague said the dinner is open to the public and tickets are \$10.

The following morning, the firefighters will gather at Hutton Center and the local firemen will say goodbye and the visitors – with their newly acquired training- return to Mexico.

It’ll be the last visit here for awhile – next year’s training program will be held in San Diego County.

San Bernardino Sun Telegram



Top; Al teague (left) and Dewayne Hudson

Bottom; Al Teague investigating a kitchen fire.



Top left; Chief Ed Temby at the steering wheel of the 1924 Seagraves.

Top right; At the kitchen table having their morning coffee get together is L/R Marcia Ruiz/Shiple (hand), Bill McClelland, Ray White, Jack Russell, Arnold Sanders and John Lodarski.

Bottom left; Harry Norfleet must have been running a little low on fuel. Ray White was manning the gas can.

Bottom right; Norm Wiebke checking the fuel moisture and doing his weed abatement.

4th Period, "Today's Professional Fire Service" 1982 - 2011



1982

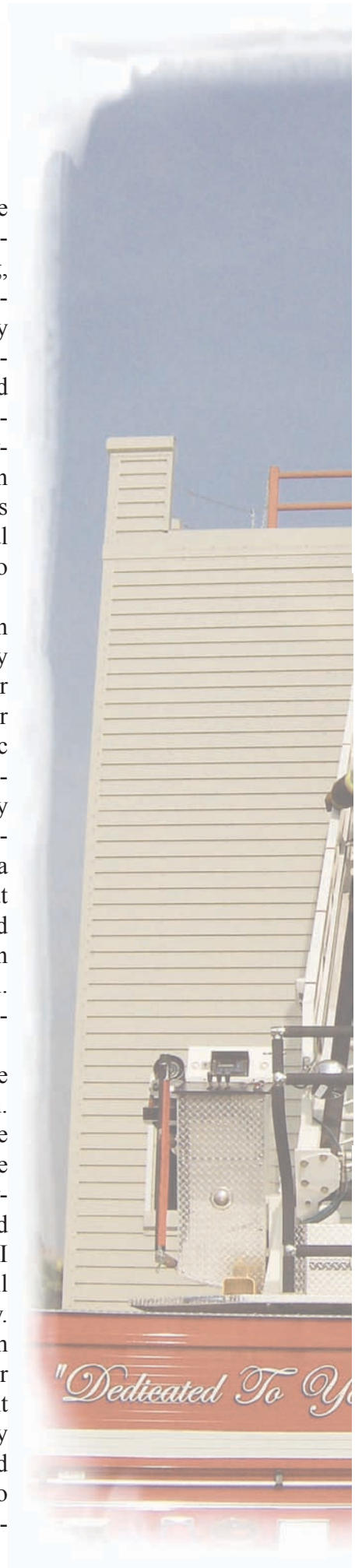
In 1982 Colton Fire Department contracted for dispatch services with San Bernardino County Communications Center (Comm Center). The San Bernardino County Fire Department – CONFIRE JPA. The Confire Communications Center (Comm Center), is a multi agency emergency Fire/Emergency Medical Service (EMS)-only dispatch center. Its primary mission is to provide direct fire/EMS dispatch service 24 hours a day, seven days a week for the Consolidated Fire Agencies of CONFIRE JPA, as well as contracting fire agencies. Member agencies of the CONFIRE JPA are: San Bernardino County Fire Department, Colton Fire Department, Loma Linda Fire Department, Redlands Fire Department, and the Rialto Fire Department. The Running Springs Fire District and Twentynine Palms Fire Department currently contract for dispatch services with the CONFIRE JPA. The Comm Center's primary function is to provide direct fire, EMS, and rescue dispatch for the CONFIRE members and the dispatch contractors. Comm Center also functions as the operational area dispatch for the County of San Bernardino. Under this function, Comm Center is responsible for coordinating mutual-aid needs within the county and for processing mutual-aid requests to and from the Region VI Operations Center of the California Office of Emergency Services, located in Riverside.

The fire departments of the east valley signed automatic aid agreements among participating departments which included Colton, Loma Linda, San Bernardino, Redlands, Rialto, Norton Air Force Base and Central Valley Fire District. As a result of these departments working together, created what

is called Con Fire (Consolidated Fire Agencies of the East Valley). The departments involved cooperated in training, purchasing of equipment such as breathing support unit which were shared by participating departments on large structure fires. Departments also participated with personnel in creating hazardous materials specialists to work with San Bernardino County Environmental Health Services to create a hazardous materials response team. Today Environmental Health Services is under San Bernardino County Fire Department.

I (Dennis Bickers) started with the Colton Fire Department in February of 1982. Prior to this, I worked a year as a CETA fireman and then worked for an Ambulance Company as a Paramedic while I tested for various fire departments. Paramedics were becoming very desirable in the fire service and would increase your chances of being hired on a department. If you were serious about getting hired in the fire service you would take as many test that were being given in and as far as you were willing to travel. There were always hundreds of applicants for sometimes 1 or 2 positions.

Chief Al Teague was the Fire Chief and Captain Hall was my Captain. Colton's uniform shirts were gray while most departments wore light or dark blue shirts. I liked the fact that we were different than other agencies. Everyone could tell when Colton walked into the room. I soon began to hear that Colton was well respected for their training and ability. The fact that we were recognized from a distance increased my appreciation for the gray shirts. Some of the guys thought we looked like mechanics. I guess they didn't see it like I did. If Colton had a bad reputation then you might want to blend in, but it wasn't the case. When-





ever we left the station, we were required to wear our class "A" uniform hat. I didn't mind that either. It looked sharp but I haven't grown tired of wearing the hat like some of the guys.

As a rookie, I had one year to study everything that I could about fire fighting practices and improve my skills so that I may function as a valued member of the department. When you were not studying, you had to be busy doing something. Everyone in the Department was expected to be busy. The Engineers would be polishing on the Engine while the Paramedics would be cleaning out their drug box. The Captain would be figuring out the drill for that afternoon and the Fireman would be sweeping out the back shop. You would keep your fingers crossed in hopes for a call that might get us out of the station for a while. Training came first then busywork with a 10 to 15 minute brake at 10am and 3pm. Lunch was between noon and 1pm providing there were no calls. Phil Ellison, the grandson of Chief Nick Carter, was an Engineer at the time and he controlled what channel the TV was on. So anyone that was at Phil's station would be watching "All My Children" since Phil has not missed an episode since the show started in 1970. The show will be ending it's run in February of 2012. When I called the fire station in June of 2011 to ask how Phil was doing after he found out that the show was ending, Firefighter/Paramedic Jeff Miller responded that "We had to put him on suicide watch". Phil Ellison will probably be retired by then after 35 years of service.

Six months after I began in February of 1982, Colton hired 2 more Firemen, Mike Musgraves and Doug Blinkinsop. It was great having others to study with and sharing the rookie load. Every day was full of training and at night you hit the books. I wouldn't be seeing the TV room for a year and at home it was more of the same. I witnessed a couple Rookies that thought they could slide by their first year without too much effort.

It makes you appreciate all of the hard work that you devoted toward your studies when you discover that not everyone makes it through the rookie year.

