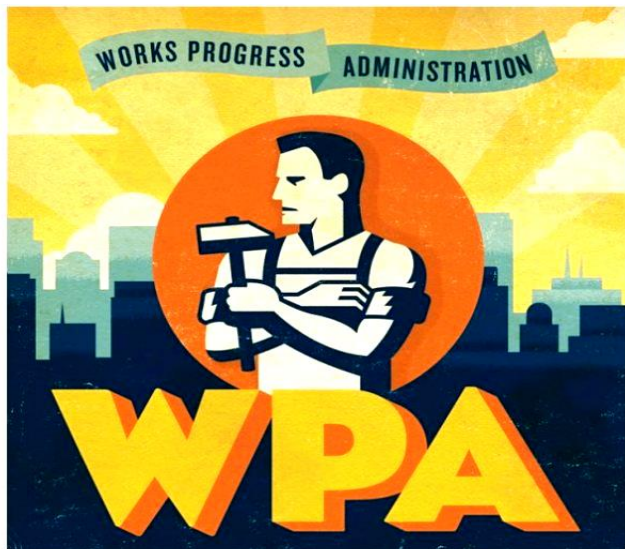


**The Fire House Circa 1939
160 E. Granada Avenue, Ormond Beach**



New Munnicipal Building 1939



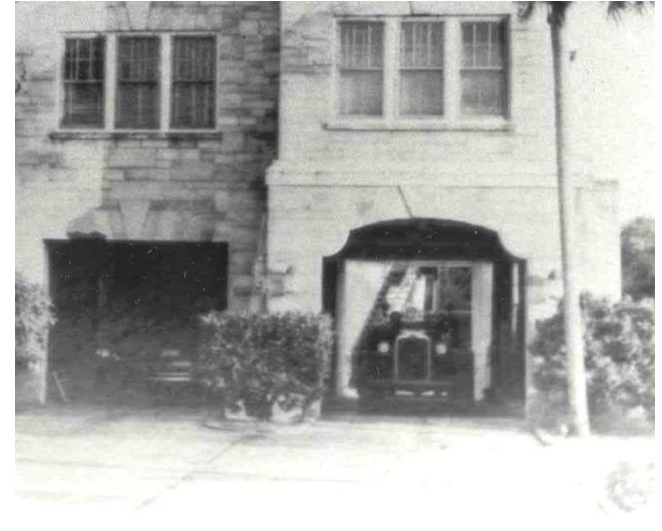


The Fire House was built as a police and fire station with a jail for the municipality of Ormond. It was a WPA project approved by the federal government on November 27, 1935; the only WPA building built in Ormond. The WPA was part of President Franklin D. Roosevelt's "New Deal" to combat the Depression by putting Americans back to work, which it did in great numbers. Nearly every community with much population had a WPA project.

52 WPA workers, some or all African American, began construction of the Fire House on July 18, 1936 at 160 East Granada Avenue. The environs would have been familiar to them as they had just completed the Granada Avenue improvement project. On some WPA projects the workers lived on site, however, the workers on the Fire House were Ormond residents and did not.

The Fire House was placed in service on October 14, 1937. The projected cost was \$22,000 - \$12,467 to be paid by the federal government, the balance by Ormond. It was considered a model facility at the time for similarly sized communities. There was no jail in Ormond prior to the Fire House being built nor any separate police or fire station. It is likely that the Police and Fire Departments were located at City Hall.





When the Fire House opened it had not been long since the Fire Department had acquired its first motorized fire truck. Prior to that Ormond relied on a volunteer force and a hand drawn hose reel for fire protection. The first fire truck was a REO, shown above, model year 1930 or close to it. Whether bought new or used is unknown.

REO was the company of Ransom Eli Olds, who also owned the Olds Motor Works, manufacturers of the Oldsmobile. He started REO after selling Olds Motor Works and used his initials for the name to resolve a dispute with his former company.

Olds, shown above, was a prominent figure in Ormond beach racing from 1903-1911, primarily as an owner of race cars, but initially also as a driver of his car the "Pirate." Those races and the speed records that were set on the beach gave Ormond claim as the "Birthplace of Speed."



Olds owned a home in Daytona Beach and funded Olds Hall there, a retirement home for ministers. Olds Hall, shown above, was built in 1923 and is on the National Register of Historic Places. It is now an assisted living facility.



Ormond was founded in 1880 but when the Fire House was built still had less than 2000 residents. It was the most affluent of the Volusia County municipalities because of the Ormond Hotel. Ormond had begun and grown across the river on the west bank but a wooden bridge wide enough for a carriage connected the two sides in 1887.

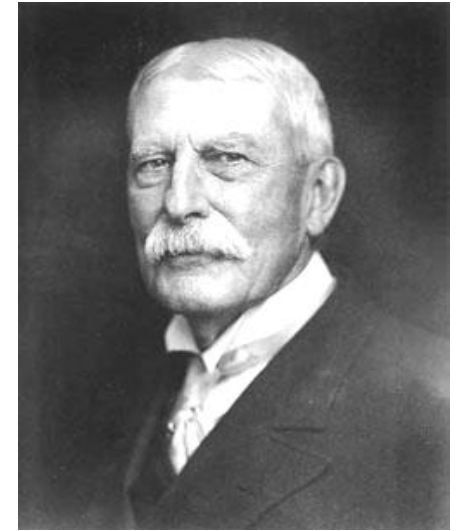
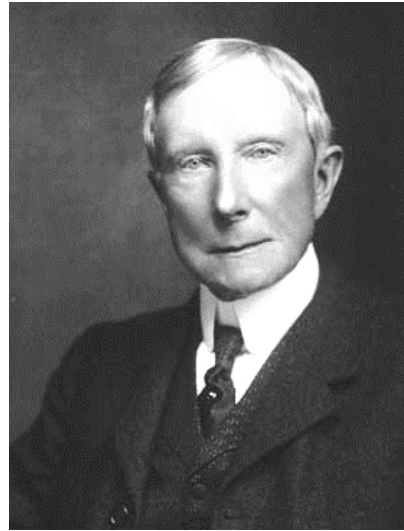
The Ormond Hotel was built by John Anderson and Joseph Downing Price and opened on January 1, 1888 on the east bank of the Halifax River. Above left is the Ormond Hotel as it was when it opened. Below, left to right are Anderson and Price.