Colton had 2 fire stations and my first partner was Terry McNeill. Prior to my arrival their original squad was a Dodge that was exactly like the squad on "Emergency" the TV series. Terry McNeill was driving code 3 on a hospital follow-up and was t-bonded in an intersection. After the accident we inherited the mechanics truck for a squad (for those that still thought we looked like one in our gray shirts). Our backup squad was a 1960's Ford Econoline van that swayed from side to side as you went around a corner. It was very slow but it had an electric growler that was as loud as a freight train. So people would pull to the side because it sounds so close but would have to wait a while till they could see where it was coming from.

Along with the medical gear, we would carry forcible entry tools, search & rescue, and extrication equipment. The original Jaws of Life was very heavy. It would be a workout by the time you swung that solid steel jaws around for 20 minutes while extricating victims from trapped situations. Our latest extrication equipment is made of high strength aluminium with a fraction of the weight and size.

At station 1 we ran a squad with two paramedics and a 3 man Engine (EMTs). For Brush fires and poor access areas there were two 6x6, 5 ton trucks that were purchased for \$1 from military surplus. The 5 ton trucks were again converted by Colton firefighters to 1000 gallon water tenders with 500 GPM pumps.

Station 2 had a 3 man engine with a Captain, Engineer and Firefighter/Paramedic. We had two Crown fire trucks that were bought from Los Angeles and housed at station 1 as reserves after completing their time as first out engines. Colton still had the 1943 Seagraves 50' aerial ladder

truck in service. Remember, that this 1943 ladder truck was converted by the men of the Colton Fire Department from an engine in the 1950's. It was an excellent way to test your fear of heights because when the ladder was extended, the entire ladder would toss and sway as you climbed to the top. When you reached the tip of the 50 foot ladder, you would attach the safety belt to the rung to ride out the wave.

Chief Temby was able to meet the tight budget in the 1950's and 60's by utilizing what he could from the military surplus. With tighter regulations and OSHA requirements in place by the 70's and 80's the surplus days were over. Regulations and requirements set forth



*Top: In 1983 after the purchase of the American LeFrance 75' Ladder Truck.
Above: The first out and reserve units of 1981. 2-5 ton Water Tenders 1969 & 1973, 2 Crowns 1957 & 1961 (reserves), 431 (Station 1) - 1981 American LeFrance and 432 (Station 2) 1970 Pioneer.*

in the National Fire Protection Association (NFPA 1901), Standard for Automotive Fire Apparatus were adopted by Colton. It was not long before safety films that displayed the catastrophic failure of aerial ladder trucks started to pop up that would make the urgency even more apparent. In 1983 we purchased an American LeFrance 75' Aerial. All of our fire engines had open air seating for the firefighter jump seats until the 1990's when Colton purchased the Beck with a fully enclosed cab. The open jump seats were restricted by manufacturers after several accounts of firefighters not being seat belted properly and falling from the unit while in motion. One case particular where a female firefighter stood briefly to slide into her bunkers and fell from the unit as it was pulling from the apron. She was run over by her own fire engine.

NFPA 1901 made recommendations that all fire units shall be fully enclosed to their personnel. These units were our last to have open air jump

seats. This also would mean that no one could ride the tail board either; everyone would need to be seat belted in the enclosed cab. Before this safety rule was applied, I can remember riding on the tailboard of the water tenders to and from brush fires. We had a safety strap that went around our waist but the tailboard was like a trampoline when you hit a dip.

Usually the Fire Department was first on scene in their district; ahead of the ambulance and able to provide advanced life support (ALS). The ambulance would soon arrive with their Paramedic and EMT for additional support to accelerate the process and transport the patient to the most appropriate Hospital in the shortest amount of time. The citizens of Colton or anyone passing through Colton were the customers and primary concern of the Colton Fire Department. So after treatment at the site of injury, we would accompany the patient with the ambulance medic to the hospital to maximize their care. There

was only one Medic at station 2, so the squad would always respond with them to make a total of 4 paramedics on scene (3 fire paramedics plus the ambulance medic). Station 2 was very busy but the squad rarely got a break while they would respond to almost every call in the city. Whenever a station 2 medic followed-up to the hospital, the engine may or may not follow so that they could bring that medic home. Most of the time, the ambulance would bring you back to the station after the patient was delivered and the paper work was finished. The engine would return to the station in order to stay available. Many times they might continue to run a call with the two remaining members as long as they were responding with the squad. Sometimes they might call in a local fireman for an hour or two of overtime coverage while other times they might go out of service until their medic returns. That would be to the Captains' discretion. The medic that went to the hospital might also be involved on another call outside of Colton if the ambulance was dispatched to another call before they got back to the station. This could be a long night for the paramedic. Some nights the engine at station 2 might run a couple calls before the medic got back.



Top: Front view of the American LeFrance with the water tender beside it.

Above: Dennis Bickers (left) and Terry McNeill (right) next to their squad - 1982





Over the years, the department started to double or triple their call load and it became more apparent that running calls with less than 3 on an engine would put the public and the crew at risk.

This is a motor home fire along side of I-10 in 2001. Engine 211 was converted from to an engine from the American LeFrance truck after the 75' aerial ladder was damaged and removed. The damage was a slight dent on the underside that was discovered by the annual ladder testing. So we attempted to create a catastrophic ladder failure by fully extending it and wenching it down from the tip of the ladder. It bent most of the way down and then twisted side ways but we could not get it to collapse.



Strict OSHA (Occupational Safety & Health Administration) requirements would back Colton's actions towards a safer - more efficient work environment. Later the policy would dictate that any engine with less than 3 people would remain out of service. The system of replacing people in the event of an illness or vacation was to utilize a person that had trained for the position of either a Captain or Engineer but did not yet hold that position. This was called an acting position. If there was a Captain on Vacation each shift would keep track of whose turn it is to act as Captain. Then you might have to move another person to act as Engineer. Some days it could be all actors. Because there could not be an acting paramedic and there were no rules in place to maintain 2 paramedics on the squad many times they would combine a firefighter/EMT with a paramedic on the squad. That would make it tough on the medic to sometimes triage, assess the patient, treat and then call the hospital for further orders. His plate was full. I must say that there has been a huge change in the EMT program of today and the motivation behind the EMTs to assist the paramedic with his patient contact. But, with constant manning around the corner, the squad would always have 2 Paramedics. All members that would act in another capacity other than the position that they hold would obviously be familiar with that position but it was not the job that they do every day. If the public wanted to have consistency and the most highly trained individuals for every position, "Constant Manning" was the answer. In other words if a Captain or Engineer would be on vacation or a Paramedic was off duty because of illness, those people would be replaced with a person of the same rank to maintain a crew with the skills and training necessary for the most effective fire fighting company. This was referred to as "Constant Manning" and was put into effect around 1992.

The "Muster" at the engines tailboard just outside of the radio room was a morning ritual. This is when the off going shift informs the on coming shift about the events or changes from the previous day. The on coming Captain would take note of who was on vacation or off because of illness and give assignments for manning the engine, squad and water tender. Sometimes we might have to mix with station two's crew in order to make things work. On pay day, Division Chief Bob Beach would appear behind the podium to hand out pay checks.

Every day of the week we had a major chore along with our daily routine chores.

Mondays - Rain or shine, it was car wash day for about 5 to 6 staff cars.

Tuesdays - Blood pressure clinic where we might get 30 to 70 residents filling up our squad room for what many

would use as their social hour. Marcia Shipley was the Chief's secretary and she would sit with us and record the visitor's information.

Wednesday - The wood shop would get new face lift.
Thursdays - was brass day. We still had a lot of brass knobs and fixtures around the station and it all needed polishing. A few years later I got smart and started clear coating things.

Friday - It was time to clean every window in the station.
Saturday - Lawns and landscaping. We would also do a complete equipment check on Saturday were we started every small motor, checked all breathing apparatus and made sure everything was in working order.

Sunday - Clean, vacuum, wax and buff every floor.

Original Hose Wagon

One of my first projects as a Rooky was to help restore Colton's original Hose Wagon. The Hose Wagon was loaned to the San Bernardino County museum that was located in Bloomington and opened to the public in 1957. There was not enough space inside the building so the Hose Wagon remained outside in the weather. The County Museum moved from Bloomington to Redlands in 1974 but the wagon remained in Bloomington until it's broken down shell was recovered by members of the Colton Fire Department. The driving force behind the Hose Wagon's recovery was Captain Don Rountree. The parts were salvaged, sandblasted and painted. Some of the guys that were good in the wood shop had rebuilt and replaced the rotted wood. The original wooden wheels and tongue were salvaged with lots of sanding and linseed oil. After its completion in late 1982, the Hose Wagon once again was given on loan to the San Bernardino County Museum with the stipulation that it be kept inside. There have been several occasions that Colton wanted to display its history and had borrowed the Hose Wagon on a short term basis. In 2009 there was a request that the Hose Wagon be present during the reopening ceremony of Station 1 after its remodel. San Bernardino County Museum stated that Colton had signed papers, giving the Hose Wagon to the Museum and they would not be able to loan us the wagon now or at any time in the future. This was a sudden change from past practice so I later talked to Don Rountree since he had retired, asking if there had been any release papers that he knew of. Don said that there were no such papers signed giving them ownership. The San Bernardino County Museum stated that they could not find the paperwork to document their claim and the matter of ownership has not been resolved. Presently, the Hose Wagon is being proudly displayed as part of their "Cross Roads in History".



Above: The 1908 hose wagon as it sits today in the new San Bernardino County Museum in their "Cross Roads In History" display.



Left: At the grand opening of Fire Station 4 in 1989. The hose wagon was borrowed from the county Museum for our history display with Engine 6 (Little Red Baby) to it's left. Above: The refurbished seat of the hose wagon as it began to take shape.



Above: The 1908 hose cart after it was recovered from the San Bernardino County Museum (in Bloomington before the new museum was built) in 1982. Fire Chief Al Teague is surveying the damage.

Right: The hose wagon after it's pin striping

Bottom: The rotted seat to the hose wagon prior to it being refurbished.



Chief Teague retired in 1982. Al Teague was hired by Chief Nick Carter and talks very highly of Nick. Al was a 6 month seasonal fireman for Colton in 1950 and was hired full time in 1951 prior to station 2 being built. There was 9 paid personnel at the time, two shifts of 4 and the chief. Station 3 has been on the chalk boards for a couple of years due to the city's rapid growth projections.

Al Teague remembers one fire as a Captain. It was the Market Villa and a bar that was on the corner of Colton and Mt. Vernon which is now a vacant lot. Before vertical ventilation was a science and sometimes ignored, the firemen would make their way through the front door to find the seat of the fire. That day, Captain Teague's crew did just that. But soon after their entry, Captain Crabtree's crew came in the back door. There was so much confined heated air and gasses, that a flash over exploded around them. Picking themselves off of the floor, the 2 crews managed to make it out of the building from the same way they came. Everyone was accounted for with no major injuries. Captain Al Teague suffered some face and scalp burns. This was well before they had hoods to cover the head surface.

Chief Ron Gemmel that was hired by Chief Temby in 1956 as manning for the new station #2 and was excited to be on board with the Colton Fire Department. Like several other retirees that I have talked to, Ron took a pay cut when he began with the Colton Fire Department. He enjoyed the Firefighter roll because of the many challenges from call to call. Ron said as a Firefighter you get to do it all. Many people would say that the Engineers job is the best but when Ron promoted to Engineer he didn't agree. He liked the excitement and action that he was use to as a Firefighter. Polishing equipment all the time and on your back under an engine was not his idea of fun. As a Firefighter there was more interaction among the guys and he would much rather be hold-



Station 3 (213)



Above: 2009 - "A" Shift, L/R from top, Dennis Bickers, John Vail, Jake Novak, Jeff Miller, Henry Perez, Rick Housley, Dave Lodarski, Kent Willmore, Jamie Wixon, Ray Bruno, Annalisa Laube, Battalion Chief Craig White, Frank Ojeda, Jonathan Cripe

Right: A Traffic Collision on the I-10 freeway where Paramedic Jon Knutson rendered care to his patient as he is moving toward the ambulance.



ing a fire hose. Once he became Captain, he was back in the action which is what he enjoyed most. He later became Battalion Chief in charge of suppression, maintenance and training. In 1982, Ron Gemmel was promoted as the 5th fulltime Chief to follow Al Teague.

Every Firefighter has those memorable calls that stand out. Ron Gemmel recalled an incident that he was on where a house was completely charged with smoke. Lines were pulled and Ron was making access through an open window. He slid open the window and felt around as he straddled the window sill. Still not being able to see, as he lowered himself to his knees, Ron looked up – finding himself nose to nose with a huge German Shepherd. It was not a good feeling but there was no turning back as he pulled the other leg in. The dog didn't make any sudden moves and neither did Ron as he slowly turned, only to see another Sheppard at his side. Hesitating long enough to see that the dogs were not angry for him breaking into their house, Ron saw a crack of light coming from one side of the room. He crawled in that direction to find a door to the outside and was able to open it. The dogs were the first ones out the door. This was another case with food on the stove and no one home. The use of breathing apparatus was not strictly enforced at this time but neither was hearing protection. Between the load sirens and the smoke that they ate, made for a tough fireman.

While Ron Gemmel remembered that the city had buried a time capsule in the front of City Hall back in 1987 and it was to be opened in 50 years. There is a bolder in front of the City Hall with a plaque that reads that the time capsule will be opened in 2037. Ron said that he remembers the fire department had put a few articles in it.

Ron remembers when he started on the floor in 56'. There were the regular paid guys and the volunteers. When the guys got together for meetings or training, afterwards they might grill something to eat and the volunteers could have all the beer that they wanted. The regular guys could have 1 beer with dinner.

1983

Station 3 was constructed in south Colton at 1100 S. La Cadena. There was a new hire list of 9 Firefighters and medics to be added to the roster. Prior to the station opening, Colton introduced them to the other stations for a month or two for a training period.



Top; Captain Dana DeAntonio after extinguishing a house fire.

Middle; OES unit on a fire in Devore.

Bottom; Brent Bailey demonstrating a Hospital call in.



Retirement Party for John Lodarski at the Knights of Columbus in 1983

Richard Mansfield, Rudy Wood, Don Ewing, Bill McClland, Dick Shipley, ?, Don Anderson, Sam Russel, Ed Cortez, Dan Servin, Don Rountree, Craig White, Dave Petty, Coy Floyd, Brandon Humphrey, Doug Blinksop, Garen Anderson, Ray Zendejas, Steve Nunn, ?, Mike Beachtel, Bob Beach, Kent Willmore, Greg Turner, Phil Ellison, Ron Wolfley, Jerry McCulsky, Don Benfield, Dewane Hudson, Don Duniway, Ron Gemmel, Norm Webkie, Harold Berkebile, John Lodarski, Tony Horn, Bob Mapstead, Glenn Miller, Terry McNeill, John Shaw, Tom Hendrix, Glen White, Dave Lodarski, John Rivera.