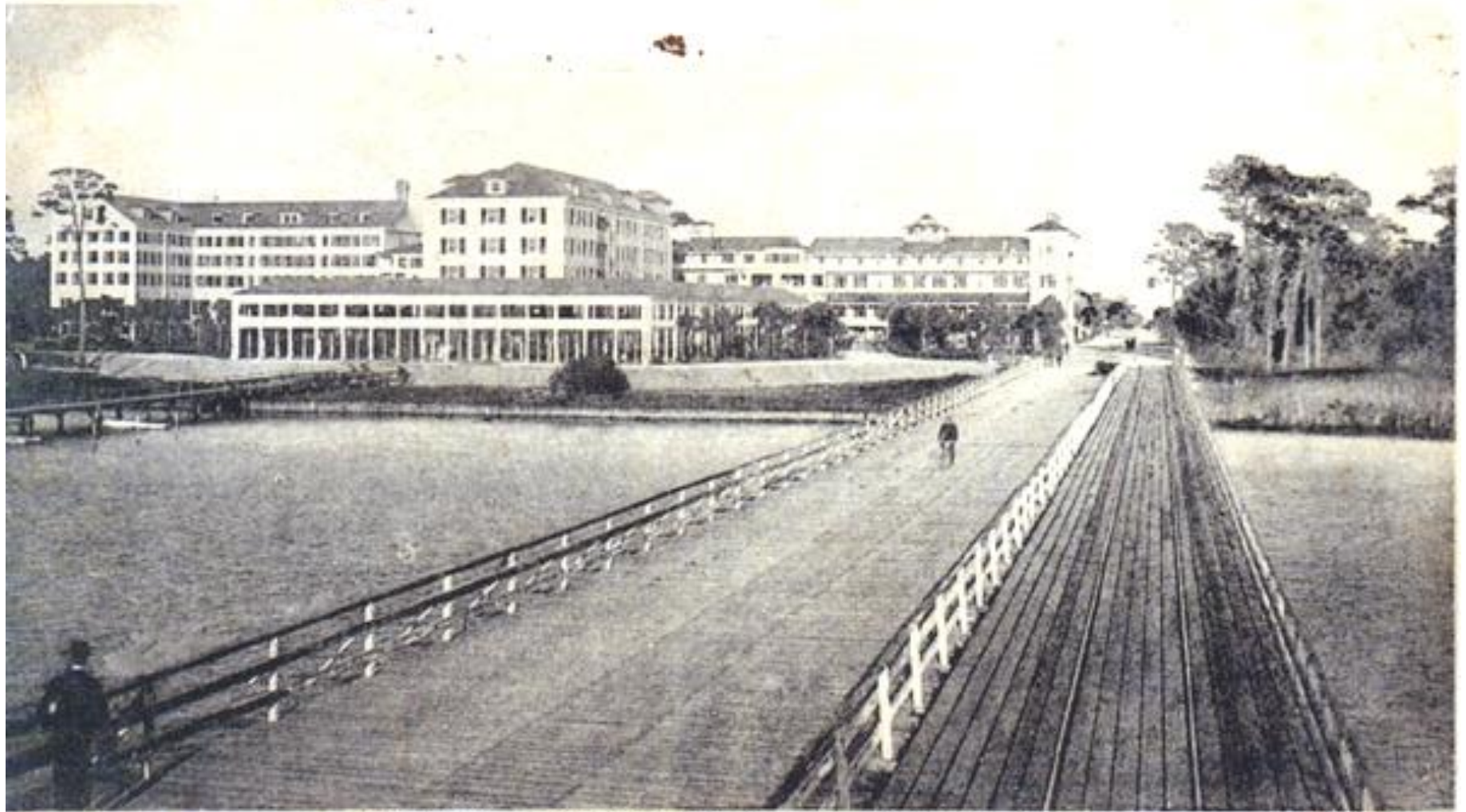
Notwithstanding its relative affluence, Ormond was severely impacted by the Depression. City Hall was a building previously occupied by the Bank of Ormond which had failed in 1929 due to the Depression. Ormond did not have another bank for 25 years.



Anderson and Price were both founding members of the Ormond Yacht Club in 1910. The stated object was to “increase the sociability and upbuilding of the town of Ormond and to promote boating in its broadest sense.” The Yacht Club continues and is located directly across the river from the Ormond Hotel site. Above is the Yacht Club decorated for the 4th of July during its centennial year while undergoing restoration. The architect was S.H. Gove (1853-1926), who was the most prominent area builder at the time.



In the spring of 1889 the Florida East Coast Railway, owned by Henry Flagler, was extended from Jacksonville through Ormond to Daytona Beach. Flagler acquired the Ormond Hotel a year later, ran track to the property, greatly expanded it, and made it world renowned catering to the rich and famous. John D. Rockefeller, Flagler's partner in the Standard Oil Company, and the wealthiest man in the world, began staying in the Ormond Hotel during the winters in 1914. In 1918 he bought a residence across Granada Avenue called the Casements where he wintered each year until dying there in May of 1937, a few months before the Fire House was completed. His death began the end of the golden era of tourism for Ormond. Below left is Rockefeller. Shown above left to right are Rockefeller and Flagler.

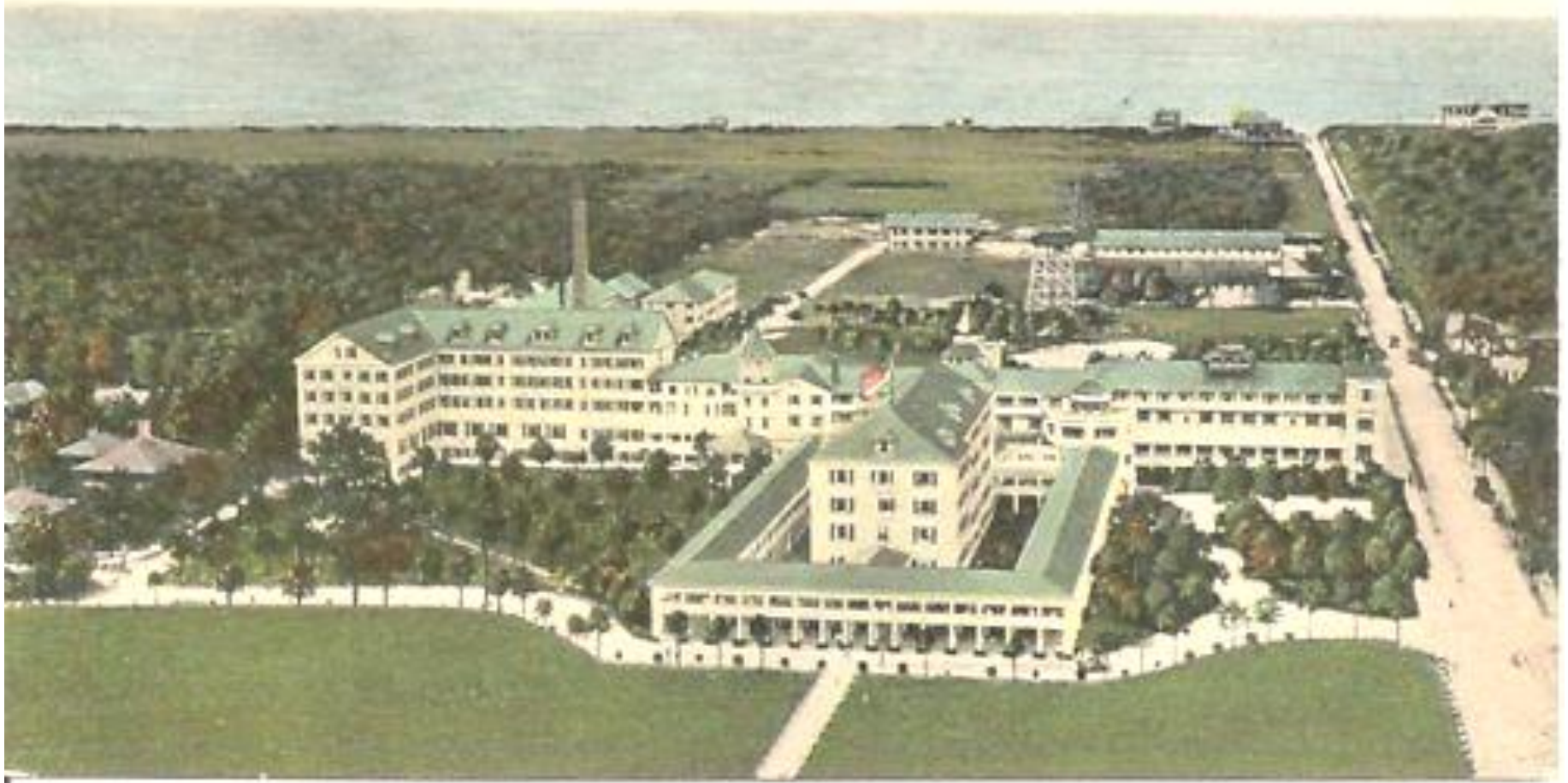


HOTEL ORMOND, ORMOND, FLA.

№ 218

Above is the Ormond Hotel around 1910, after expansion by Flagler. The Hotel golf course was built in 1907.

Hotel Ormond, Ormond Beach, Fla.
View from Hydro-Aeroplane,
showing Golf Course and Ocean,



This is an aerial view of the Ormond Hotel and Granada Avenue around 1910. Note the large structure in the upper right on the beach, which is the Bretton Inn, also known as the Coquina Hotel.