Above: Captain Dave Lodarski and his Dad, retired Engineer John Lodarski at the "Make a Child Smile" event at Walmart in December of 2007.

Right: Medic Engine 214, L/R Engineer Rick Housley, FF/Medic Jeff Miller and FF/Medic Jamie Wixon



The camaraderie has always been very close in the fire service. Looking back at the cabin the volunteers had built in Big Bear to the retirement parties that everyone come to tell stories of the past. There would always be politics, divisions and disagreements to come but the majority would hope that there would be no hard feelings and that everyone would gather for such events. You would be glad to retire healthy but sad to be leaving the big house that you've known for so many years.



Above, L/R: In 1988 and the Station was completed in 1989. Dave Lodarski, Ron Wolfley, Mike Beachtel, Steve Nunn, FF Don Benfield, Mayor Frank Gonzales, Council woman Connie Cisneros, Fire Chief Ron Gemmel, Councilman Bud Rehier, Division Chief Bob Beach, Captain Harold Berkebile behind Division Chief Dewayne Hudson, Dennis Bickers and Division Chief Bruce Hamp

Left: The front of Station 4 (214)

Below: Brush Engine 214



1988

The population in Colton was 29,000 people. The fire department has three fire houses. The main station at 10 & E streets, station 2 on Rancho and station 3 on South LaCadena.

1989

Colton opened Station 4 (214) on Washington to cover the south east part of town that has had a rapid growth rate in Cooley Ranch over the past several years and the longest response times to the end of Reche Canyon where it meets Riverside County. With the four stations that were strategically placed, the city of Colton was well covered in a matter of minutes and the second in units were only a few minutes behind them.



1990

Kathy White was Colton Fire Departments Fire Prevention Officers. She would organize and produce safety programs throughout the year, Assisted Brent Bailey as Public Information Officer and other projects involving disaster preparedness. Kathy's father was Fire Chief Mel Enslow of the city of Redlands and her brother Kenny Enslow was a seasonal firefighter for the California Division of Forestry (CDF). Wildland fires can be very dangerous and unpredictable, leaving behind what are called snags or widow makers. A widow maker is any loose overhead debris such as limbs or tree tops that may fall at any time. Many times the centre of a tree can be hollowed out from the fire and continue to burn unnoticed from the inside. Walking through a forest that has just been ravished by fire can be very quiet at times with a sudden crack followed by a load thunderous earthshaking thump. Falling trees and debris can be unpredictable. On August 11, 1990, Kenny Enslow was on a strike team assignment for a fire on the Mendocino N.F. This would be one day after Kenny's 20th birthday when a snag fell from a distance with no warning, striking Kenny on the head. He was air lifted to Chico, Ca. and then taken off life support 2 days later. There was a Firefighter Memorial placed in Sacramento California. Of the three firefighters that were depicted in this statue, Kenny is the only deceased firefighter. Kenny is dressed as the Wildland Firefighter with his hand reaching out to help another firefighter up.



A Sacramento California Firefighter Memorial. Kenny Enslow is the wildland firefighter that is reaching out his hand to help another climb the hill.



Disney commissioned this art work as a tribute to the heroic fire fighting during the California Southland fires in 1993. This would be one of the few times that Mickey would look up to someone. From Anaheim California, a rookie Firefighter posed for this painting.

1991

David Hall was promoted to Fire Chief as Colton's 6th Full time Chief in February of 1991. David was always tough on training. Knowing that he would someday apply for the Chief of the department, Dave continued his schooling to earn his Bachelors degree in Fire Protection. This was a tough time for Colton and many other small cities. Money was getting tight and everyone was questioning how the money was spent with less money being taken in. This made it hard to fix, maintain and purchase new equipment that was needed. David Hall said that the city went through 6 city managers in a short period of time. Not being able to find the leadership that the city needed to get on the right track led the city further and further in the hole. The Fire department

had to defend their own budget in order to accomplish their goals to provide the best service for the community. In the first couple years for Chief Hall there was a brush fire within the city limits that required many air drops in order to control the fire's rapid spread. These air drops were provided by the "California Department of Forestry" (CDF) which has since been more simply named "Cal Fire". The State of California later billed the Colton Fire Department for \$230,000. In the past, every city would pay these bills to the state and overlooking the Master Mutual Aid agreement that the state had with each of those cities. Chief Hall researched the Mutual Aid agreement and convinced the city's attorney that the air drops that was provided by the State were done so as per the agreement. The city of Colton challenged this in court and won the decision. After the decision was granted, this led to a major revolt by other cities to except the air drops as mutual aid.

1993

Every year, California has the potential for huge and out of control brush fires. This is a time when the State, County and City Fire Departments all work together to put disaster plans in action. With every fire and decade that passes, new equipment and training improve the outcome. Improved tactics and better understanding fire behaviour reduces the loss of life which is the primary goal. The property destruction can still be catastrophic when the Santa Ana winds blow through Southern California. One such fire in November of 1993 proved this to be true. It was in Malibu of Los Angeles County and it was called the "Old Topanga Fire". The Colton Fire Department was there to witness how in a short amount of time and a highly congested area, kayos can quickly take over. The Property loss was much greater due to the location and property values. Compare the statistics below to the 2003 Old Fire in the San Bernardino Mountains that burned over 91,000 acres, 993 homes were destroyed with a fire loss of 42 million dollars.

Property loss of the Topanga Fire in Malibu:

- Total acreage: 16,516
- Structures destroyed - Single and Multiple family - 37
- Detached garages - 15
- Mobile homes - 12
- Vehicles damaged - 11
- Vehicles destroyed: 92
- Total Private Property fire insured and uninsured damage Value Loss \$208,484,786

Under the circumstances the Old Topanga Fire loss

was kept to a minimum and these efforts were recognized throughout southern California. All of Southern California's theme parks, restaurants and service organizations opened their doors for Emergency Service personnel and their families for a while to show their gratitude. Disney created a special piece of art to commemorate the team work. With an Anaheim Firefighter posing with Mickey Mouse, this would be the only picture where Mickey is looking up to someone.

1994

Women has always played a supportive role in many areas of the fire service. For at least 10 years now, women have been training and recruited for an active fire fighting role. At first it was tuff for a women to break through that physical barrier. Over the years it has be-



Chief Hendrix at his desk in June of 2008



Top:
The Bluecut Fire in June of 2002. Colton's OES unit (Office of Emergency Services) found a safe zone outside of an orchard. Captain Don Benfield, Engineer Roger Entwistle and Firefighter Dennis Bickers was in a strike team as the huge fire lengths were rapidly approaching. The strike team was in the orchard and Captain Benfield recognized an escape route to the rear and radioed the others to follow. There was a breakdown in communications and they became separated by smoke. OES 221 continued to the safe zone and waited but none of the engines had heard the radio traffic. After the fire storm had passed OES 221 returned to where the other units had taken a stance. There was a couple engines with burnt and melted parts along with the Battalion Chiefs grill to her SUV.