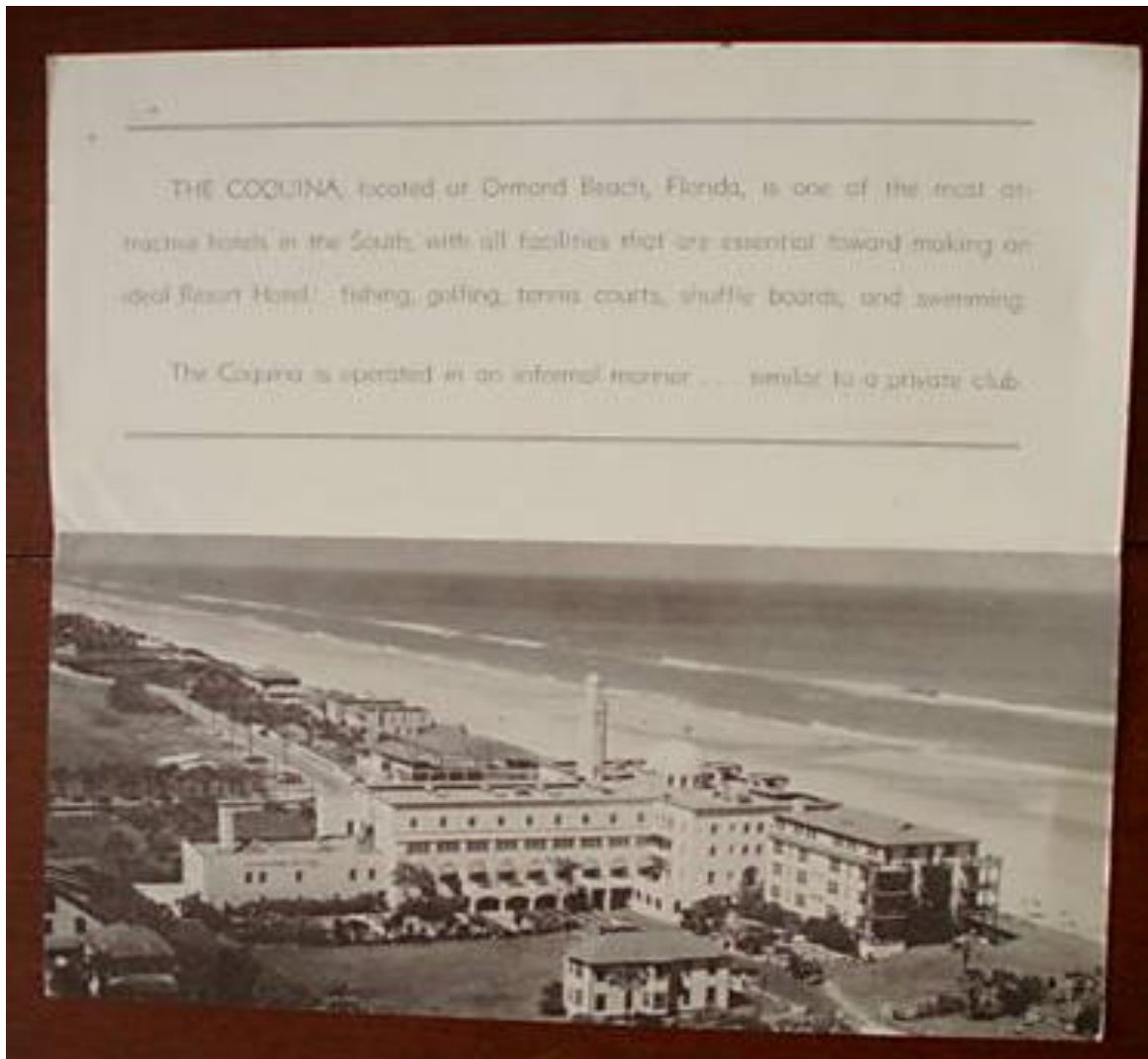
In this aerial view, taken around 1920, more building has taken place along Granada Avenue and the beach. The Fire House would be built across from the wooded area behind the Hotel in the sliver of wooded area remaining between cleared land and a house.



From 1915 until at least 1919 the Florida East Coast Railroad ran a streetcar from the train depot across the river, to the Ormond Hotel and the beach. The streetcar was pulled by both a mule and a horse at different times, as can be seen above. The images clockwise from the top are the beach by the pavilion and headed east next to the Hotel and an out building east of the Hotel.

THE COQUINA, located at Ormond Beach, Florida, is one of the most attractive hotels in the South, with all facilities that are essential toward making an ideal Resort Hotel: fishing, golfing, tennis courts, shuffle boards, and swimming.

The Coquina is operated in an informal manner . . . similar to a private club.



The year after the Ormond Hotel was built another luxury hotel, the Coquina, was built on the beach by a company owned by a Mr. Constantine. In 1903, Anderson and Price bought the Coquina and renamed it the Bretton Inn. They both died in 1911 and it was sold to James P. Vining. Above is a promotional piece from the mid to late 20's touting it as one of the most attractive hotels in the South.

Aeroplane View Coquina Hotel and Golf Links, Ormond, Florida.-



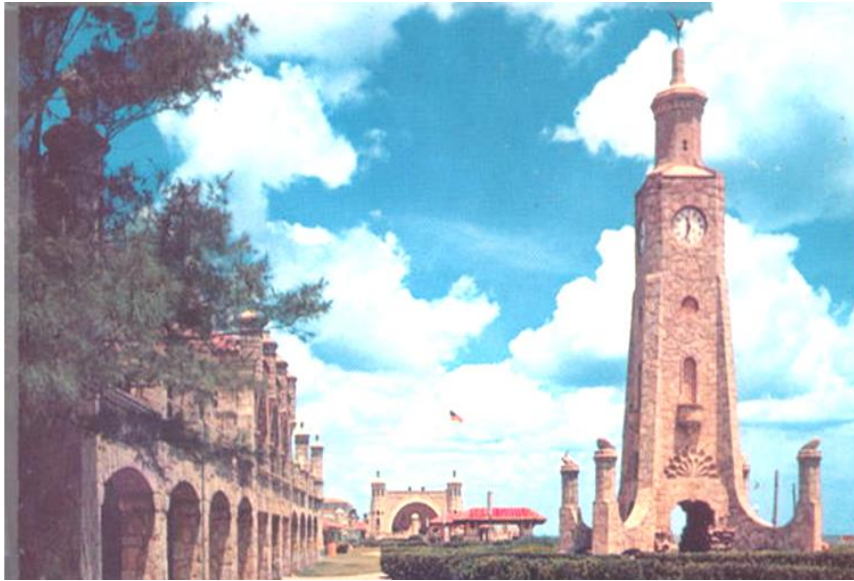
Harrington Mills owned the Coquina Hotel from 1929 until selling in 1945 to Mr. and Mrs. Walter Bovard. The Bovards owned it until it closed in 1968 and was torn down to eliminate the jog in A1A around it. By then the demand for long term gracious lodging had waned. Above is a post card of the Coquina circa early 30's. The land immediately behind had been cleared almost to where the Fire House would soon sit. Although the Coquina is gone streets behind the site and the Fire House are named "Coquina Court," "Vining Court," and "Bovard Avenue." Gone but not forgotten.



The architect for the Fire House was Alan J. MacDonough. He was born in Phoenixville, Pennsylvania, on November 1, 1883. He studied engineering at Drexel Institute in Philadelphia and then went to work for the Morgan Engineering Company in Alliance, Ohio, the Masslin Bridge Company in Ohio and the American Bridge Company in both Ambridge, Pennsylvania and Canton, Ohio.

In 1910 MacDonough moved to Kissimmee and provided architectural and engineering services. In 1912 he moved to Lakeland and then Eustis in 1920. He was prolific in Eustis as he designed most of the important buildings in Lake County during that time, including, the Lake County Courthouse in Tavares, Ferran Park and McClelland Memorial Bandshell in Eustis, Eustis City Hall, the Eustis Theatre Building, the Eustis Woman's Club, Eustis Grade School, Clermont High School, the Masonic Temple in Leesburg and Leesburg City Hall. He was a Mason, Shriner and a member of the Eustis Rotary. To the left are the Lake County Courthouse are the McClelland Memorial Bandshell, both of which, along with the Eustis Woman's Club, are on the National Register of Historic Places.