Bottom left:
In the early 1990's Colton had a group of volunteers from within the ranks and office personnel and they called themselves the Flamebusters. Phoenix Arizona had a public education group called "Tiller and Friends". Colton put together what little talent they had and attempted to emulate what Phoenix was so successful at. The Flamebusters would sing and dance to music that was created to teach kids about fire safety. During Fire Prevention week they would tour every school in Colton and get many request throughout San Bernardino and Riverside.

L/R, & T/B, Ron Wolfley, Cliff Marks, Don Rountree, Chris Walters and his son, Tim Bradfield, Rhonda Curtis, Dennis Bickers, Heather McDonald, Coy Floyd and Tony Horn.



right; This shield was worn by Dennis Bickers that was know as the "Flame Jumper" and was hand made by Tony Horn, as was their clown shields - "Back" and "Draft".

come not only common place but the women has become a very respected partner or as they say in the fire service, brother or sister. As this transition was taking place, fire departments had to quickly look at their facilities and titles. You were no longer a Fireman but a Firefighter and the badges needed to reflect that. There had to be separate facilities for privacy. Lisa Pinson was hired as Colton's First Female Firefighter/Paramedic. After a few years, Lisa moved to northern California.

In 2005 Annalisa Laube was hired as a Firefighter Medic. She was in Colton's Explorer Post in the 90's. Being an Explorer is one way to find out if this is a career that you might like. Annalisa was a motivated worker that sent herself through the Paramedic program and the Fire Academy. She tested for Colton and scored number 1 on the list.

1996

Tom Hendrix began his career with the Colton Fire Department in September of 1973 as a firefighter. He was sent by he department to the second Paramedic Program in 1976 and worked his way through the ranks as Engineer, Captain, and Battalion Chief. He was assigned as Acting Fire Chief in 1996, and promoted to Fire Chief in 1998 as Colton's 7th full time Chief.

Tom Hendrix had been very active in both state and local levels becoming a member of the California Fire Chiefs' Association, the California State Training Officers' Association, and the San Bernardino County Haz-Mat Responders' Association. As a Colton Fire Department representative, he has been elected to serve as:

- San Bernardino County Fire Chiefs' Association (Past President; Vice President; Secretary)
- San Bernardino County Fire Training Officers' Association (Past President; Vice President; Secretary)
- San Bernardino County Haz-Mat Responders' Association (San Bernardino County Fire Chiefs' Liaison)

During his tenure as Fire Chief, Tom Hendrix believes that a few of his primary accomplishments have been:

- Expansion of the Fire Explorer Post
- Establishment of a Community Emergency Response Team
- Development of the SWAT Paramedic Concept
- Creation of a Fire Department Arson Team

- Establishment of a State Certified Heavy Rescue Company and Urban Search and Rescue Team.
- Construction of a new fire training tower.

1999

According to the National Fire Protection Association as of 2010, 71 percent of firefighters in the United States are volunteers. I don't believe those figures will be altered much in the future. Volunteers created our fire departments across this United States and the nation will continue to rely heavily on the volunteer system. The latest equipment is often purchased with fund raisers and donations. One of the oldest traditions and events in the fire service that communities would look forward to, was the Annual Firefighters' Ball. This tradition originated as a fund raiser for the Volunteer Programs that were established across the country. Support and funds were dependant on the community they lived in. This was one way to not only raise money to support their fire department but to show their appreciation for the community's volunteers that might risk their own life to protect or save another. Eventually, many departments would lose the time, money or energy to promote a Firefighters Ball. I'm sure there have been many events and Firefighter Balls that the Colton Fire Department has not documented. The 14 documented Firefighter Balls in Colton are...

1891, 1892, 1893

1920

1953, 1954, 1955, 1956, 1957, 1958, 1959

1997, 1998, 1999

Dennis Bickers and Brent Bailey was involved in organizing the last 3 Firefighter Balls for Colton. Dennis and Brent were working at station 4 when they began talking about the fact that they didn't know the last time Colton or any other local city had a Firefighters Ball. With the support of Chief Hendrix They began laying the ground work for the first Firefighters Ball since 1959. The entire department came together with their support and enthusiasm to make the Colton's Firefighter Ball a huge success. Many of the surrounding cities were in attendance. The last 3 Firefighters' Balls had an average of 400 people in attendance.

The primary goal was to reunite many of the departments in the area with the community. The tickets would be inexpensive in order to have more attendance. Any money that would be raised would be donated to the Loma Linda Children Hospital. Dennis design the logo and graphics. As entertainment Dennis would also created a video production displayed on 2 large screens. One was a heart tug about the kids we would be raising money for and the other was fire action



"Pride, dedication and the camaraderie among firefighters, gives us the strength to work toward a common goal."

Above: The logos for the 1997, 1998 and 1999 Firefighter Balls were also designed by Dennis Bickers. The firefighters that posed from left to right, Jeff Schroeder, Tony Horn, Don Rountree and Jon Knutson. In 1998 Jon Knutson built his own micro brewery at home and bottled some Hefewiezen for the ball so we created a label for the beer.

Bottom Right: Captain Dave Petty and Jordan Ruston (the son of Firefighter/Paramedic Mike Ruston) posed for the 1999 Ball to take place over the Valentines week end.

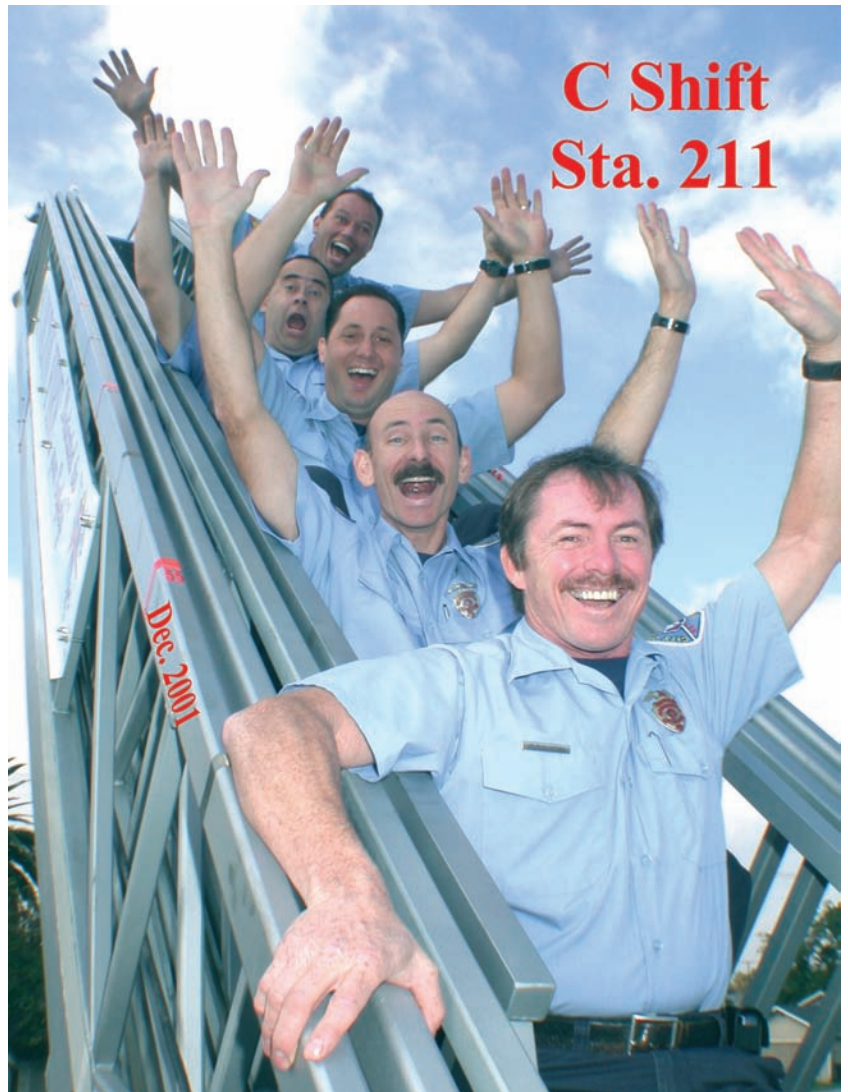
Dennis Bickers experimented with various ways of capturing the action of the Colton Fire Department. In 1998, one of these methods involved a helmet cam that would record to a digital deck in his coat pocket. He also captured the attention of the media and they were interested in how this could also be used to show the hospital live action of an incident we might be working on. Soon, the video craze took off and there were video cameras or phones that would capture the action everywhere you turned.