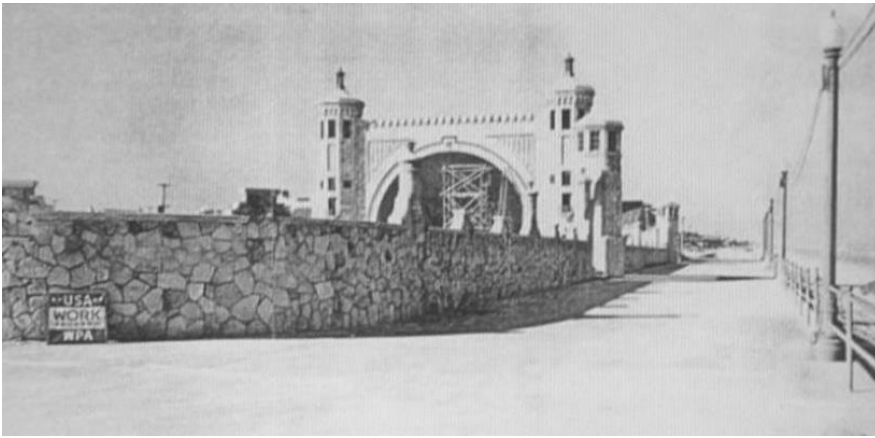




MacDonough was in Eustis until at least 1929, and designed more than 100 buildings there, but then moved to Volusia County where he was with the firm of MacDonough, Craig & Snead. He was the Volusia County WPA project manager and, therefore, it seems, was the architect for all WPA buildings in Volusia County. He used coquina rock in many, if not all, of those WPA projects.



A couple of well known WPA projects on which he used coquina rock were the Daytona Beach Bandshell and Clock Tower complex and Holly Hill City Hall, shown above, both of which are on the National Register of Historic Places. The octagon shaped low pitched pyramidal roof style for the Bandshell towers and Clock Tower is similar to that of the Fire House tower and street side monument. Keystones were used in the architecture of Holly Hill City Hall at the main entrance arches as was done with the Fire House and other buildings designed by MacDonough. The Florida Market, also known as the Holly Hill Curb Market, and the Daytona Beach National Guard Armory, where pre-race inspections were once done for NASCAR races, are also WPA buildings made of coquina rock.



To the left is an image of the Bandshell under construction. Note the WPA sign. The Bandshell was sufficiently completed in 1937 for Fourth of July festivities, even though it was started after the Fire House. There was a large dedication ceremony when the Bandshell was completed with many dignitaries in attendance and much press. The Bandshell was touted as one of a kind at the time and quickly became the subject of many a post card.



The Armory was completed in 1940 at a much slower pace due to Volusia County budgetary issues. It was used for training by the Florida State Militia during World War II and later the Florida National Guard. The image is vintage 1970. Today this building is owned by the France family, founders of NASCAR and the International Speedway Corporation.



At the bottom is the north side of Holly Hill City Hall, which faces west. Although called City Hall, like the Fire House, it also housed the police and fire departments. Holly Hill City Hall was completed in 1942, also somewhat slowly.



The Holly Hill Curb Market replaced an open air market constructed in 1929. It was completed in 1940, although in use for some time prior to completion of the final phase of construction. In 1952 Volusia County took ownership of the building and used it for public defender offices for well over half a century.

In 2011, however, based on a reverter clause in the deed, Holly Hill was able to repurchase it at the same price it sold it, \$30,000.00. It has been undergoing a major renovation sensitive to its history and should be available to be seen and used by the public for many years to come. Above right are images of renovations being undertaken in 2011 at the Curb Market. The outside images are of the courtyard within the horseshoe shaped building. Note the coquina fireplace on the interior.

Also above is another image of the Bandshell, taken around 1950.



Coquina rock is a native material, made of ancient shells which have bonded together, and has been used as a building material in the area for centuries. The coquina rock for MacDonough's WPA buildings was almost surely quarried within Volusia, Flagler or St. John's counties, all of which had active quarries. One active Volusia County coquina rock business was the Halifax Rock Company.



It has been reported that the coquina rock for the Daytona Bandshell and Clock Tower was quarried from the ocean. There is significant coquina rock on the shore at Marineland, just south of Anastasia Island, and that is one place it may have come from.



In the upper left corner and below is the Tarragona Tower, built in the 1920's as the entrance to the Daytona Highlands subdivision in Daytona Beach with coquina rock on site. In the upper right corner is the Ormond Yacht Club fireplace built in 1910 by some of Ormond's most prominent citizens, including Anderson and Price. In the lower left corner is the Bulow Plantation Sugar Mill ruins, just north of Ormond Beach in Flagler County, built of coquina rock on the plantation property in the 1820's. These are just a few examples of local coquina rock construction which pre-dated the WPA buildings of MacDonough, and they all remain, except one arch from the Tarragona Tower was removed, and the remaining portion was relocated nearby, to accommodate road widening of what is now called International Speedway Boulevard.





The Spanish fort, Castillo de San Marcos, in St. Augustine, Flagler County, was built of coquina rock from nearby Anastasia Island in the 1670's. Above left is coquina rock being quarried from Anastasia Island in 1939, and on the right, the same, in 1926 in Volusia County by the Halifax Rock Company. The Anastasia Island quarry is now part of Anastasia Island State Park.

Coquina rock was used extensively for walls and gates in front of homes along streets or sidewalks, including the home of John D. Rockefeller in Ormond Beach, the Casements. It was also used for foundations, and other visible features of homes, even if not the entire home. Another major use for coquina rock was for road beds.

The use of coquina rock as a building material for homes and other occupied buildings appears to have greatly subsided, and almost ceased entirely, not long after the WPA buildings were completed. Coquina rock is used most often today for erosion control and as a decorative landscape item. MacDonough's use of the material created a distinctive look that set the buildings apart from the ordinary.



In 1929 MacDonough completed the grandstand construction for Jackie Robinson Ballpark at City Island in Daytona Beach which replaced the original 1910 wooden bleachers. The Ballpark is named after Jackie Robinson because he played there in the first integrated professional baseball game on March 17, 1946 when he and his AAA Montreal Royals teammates played their parent club, the Brooklyn Dodgers. The next year Robinson played for the Dodgers and the major leagues were integrated. Jackie Robinson Ballpark is on the National Register of Historic Places.



MacDonough was the architect for the Streamline Hotel where NASCAR was founded, built in the early 40's, shown above left. His firm was one of two chosen to design the Peabody Auditorium, completed in October, 1949, shown below left. This Peabody was the second, the first having burned down. The sculptures on the Peabody were done by Fred Dana Marsh; who also had a Fire House connection.

MacDonough moved to Hendersonville, North Carolina around 1949, when he was 66, and died there on May 4, 1973 at age 89.



The Fire House was built of brick as well as coquina rock with two bays, a storage room, an office for the police and fire chief and a "sturdy" two cell jail on the first floor. There were separate living quarters for the chief above the jail, and the firemen above the bays, accessed by interior stairs which split at an upper landing. Doors from each of the living quarters went to the upper porch. Public access and access to the upstairs living quarters was through doors on the first floor porch. There is a full attic and a small basement.

There was space for two fire trucks although there was only one until 1949, the REO, shown above in the big bay. The Police Department had a patrol car and one seems to be barely showing above in the smaller bay. This was likely the new one authorized for purchase in 1938. Fire trucks were much smaller then and two would have fit within the large bay.

There probably was no fire pole, although one was later added, which has been incorporated into a light fixture in the large bay. The exterior stairs on the west side were likely the means by which the firemen got from their living quarters to the fire truck below. A year after construction started, in July 1937, just a few months before it was completed, the Ormond Board of Managers decided to heat the Fire House.



There was a single entrance into the jail through a double hung door, with one door solid steel and the other barred. The four jail windows were also barred and nearly five feet from the floor, presumably for security and privacy. The cells each had a toilet and sink but there was only one shower. They were separated by a solid wall, with a door to pass between, to provide separate quarters for men and women. No one is known to have broken out of the jail, although more than one escaped when they were allowed out of the cell, or hadn't yet been put in.



The jail door frame and sill remain, as do the original thick walls and windows, but the doors, bars on the windows, sinks, toilets and shower, were removed by the City in 1996. The door frame and sill are shown above left and the thickness of the walls, and the double hung design, is evident. The exterior door shown was the front door for the public, and the police desk was in an area to the left on entry. Below is a double hung jail cell door similar to what would have been at the Fire House.

The first night the Fire House was occupied, October 14, 1937, an Ormond resident named Sam Davis became the first "guest" of the jail for being drunk and disorderly. According to the Town Clerk at the time, John S. Milligan, he was being detained to keep him out of trouble and formal charges might not be brought.



Prior to the Fire House being built a municipal goldfish pool was put on the property in 1933 in the area between where the northeast corner of the building is now and the street. In the image in the middle to the left from the 50's the roughly round pool can be seen. Goldfish and goldfish pools became popular in the 20's when department stores were able to import them and begin selling them. It has been recounted that more than one passerby fell into the pool, some while feeling the effects, and were invited into the jail to dry out.

In 1949 the pool was leaking. Initially the Board of Managers decided to turn the pool into a sunken garden but they reconsidered and decided to fix it. They then instructed the chief of police to take a net and remove the 200 goldfish and put them in the Ormond Memorial Art Museum & Gardens pools, which had been made in 1946 but which already contained 1000 goldfish from the original 18. The pool got a reprieve and was kept until at least the late 60's. Some of the descendants of those goldfish may still be living in the Museum pools.

The basement in the Fire House is small, approximately 15' x 15', and has a ceiling height of only about 7' without outside concrete steps for access. It is where the original furnace was installed, after being ordered just months before the Fire House was completed, and it remains there today, as seen to the left.



The mayor when the Fire House was approved, built and opened was Hubert A. Price, born January 11, 1892, shown to the left above. He was mayor from 1931-1943. Price was the son of Joseph D. Price, who along with John Anderson built the Ormond Hotel. His father was mayor before him and died in office in 1911. Price also served as a member of the Volusia County School Board and as a state senator.

Price ran for office as a "Ring" candidate, a faction of the local Democratic Party originally led by Deland attorney Bert Fish, shown to the left below. Fish was appointed Ambassador to Egypt, Saudi Arabia and Portugal after heading the Florida election campaign for President Roosevelt. He died in 1943 while Ambassador to Portugal and his estate trust funded several local hospitals bearing his name.



An attorney from Fish's firm, Francis P. Whitehair, succeeded him as head of the Ring. Whitehair led the Ring when the Fire House was built. His firm represented nearly every city and agency in the County, including Ormond, and he became Under Secretary of the U.S. Navy in the 50's. The Ring was opposed by another faction of the Democratic Party, the Anti-Ring.

The Chief of Police at the time the Fire House was built was Daniel Webster "Dep" Whitehurst, born March 14, 1884 in Sparks, Georgia, who was chief from no later than 1932 to 1943. The OPD was formed in 1921, and Whitehurst moved to Daytona Beach from his native Georgia about that time, after serving as police chief in Sparks, but it unknown precisely when he started with the OPD. He also happened to be the father-in-law of the mayor, who married his daughter Evelyn.



Whitehurst was both police and fire chief as were all chiefs until 1987. At one time Whitehurst had two sons employed along with him as police officers of the OPD, Roscoe, who was with the Department for many years, and Cauley, who had the distinction of becoming the first motorcycle patrolman of the OPD when a motorcycle was leased for his use in 1940.



Apparently there was some controversy shortly thereafter about the hiring of Cauley and after only eight months his employment was terminated. Whitehurst also had a daughter working in City Hall.

On August 19, 1936, soon after construction of the Fire House began, Whitehurst and Price broke up a meeting at an Ormond African American fraternal lodge between the African American WPA workers who were working on the Fire House, and the white Executive Committee of the Daytona Beach Federal Workers Union and their president, A.W. Trainor. They said they did it because the Ormond Board of Managers had recently passed a rule against having secret mixed meetings within the City between blacks and whites.

According to witnesses Trainor was thrown or kicked down the stairs, taken outside near the highway and while having a gun pointed at him was threatened by Whitehurst and Price with profane statements. Another man, L.C. Price, relation to the mayor, if any, unknown, grabbed Whitehurst and put his arm around his neck and either choked him or pinned his arms along his sides.

Trainor had Price and Whitehurst charged with assault, battery, reckless display of firearms and public profanity. He claimed that they had been to a meeting of the same groups earlier in the summer and had approved of their purposes but when the WPA workers failed to vote for the Ring candidates during the subsequent election they came back for retribution.



At the trial Whitehurst and Price countered that the Daytona Beach Federal Workers Union was involved with communistic forces and agencies and, particularly, that Trainor had traveled to Russia in 1932 and may not believe in God or an after life. Trainor admitted to the trip to Russia but not to communistic endeavors. He was unsure on his religious beliefs.

Whitehurst and Price were acquitted and neither lost their posts. L.C. Price, who had accosted Whitehurst, was imprisoned for interfering with a Sheriff, as Whitehurst was also a Volusia County Deputy Sheriff. However, he was later freed when a judge

interpreted the law on which he was charged to be inapplicable to someone such as Whitehurst who was both a Sheriff and a municipal police officer.

Whitehurst had a similar situation arise in 1940 when he purportedly threatened one or more WPA workers with loss of their WPA positions if they didn't support certain candidates in an upcoming election in which there were races for U.S. representatives and senators. Since the election involved federal offices Whitehurst was charged with federal Hatch Act violations and the case went all the way to the U.S. Supreme Court where for the first time it was contended that it was actually the federal Emergency Relief Appropriations Act of 1939 which he had violated and not the Hatch Act.

Whitehurst was also a party to litigation in 1940 with Walter Hardesty and the Riviera Hotel, which Hardesty owned along with his brother. Hardesty alleged that Whitehurst had interfered with his business and assaulted him. There were two separate suits and \$125,000.00 was sought in one and \$250,000.00 in the other.

The outcome of the election charges and the litigation with Hardesty is unknown but Whitehurst did continue as chief until 1943 when he resigned. The same year his son-in-law Price gave up his position as mayor. He returned to Georgia and became chief of the Adel Police Department and in 1944 sheriff of Cook County, Georgia. However, he died not long after on July 2, 1946 in Adel.



In 1930 famous painter, muralist and sculptor, Frederick Dana Marsh (1872-1961), shown above left, moved part time to Ormond and soon thereafter built a large Streamline Moderne home on 300 feet of beachfront at 317 Ocean Shore Boulevard (A1A), a short distance north of the Fire House, shown across the golf course above right, which he and his second wife filled with art. Due to its appearance it was called "The Battleship." The Battleship was demolished in 1996 not long after the 1992 demolition of the Ormond Hotel.

Marsh did sculptures for Peabody Auditorium, which opened in 1949, a project on which the Fire House architect, Alan J. MacDonough, also worked. Presumably the sculptures are those which adorn the exterior of the building. It is possible that Marsh and MacDonough became acquainted through the Fire House.



In 1957 Marsh created the statue of Old Tomokie at Tomoka State Park, shown above left, which still stands. When dedicated it was valued at \$220,000.00. There was a museum at the Park with some of his art on display until recently when it was moved to another in South Florida.

In 1938 Marsh donated his personally designed and specially built 1926 Franklin Roadster, to the Fire Department, shown above right being prepared by Chief Ed Marosites in 1959 for the Gaslight Parade. Earlier that year Ormond had authorized the purchase of a new patrol car for the Police Department as well.