Above: The 1997 Logo that was created from a picture Dennis Bickers took of Firefighter/Paramedic Dennis Baca with glancing eyes from behind his BA (breathing apparatus) mask.



The Fire service is never a dull moment. When the work is done or in between training exercises, there is always room for a joke or a little clowning around. Working hard and having fun are 2 things that a Firefighter does best. The hard work always comes first, so why not make the remainder of your job enjoyable. Of course this would apply to anyone that likes their job and the people they work with.



Above: Placed the camera on a tripod as the Truck company crew pretended to slide down the aerial ladder. From top to bottom is Kevin Valentin, Roger Entwistle, Gary Yarno, Ralph Tecotzky and Dennis Bickers.

Top left: The first Colton Arson Investigation Task force. L/R, Don Benfield, Dave Lodarski, Kevin Valentin and Jamie Gray.

Left: Colton Fire Investigation Unit. Top to bottom, L/R - Dave Lodarski, Cliff Marks, Don Benfield, Kevin Valentin, Justin Weems and Jamie Gray.



Top: Station 1 in 1982.



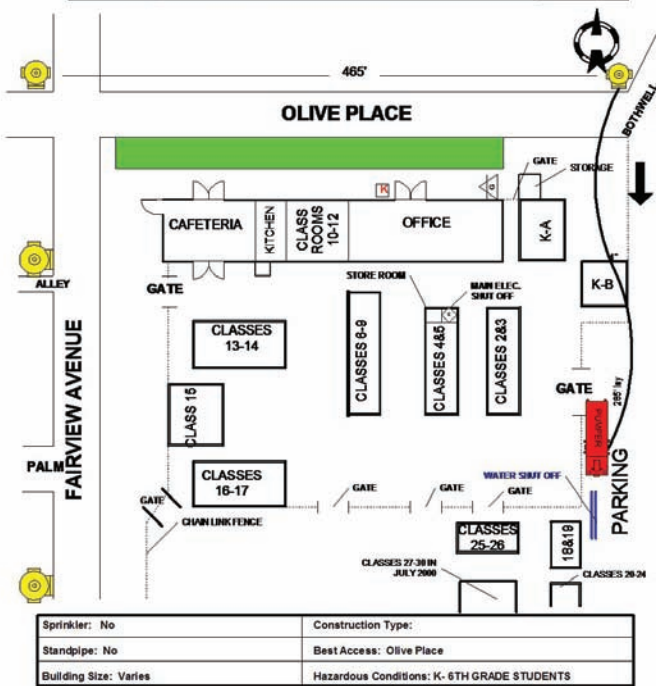
Left: Motor home fire in a sales lot with Kent Willmore making access through a fence off of the I-10 freeway.



Right; Captain Terry McNeill making a report on conditions of a fast moving brush fire.



	1. Occ. Name: Alice Birney School	Pg. 2
	2. Address: 1050 E. Olive Place	
	3. Cross St.: Fairview Avenue	
	4. Occ. Type: Elementary School	



shots throughout the Inland Empire with music. There would also be a live skit or act built around the theme.

For the 1997 Firefighters' Ball, Dennis found some interest from our Explorers to participate in an action play. They built a stage in the Ball Room and with a fog machine they layered a solid flow of smoke into the Audience. This was to be a fire scene in which firefighters were entering the building and doing an initial search for victims. As if they were dancing with the smoke to the somewhat illusive music, a firefighter would eventually find and scoop a child into his arms from deep within the smoke. The firefighter would climb his way out of danger and carry the child to safety. In 1998 it was about Firefighters' from other galaxies with a William Shatner look alike and Star Trek actors. In 1999 There was a magic show which with Brent kicking it off as he disappears in a video and reappears into a live firework display.

Knowing the amount of work and dedication to organize a large function such as this on an annual basis, Colton had hopes to get other fire departments throughout Riverside and San Bernardino counties involved. So the first year was called the "Colton Firefighters' Ball", then it was renamed to the "Inland Empire Firefighters Ball". The theory was to establish a local Firefighters Ball with the purpose of raising money for needy children in hopes that other departments would take turns hosting the event. After Colton hosted the Ball for 3 years Dennis designed the logo for the 2000 Firefighters' Ball that was to follow but it was decided that 1999 would be our last.

2001

On September 11, 2001 was a day that the whole world would remember. It was also my mother's birthday but I'm afraid it became over shadowed by the day's events. Fire Departments everywhere had offered their manning and support to the efforts at the World Trade Centre. As frustrating and horrifying as it was to watch, we were told to sit tight and hug our loved ones. New

Top; 911 Memorial Service In Rialto with Colton's Ladder Truck

Middle: Captain Kevin Valentin in front with Captain Don Benfield to the rear.

Bottom: A page from the Target Hazzard book that Captain Valentin created.



These pictures are demonstrations from the old training tower to the new.

Left; Captain Tony Horn and Engineer Frank Ojeda discuss the process of Auto Extrication.

Below; Con Cendejas demonstrates the use of a fire extinguishers on a flammable liquid.

Bottom/right; John Shaw repels from the new tower.

Bottom/left; David Hall with the nozzle, demonstrates the approach to a broken gas valve.





2003

The Training Manual that was created back in 1959 has been modified many times to stay current with today's practices but still had much of the original material. So much had changed in over 40 years that a new manual was overdue. Captain Kevin Valentin took on this huge project and finished the new manual in 2003. With current photos and written instructions that went into great detail, would provide a rookie with the tools they needed for their first year and a solid base to build a career from. It would also provide a standard for the entire department. The manual is one of the best in the fire service and would cover everyone's job in any situation. Captain Valentin also redesigned a more comprehensive Target Hazard book for preplanning and reference material for every vital structure in the city.

In 2003, came the worst fire season in California history known as the "2003 Fire Storm". On Oct 26-31, through either arson or accident, a number of extremely devastating wildfires swept through Southern California, causing a tragic loss of 22 lives, destroyed over 2,000 homes, burned nearly a half million acres of open wilderness area and our air-quality across the southland jumped to hazardous levels.