During World War II the Fire Station served as a Raid Casualty Station. The Raid Casualty Stations were supplied and assigned medical personnel to provide medical care in the event of attack. The threat of enemy attack was real. The 7th Naval District Coast Guard announced in 1945 that during 1942 and 1943 157 attacks were made by Army, Navy and Coast Guard planes and vessels on German submarines, called U-boats, off the shores of Florida with 12 hit and 3 probably sunk. Four German saboteurs came ashore from a U-boat at Ponte Vedra Beach, about 70 miles north of Ormond, but were eventually captured. Two bodies of unidentified sailors presumed to have been on a vessel shot by a U-boat washed ashore.

Observation Posts Stand Guard *Ready for Action!*



SOUTH DARTMOUTH, MASS.



NASSAU, N. Y.



EAST CHILL, N. Y.



GROVETON, VA.



MAYECUMBE KEY, FLA.

The Fire House was also an observation post for the Ground Observation Corps ("GOC") during World War II. The GOC was part of the national civil defense effort created by President Roosevelt through the Office of Civil Defense, which was entirely civilian volunteer based. Each state had a Defense Council and there were also local Councils, ultimately some 7,000, with 5.6 million volunteers. The GOC provided the Aircraft Warning Service in conjunction with the U.S. Army Air Force. The Fire House was under the Third Interceptor Command of the Army out of Tampa.

Initially there were to be 22 volunteers at each of four posts in Volusia County, a chief, assistant chief, and twenty others. The posts were at Daytona Beach, Holy Hill, Port Orange – Wilbur and Ormond. A total of 500,000 volunteers nationwide were expected to be trained to spot enemy aircraft. The posts were intended to be manned twenty four hours a day with two volunteers at a time for two hours each. The first chief for Ormond was John S. Milligan, who was also the Town Clerk. Many, if not most, of the volunteers were women and at some point Eileen Butts, who was active in many civic endeavors, became chief. Under Butts' direction the Ormond post won an award for aircraft spotting proficiency.

As can be seen above, observation posts came in various forms. The post at the Fire House appears to have been somewhat similar to that shown for South Dartmouth, Massachusetts -- a wooden tower. However, it was probably more similar, if not identical, to the post which still stands, and has been restored, at the beach along A1A in Ormond-By-The-Sea.



Above are poor quality high altitude aerial photographs taken by the Army in 1943. In the image above left the view is approaching the front of the Fire House. Behind the Fire House is another structure with something protruding above it on the right side. That is the tower. In the middle is a somewhat zoomed out version of the other image. The image on the right is another image from almost directly above the Fire House with a vague outline of a tower roof which can be seen next to the structure in the rear. One local resident has advised that they went into the tower with their father, who was a GOC volunteer, and it was much like a fire tower with steps to climb. The tower was only there during the War and then it was removed. In all likelihood it was very similar to the tower shown to the left, if not identical, which is that in Ormond-By-The-Sea which has been restored.



The Aircraft Warning Service was taken quite seriously. It was predicted by domestic sources that German aircraft would attack the mainland United States, so the threat was considered real. Accordingly the volunteers were required to fulfill certain requirements and were otherwise provided with many resources. Some of the items which they had are shown to the left, from the top, a button, magazine, "Hints for Air Spotters" publication, identification card, pin, and arm band. There were many others. They received a recognition pin once they reached 500 hours of service and for each subsequent 500 hours. When the Aircraft Warning Service was discontinued towards the end of the War all of the volunteers received a certificate of service and became auxiliary members.



The GOC Aircraft Warning Service is not to be confused with the Coast Guard Reserve air spotting. It was the Coast Guard Reserve, through what is now the Coast Guard Auxiliary, Flotilla 44, under the 7th Naval District, who were commissioned military officers when on duty, who manned the coastal towers, such as that in Ormond-By-The-Sea. They watched for U-boats as well as planes, policed the coastline in vehicles, by horseback and on foot, and patrolled the waterways.



From 1947 to 1971 there was a municipal water tower on the Fire House property. On the left above it is shown being constructed and on the right just prior to being torn down. The words "Ormond Beach" were painted on the side.



GREGORY BLOUNT



MARY HUCKS

On August 14, 1948 Gregory Blount and Mary Hucks, both 23, were shot and killed on the beach after dark two miles north of Ormond. The murders were dubbed "The Moonlight Murders." Blount was a University of Kentucky student working in Daytona Beach for the summer and Hucks was a secretary for an Atlanta architectural firm on vacation.

The two had gone to the beach on a date in Blount's Jeep and apparently were sleeping on a blanket when Blount was shot. Hucks attempted to escape but was raped and then shot. Two men committed the crime but left unseen except for their footprints. A male youth staying at the beachfront Coral Sands Hotel, right near the city limits, discovered Blount, ran back and called the OPD. Chief Rogers Willis, shown left pointing to the spot where Hucks, was the first to arrive on the scene.



Since the murders involved Florida tourists the crime made national news and was a high priority for then Governor Fuller Warren. He appointed a special investigator to assist, and nearly two dozen lawmen total were involved with the case, but the Volusia County Sheriff's office was in charge since the crime occurred in unincorporated Volusia County.

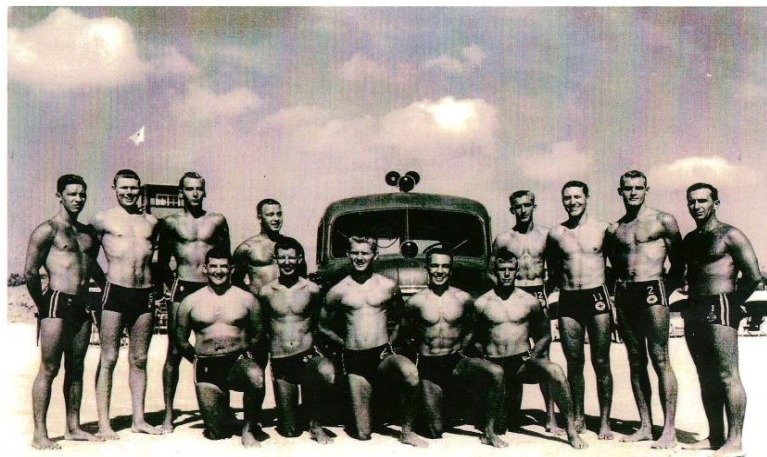


The murders weren't solved until 60 years later when investigator Larry Horzepa of the Volusia County Sheriff's Office reviewed the file and found a confession by a Walter McDonald that had been there since 1952. The confession was made by McDonald the day before his execution for the murder of a grocer in Starke, a murder which he committed in 1949 with two others, L.D. Robinson and George Wilfork. Above right from the left are Wilfork, McDonald and Robinson. Above left is Bount's lifeless body in front of his Jeep.

The three of them had also killed someone in Columbus, Georgia in late 1948. McDonald had not met up with Wilfork and Robinson by the time of the Moonlight Murders and therefore was not involved but Wilfork and Robinson told him they had done it and gave him details. The details, included in his statement, matched the evidence at the Moonlight Murders crime scene. Wilfork, McDonald and Robinson were all executed on January 8, 1951 for the Starke murder.



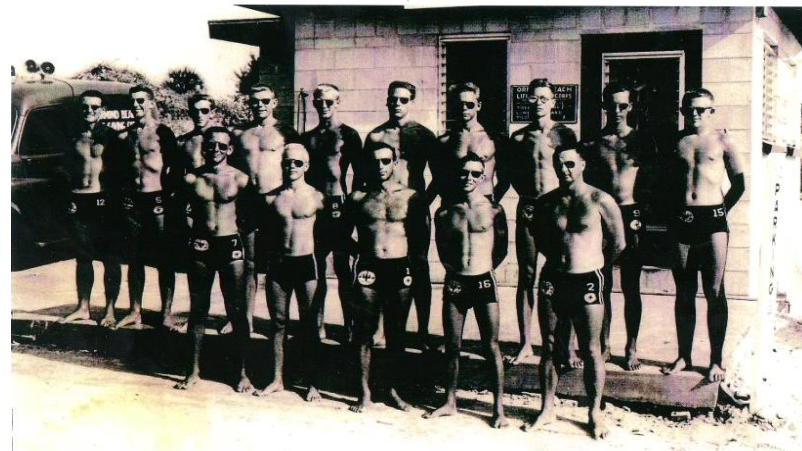
In 1949 a second fire truck was purchased, a 1948 Mack, shown, clockwise from the above left, in 1972 in the large bay, in December 1970 in the driveway in front of the large bay with Assistant OBFD Chief Don Cushing accepting gifts from private school children to be given to underprivileged children for Christmas, and in 1950 at the same location being driven by Chief Rogers Willis with members of the Junior Police and Firemen's Club aboard.