Colton had 3 units that were used for strike teams. A type 1 Structure unit out of station 3, a type 1 Structure unit OES (Office of Emergency Services, bright yellow engines) out of station 1 and a type 3 Brush Engine out of station 4. For several intense weeks, Colton had 3 units that would be sent to and from various fires during this storm such as the Grand Prix fire, the old fire, the Paradise fire and Cedar Fire.

2004

Computers have started to make a huge difference impact in the workplace over the past 15 years. Dennis Bickers created Colton Fire Department's first web site and purchased the name "www.ColtonFire.com". Most all cities and companies would have a web site to express themselves better and reach out to the public. Dennis Bickers took it upon himself to design a web site with a wide range of information on the various services that the Colton Fire Department provides. As the department realized the value of information displayed on a public web site, Colton decided to have a company redesign and update the "ColtonFire.com" web site in 2008. David Santos would be the new webmaster and continued to improve the web site.

2005

In July 2005, a new training tower was



Top: Satellite view of the 2003 Southland Fire Storm. Moving northwest to southeast along the coast, the first cluster of red dots is a combination of the Piru, Verdale, and Simi Incident Fires; the next cluster to the east of Los Angeles is the Grand Prix (west) and Old (east) Fires; to their south is the Roblar 2 Fire; next is the Paradise Fire; then the massive Cedar Fire, whose thick smoke is completely overshadowing the coastal city of San Diego; finally, at the California-Mexico border is the Otay Fire.

Above: 2 campaign ribbons that were given by San Bernardino County for participation in some of the nations most horrific and costly fire storms. 2007-08 & 2003

York was inundated with help and support from around the world. When we asked what we could do, the response was to pray for those that we lost and those that are still searching.

2002

Local fire departments participated with San Bernardino County Sheriff's Arson Bomb Unit to create an arson task force to jointly investigate fires within the San Bernardino Valley. Colton Fire Department provided members to this task force as well as an arson van and equipment for their use.

completed at Fire Station 1 to replace the aging wooden tower that was built in 1956. The new 4 story, 1280 square foot metal structure is used for a variety of training. A standpipe and sprinkler system was installed to train in standpipe connections, sprinkler shut-off, and water salvage. The tower can also be used for ladder training, both deployments as well as ladder rescue. It can also be charged with smoke to simulate a burning building. Various moveable mazes have been constructed and placed inside to simulate search and rescue procedures. A 4'x 4' cutout is located on the roof to train personnel in roof ventilation. Several anchors have been added to the roof to conduct rope rescue drills and repelling.

2009

In 2009 the Firefighter position as an individual role was eliminated. Every Firefighter was also a Paramedic. When an individual would advance to Engineer, Captain or beyond would have the option to maintain his Paramedic certification. Many would maintain their Paramedic Certification and by doing so, would increase the efficiency of a crew in a critical situation.

Up until now there has been minor changes to station 1 since 1937. Finally, a complete remodel was finished that was years in the planning and took over a year to complete. In June of 2009, the new remodel was open to the public for a viewing and celebration. Some donations were offered by individuals and business owners to frame and matt many of the old and new pictures for wall display and decoration. Mrs. Colton's school bell still stands in front and was reenforced during the remodel.

2011

The population is now over 52,000 approaching twice the number in 1988 prior to station 4 being built. The call load has almost doubled as well. Now in a struggling economy, every small city in California seems to be fighting to make ends meet. Income that the city would normally depend on from the state has been reduced if not eliminated. Businesses are closing along with the tax base, real estate has taken a nasty decline and so did any property tax income. The largest expense in any city is their police and fire departments. Colton like many other small cities has been forced to drastically cut their most important community services. Over the past 2 years with the start of this economic decline, Colton has been reducing services and manning, not knowing where the bottom is. Colton once had 48 floor personnel, 3 Battalion Chiefs, a Fire Marshal with 2 fire prevention aids,

Administrative Secretary with 1 assistant and the Fire chief. With the current reductions Colton now has 27 Floor personnel.

The men and women of the Colton Fire Department has willingly sacrificed pay and benefits over the last few years due to the state and federal cuts that required cities to reduce services. They did so without reducing the quality of service to the community and that NO safety personnel would be forcefully laid off. Firefighters nearing retirement stepped forward and the necessary cuts were made to maintain the close family structure so that there would not be any catastrophic hardships.

There are many lives that have been touched but many stories that remain untold. One must not forget that Firefighter's have families too, as expressed in this poem.

CALL WAITING

I'm laying in the darkness, I cannot fall asleep.
I wonder where my husband is, I wish he'd call or beep.
I saw him leave this morning, the black boots on his feet.
He said he had to run now, and I know he's on the street.
You'll know him when You see him, his truck is very loud.
He has no time to stop now, he doesn't want a crowd.
A caller said "Please hurry!" Come quickly if you will.
A young man with a motorbike is laying very still.
A mother calls in anguish, her child limp and blue.
HURRY! Come, I need you! I don't know what to do.
I hear his key turning, he's coming in the door.
I hear him drop his boots, then footsteps on the floor.
I hear him in the kitchen, I can tell from his walk,
He'll soon come and wake me, and ask if we can talk.
We'll sit out in the moonlight, and listen to the night.
He talks about a shooting, a street gang in a fight.
A car crash, a drowning, a small child hurt at play.
The things he needs to talk about, the things he did today.
The old, the sick, the injured, some so very small.
He did all he could to help them, he answered every call.
Every day he has a mission, he knows it in his heart.
He does everything he can and always does his part.
If you are sick or injured and you need to reach my Hon,
I can tell you how to reach him, his number is911.

A Firefighter's Wife

In 2012 Colton will celebrate it's 125th Birthday.

Happy Birthday Colton!

Top; Engineers Colin Pay (left and Frank Ojeda are at station 3 for a class. In their faces you can hear them say, "Just Happy to be here".

Below left; An "A" shift staff meeting. L/R - Capt. Ray Bruno, Capt. Henry Perez, Batt. Chief Craig White,, Capt. Dave Lodarski (R front), Capt Kent Willmore.

Below right; Battalion Chief Mike Musgraves

Bottom; Station 211 and first out equipment. OES 221 (Office of Emergency Services), Medic Squad 211 and Truck 211. L/R - Engineer Dennis Bickers, Firefighter Jake Novak, Medic/FF John Vail, Battalion Chief Craig White, Medic/FF Jamie Wixon and Captain Kent Willmore.





Above: Truck 211 crew on a roof top performing vertical ventilation with chain saw and rubbish hook. Dennis Bickers is getting in line behind Captain Brandon Humphrey and Engineer Colin Pay heading towards the ladder to exit the roof.



Above; Con Cendejas in motion as he pulls hose with Engineer Jamie Gray at the pump panel.



Above; Cliff Marks is operating the radio to communicate to the underground workers of a confined space drill.

Colton's Vision Statement

The Fire Department will provide comprehensive emergency services to Colton's citizens, visitors, and employees. We will cultivate leaders at all levels of the department through education, training, and high ethical standards. We will treat all others, as we would want to be treated.

	1937	1950	1957	1973	1983	1990	2000	2010	2011
<i>Population</i>	9,000	14,465	16,000	20,000	22,000	40,213	47,662		52,154
<i>Calls Per Year</i>				2000				5114	
<i>Volunteers</i>	24	12	12	0	0	0	0	0	0
<i>Floor Personnel</i>	2	5	11	30	33	48	42	33	27
<i>Div/Batt Chiefs</i>	0	0	1	3	3	3	3	3	3
<i>Fire Marshal</i>	0	0	0	1	0	1	1	1	1
<i>Fire Prevention</i>	0	0	1		1	1	2	0	0
<i>Secretary I, II</i>	0	0	2	2	2	2	2	1	1
<i>Chief</i>	1	1	1	1	1	1	1	1	1

Right; Jeff Miller as he is giving a class on Urban Search and Rescue (USAR).

Below left; Colin Pay is ready to go back into the fire fight.

Below right; Jamie Wixon is taking a break in rehab during a fire.



Above: Ray Zendejas is ready to be lowered by cable into a confined space exercise.

Left; John Vail ventilating a house during a training exercise.



Bottom; Police share a photo opportunity with fire personnel - L/R Henry Perez, Michele Douglas, Ray Zendejas and Brent Bailey.



Medic Engine 214 was on a traffic collision / roll over with fire. Pulling a line off of the Colton engine, Tim Bradfield backs up the line for a San Bernardino County Firefighter as Captain Steve Nunn surveys the scene. Tim must have been nice that day to let the County Firefighter take the nozzle.

Honor Guards from various departments took place at the funeral services of Battalion Chief Bob Beach. Chief Beach had been retired for many years but lived locally. His service was remembered and honored by Colton. As the flag was removed from the casket and folded (right), Honor Guard leader Con Cendejas gives the final salutes (bottom). Center: Colton Honor Guards in 2006 L/R, John Vail, Jake Novak, Con Cendejas, David Santos, Annalisa Laube, Jeff Miller and Chad Griffiths.





Left; Captain Petty Giving instructions to Justin Weems on the drill ground.

Below; This is the current sign that was designed by Dennis Bickers. Jamie Gray built a Teak wood frame and we had a copper cap built to inclose a light. In comparison, is the sign as it was since the 1960's. CDF had made these signs for their stations throughout California and Colton



Above; Captain Tony Horn had created this drawing that is used on thank you and get well cards that are sent to every patient, victim or customer that the Colton Fire Department responds to.

Right: Engineer Ron Helms, Captain Phil Ellison and Firefighter John Shaw are ready for a special detail - dressed in their Class "A" uniforms.





Top left; Tim Bradfield serves up pancakes at a Pancake Breakfast.



Top right; Kevin Valentin waits for the crew to return from restocking at Arrowhead County Medical Center in Colton as Mercy Air is landing with another patient.





Left: Frank Ojeda and Annalisa Laube point as they spot a leak in the hose next to the coupling. Kent Willmore that is already getting soaked from the training exercise was about to get a bigger dose of water.

Mid left; John Vail looks back to comment

Bottom left: A train tussle fire and the initial response crew. Mike Williams is waiting for water while the fire is intensifying and the radiant heat is keeping Mike from advancing.

Bottom right; Chief Tim McHargue





Top: Colton's Wild West Days in 2004. Every year Colton displays its history dating back to the Earp family that helped govern and protect the city.

Middle Left: 2001, As Engine 6 (Little Red Baby) left station 1 on its way across town to Walmart to give away a shopping spree to fir Colton School kids. Driver - Dennis Bickers,

Middle Right: 2004, Firefighters stand behind some of the kids that recieved a Walmart shopping spree for Christmas. Each child gets to spend \$100 and a firefighter helps load up the cart.

Bottom; Chief Tim McHargue always keeps it fun.



Starting in 2000, Colton and its local Walmart would partner up to raise money and make Christmas a little brighter for some. The program was called "Make A Child Smile". A different school within the city of Colton would be picked and the school itself would choose 30 to 50 kids that needed a brighter Christmas. There has been buses and limousines that help form a parade on its way to Walmart with anticipations building with each smile. Once the parade arrives, the children each have a firefighter to escort them around the isles. There are so many great stories that come from the children. They are always interested in buying for their family first and maybe some school clothes. It's a very humbling experience that brings the Christmas spirit to light. After everyone is checked out, the busses are loaded like a huge sleigh and then they dash off to a local restaurant for lunch.





Top left; Captain Dave Lodarski and his dad, Retired Engineer John Lodarski.

Top right; Chief Tom Hendrix shows he still has it as he joins the repelling exercise.

Mid left; Chief Craig White in front of Truck 211, one of the many units that he specs before the department purchases.

Bottom left; Captain Kent Willmore instructs a nursing class on the use of a fire extinguisher.

Bottom right; Chief Tim McHargue watches over a company drill.



Top: Watching various fire behaviors from a training burn.

Middle: In front of Truck 211 on the drill ground is L/R, Craig White, Jon Knutson, Brent Bailey, Jeff Schroeder and Dennis Bickers in front.

Bottom left; A flag burial ceremony performed with a Boy Scout troop. Honor Guards Annalisa Loube wi the flag and Jeff Miller (left rear), Con Cendejas (right rear).

Bottom right; Jamie Gray after a big fire.





(Top to bottom, left to right)

1. 1940's & 1950's

2. 1960's - 1982

3. 1982 - 1989

4. 1985 -





Above; Annalisa Loube

*In The 1950 and 60's helmet shields were hand made like the #2 shields that were painted on maisonette by Ed Temby.
Yellow - Student Fireman
Black - Fireman
White - Chief
Leather was the way to go as it is today. The smaller design with it's lower profile does not get hung up on debris as you are working.*







1



2



3



4



5



6



7



8



9



10

1. 1890 Volunteer Fireman
2. 1940 Chief Lombra
3. 1940 Engineer Temby
4. 1920 Fireman / Driver
5. 1920 Dual role, Police/Fire
6. 1920 Volunteer Fireman
7. 1950 Fireman
8. 1970 Cadet Fireman
9. 1940 Volunteer Fireman
10. 1950 Captain Temby



11



12



13



14



15



16



17

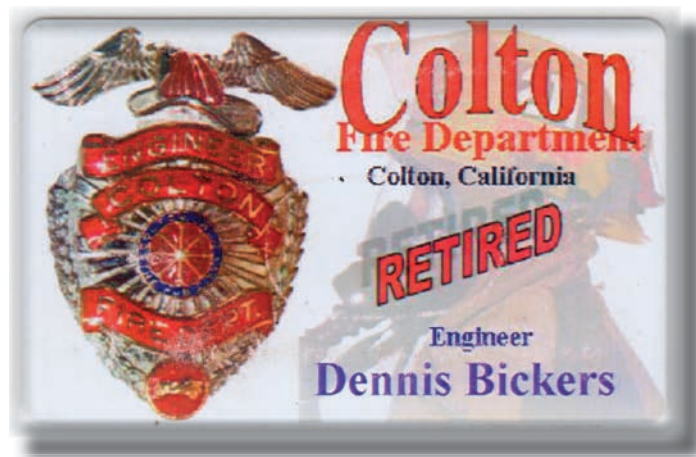


18



19

11. 1950 Fire Prevention Engineer, Norfleet
12. 1964 Chief Temby
13. 1964 - 1985 Fireman
14. 1964 Engineer
15. 1989 100 Year Centennial
16. 1964 - 1985 Fireman hat badge
17. 1964 Chief hat badge
18. 1920 Volunteer Fireman hat badge
19. 1950 Fireman hat



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Photographs:

Dennis Bickers
Will Duniway
The Colton Museum
Phil & Mike Ellison
The Leonard and Ed Temby Collection