1955 ORMOND BEACH LIFESAVING CORPS

BACK ROW: CURTIS CHANCEY • LARRY WEBB • RICHARD GUNN • CHUCK HOLLACHUCK
 BILL COULTER • BILL BUTTS • MAURICE HENDRIX • ANDY ROMANO

FRONT ROW: PHIL CAPO • TOMMY HENDERSON • ROGER ROOT • DEE THOMAS • TOMMY LAUTERBACH



1956 ORMOND BEACH LIFESAVING CORPS

BACK ROW: SISCO DEAN • TOMMY HENDERSON • BILL COULTER • LARRY WEBB • JIMMY MINTER
 BUDDY NEY • BILL GRAU • CONNIE MAXWELL • CHARLIE HOLCOMB • HANK CARTWRIGHT

FRONT ROW: PETE LASHER • JIMMY IKNER • ANDY ROMANO • LEO SPANGLER • NICK TARANTIFELA

In 1949 the Ormond Life Saving Corps was formed. The Lifeguards were part of public safety and reported to the police chief. Shown above left corner is the 1952 squad. Ted Cassidy, 6' 9," and second from the left, a Stetson University student then, went on to fame as Lurch on the television show *The Addams Family*. Above right corner is Andy Romano in 1952, a former captain of the squad and namesake of a beachfront park in Ormond Beach. The 1955 and 1956 squads are immediately above. Lifeguarding was taken over by the County in 1971.



The Ormond Police, Fire and Lifeguard Benefit Association held a bar-b-que fundraiser at the Fire House on June 8, 1950. Reportedly 3,000 were served, including the OPD dog Rex. The population of Ormond was only 3,418. In the end they ran out of food or they may have served the entire population. Chief Rogers Willis, pictured in the upper left, served as emcee. Chief Willis was chief from 1943 to 1952, having succeeded Chief D.W. Whitehurst and by all appearances was a popular chief. There was a short lived effort to oust him at a meeting of the Ormond Board of Managers in December of 1946 which reportedly caused the crowd in attendance to become angry. The decision was rescinded in January of 1947. Ormond was renamed Ormond Beach in 1950.



To the left is an aerial view of the golf course and surrounding area about 1950. The Fire House is in the lower right identifiable by the water tower. In the lower left is the Ormond Garage with the somewhat long rectangular brown roof.

The Florida East Coast Railroad sold the golf course and the Ormond Hotel in 1948. Ellinor Village County Club bought the golf course in 1951. Oceanside Country Club bought it in 1963 and it continues to be owned by OCC.



Below is a blow up of the Fire House as seen in the same aerial view. The goldfish pond is visible at the front of the building. At that time there was a wall all around the rear of the property and a building, probably a garage and part of the original construction, built into the wall at the southern border. Aerial photographs consistently show the building in the rear up to 1970. It may have been removed when the water tower was removed in 1971. When it was the wall on the southern border was removed other than the portion to the west of the building location, which remains. The wall along the eastern border was also removed at some point.



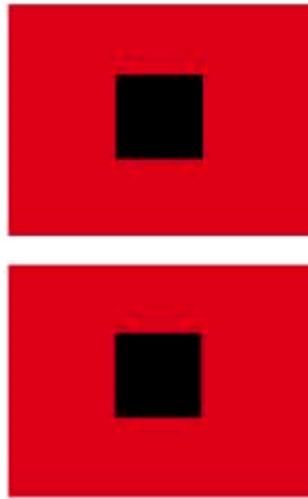
The painting of the Fire House to the left features the 1948 Mack. The painting was one of many done around 1950 on the interior walls of Mario's Restaurant by anonymous folk artists. Some of the others, shown below, left to right, were of the Ormond Memorial Art Museum & Gardens, where the Fire House goldfish lived temporarily, the old City Hall and the Florida East Coast Railroad train depot. The paintings can still be seen at Mario's.

The old City Hall was demolished for a new one at the same location and the train depot was long ago torn down. The Museum remains and is thriving a block and a half to the west of the Fire House.





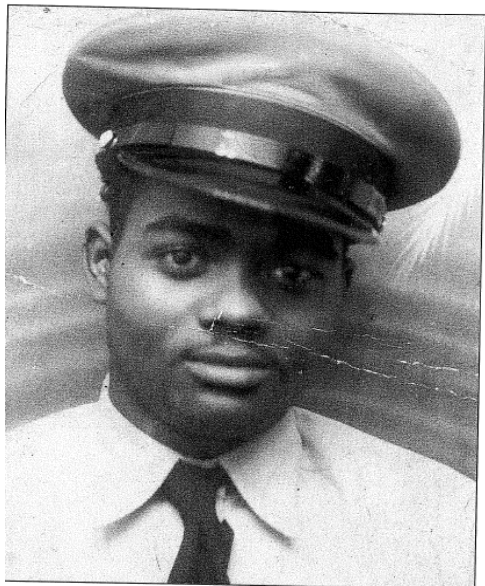
The Fire House was used as a Red Cross Blood Center as seen above on August 1, 1951. The location is the living quarters of the chief above the jail. The open door behind the gentleman seated and facing the camera is the entrance door from the interior stairs, to the left of him is the bedroom door. The door behind the gentleman on the cot is the attic door and the door behind the gentleman seated with his back to the camera is the bathroom door. To the right of the same gentleman is a door to the second floor porch. The blood is being taken in the living room area. The appearance today is much the same.



The Fire Station was a polling station, hurricane shelter, police court, pet inoculation site and contractor examination testing location. School field trips were taken to the Fire House and young boys went there to participate in the Junior Police and Firemen's Club. Shown left is Ed Marosites in 1950 with Junior Police and Firemen's Club members at the front of the Fire House with his back towards the monument on Granada Avenue, renamed Granada Boulevard in 1974. Marosites was with the OBPD from 1947-1952 and then left. He returned in 1958 as chief, succeeding Chief Leslie McElveen, a position he held until 1981, the longest tenure of any chief.



Above is the 1954 OBPD. In the back row left to right are Jack Carter, George Allen, Carl Statkas, Chief Richard Radar, Oscar Maas, Bill Givens and Don Cushing. In the front row left to right are Harold Burr, Fred Powers, John Meyers and Tom Ruger. Meyers and Ruger were reserve officers. Oscar Maas was chief for five days between Chief Rogers Willis and Chief Radar. Harold Burr became chief in 1981 and served in that capacity until 1987, the last of the chiefs who was both police and fire chief. Powers served from 1952-1972 and at retirement was the longest serving night duty officer in OBPD history. Powers was not the first African American; Edward Rogers, who served from 1926 to 1928, was first. Chief Radar died of a heart attack at age 61 on January 3, 1956 just two hours prior to an Ormond Board of Managers reorganization meeting at which he was not expected to be reappointed.



Above left is Edward Rogers the first African American member of the OBPD. Below left is Roscoe Whitehurst, son of Chief D.W. Whitehurst.

Whitehurst was shot in the line of duty in 1956 when at 2:30 a.m. he interrupted a burglary of Al Weber's service station, which was on A1A just south of Granada Avenue, half a block from the Fire Station. The culprits were two young couples from Cleveland, husbands 20 years of age and wives 16.

Whitehurst saw a car parked along A1A near Weber's and stopped to investigate. One of the men came from Weber's and told Whitehurst he was related to the owner, which Whitehurst knew wasn't true. The man rushed him and Whitehurst shot him. He fell on Whitehurst causing him to drop his gun. The wounded man quickly grabbed it and said "You shot me. I'm going to die. But before I do I'm going to kill you." Whitehurst backed away to his patrol car and got in but was shot in the chest through the window.



The criminals fled and Whitehurst took off in pursuit, going west on Granada right by the Fire Station to U.S. 1. At U.S. 1 he had to give up the chase because he was bleeding and feeling faint so they got away. A road block was put up but it was either too late or they eluded it.

It took more than a year but two of the four involved confessed and fingered the shooter, who had not died after all. He denied guilt even though he had a bullet wound scar on his chest. They were brought back from Cleveland to face justice. Whitehurst only missed ten days of work.



On December 23, 1956 the body of a man was discovered at the City dump with two bullets in his head, his pockets turned inside out, stripped of all valuables and identifying papers. Above left Chief Leslie McElveen inspects the scene with Deputy Sheriff Bob Slye. More than 800 people viewed the body for identification but only through fingerprints was it confirmed to be Paul J. Kliewer, a drifter from Baltimore, who was hitchhiking to Miami when robbed of \$400.00 and killed. Peace Justice A.J. Bennett heard that a local man named Ernest L. Boone, who had left abruptly for Baltimore, had been acting and talking strangely about the body at the dump. When questioned Boone implicated another local man, Arthur L. Green, Jr. Both were arrested in late January of 1957.



Chief McElveen succeeded Chief Richard Radar earlier in 1956 and was terminated in 1958 at a Board of Managers meeting. After the meeting adjourned he got into a fist fight with one of the managers. He reportedly got the better of it in the brawl. A reinstatement hearing and litigation ensued which were hotly contested and highly publicized but proved unsuccessful.



SGT. HAROLD BURR

McElveen was accused of numerous transgressions, including fits of temper, the use of profanity and neglect of maintenance of a fire truck. During the proceedings they delved into his past work history and accused him of assaulting an African American and being terminated from another position prior to coming to the OBPD. He denied or otherwise explained much or all of the charges.

Below left is Harold Burr, before he was chief, testifying in the McElveen termination matter.



In 1960 the OBPD received Civil Defense equipment, including a generator to be used in the event of a power failure. Above Fred DeMotte, regional Civil Defense Director, is speaking to OBPD personnel regarding use of the generator.



In April 1961 rock and roll star Bobby Lee, 21, visited Mainland High School, shown above. He gained stardom for the song "Sugar Love", which sold a half million copies. He appeared on American Bandstand with Dick Clark and also had hits with the 1961 chart topper "Just Beginning," and "Little Flame." In May he returned to the area and wound up in the Fire House jail charged with contributing to the delinquency of a minor, failing to appear in court for reckless driving and not having a driver license.

He was to appear before Peace Justice A. J. Bennett some 5 or 6 days later. While in jail he reportedly wrote a song about it and Constable Quentin Gastreich who put him there. On the fourth night he asked to make a call and to take an aspirin and was allowed outside to use the water fountain. Without shoes, coat and guitar, but wearing red socks, he escaped to the golf course across the street where the more famous John D. Rockefeller played. Bloodhounds were used to track him down. His fame was fleeting. By 1963 he was married and back in Peoria, Illinois where he was born and grew up. His real name was Robert L. Viehmeyer, Jr. and he died in Peoria on September 11, 2002, at the age of 61, from diabetes, a disease from which he suffered for decades.



Above is an aerial view of Granada Avenue in 1960. The water tower at the Fire House can be seen slightly left of center. The Ormond Hotel is on the river and the Coquina Hotel on the ocean. The Coquina Hotel was named for the Coquina Clams which burrow into the beach in great numbers. The Ormond Garage is the long narrow brown roofed building on Granada Avenue between the golf course and the Ormond Hotel.



To the left are images of the Fire House in the mid 1960's. The truck is a Beach Patrol vehicle and in the lower image the two occupants can be seen facing the camera. The patrol cars appear to be 1963 Chevrolet in the foreground and 1965 Ford in the background.



By this time the light fixtures on either side of the large bay have been replaced with what remain today. Originally they were like the others at the front porch.

Note the sign over the entrance in the lower image which reads "Police Fire Headquarters" and the fish pond. The water tower pylons are also visible.

The sidewalk had been added since the mid 1950's.



Above is an aerial view of Granada Avenue in late 1968. The Coquina Hotel is being razed and A1A rerouted through a portion of the property to eliminate the jog which went around it. The Granada Plaza has been built on the northwest corner of A1A and Granada Avenue.



In 1972 Chief Ed Marosites promoted a bond issue for a new public safety building for Ormond Beach with the argument that the Fire House was old and no longer adequate. The images of the Fire House to the left appeared with an article in the Daytona Beach News-Journal about the bond issue.

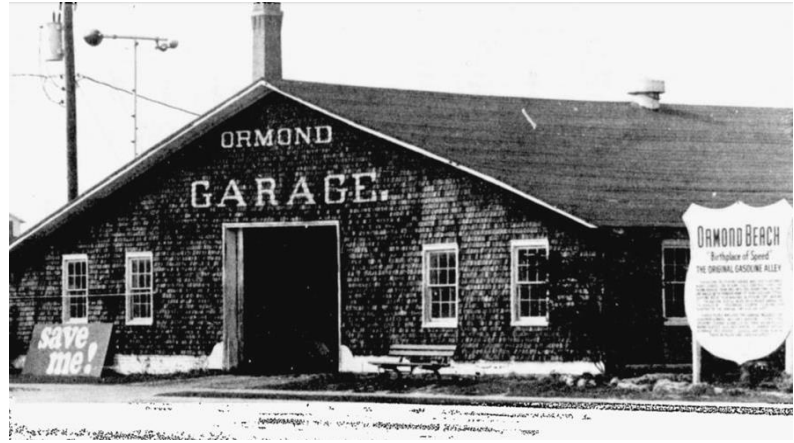
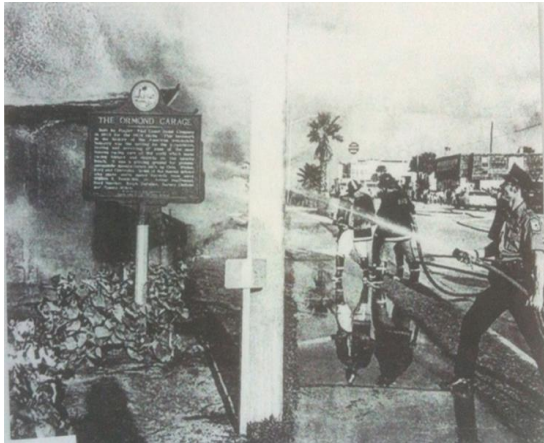


In addition to the new public safety building it was proposed that two new 1000 gallon pumpers be purchased. At the time the Fire Department had the 1948 Mack and another 1952 fire truck. It was said that the Mack would be used for a volunteer fire department to be formed in Ormond-By-The-Sea if the new pumpers were bought.

The bond issue did pass, the building was built, and the Ormond Beach headquarters for public safety moved there in August of 1975 after having been at the Fire House for 38 years. The Fire House continued to be used as a public safety substation after the move. The new public safety building has since been demolished and replaced.



.SGT. FRANK HANBRICK VIEWS DAMAGE



In July 1974 and January 1976 fire struck two of the most revered historical structures in Ormond Beach, first The Casements, former home of John D. Rockefeller, and then the Ormond Garage. The Ormond Garage was completely destroyed and nothing remains other than a historic marker. The Casements was purchased by the City and through much effort and expense over many years it was saved and is open to the public. Above clockwise from the left corner is OBPD Sgt. Frank Hambrick surveying the damage at The Casements, The Casements as it is today, the Ormond Garage not long before its destruction, and the Ormond Garage in flames.



News-Journal photo by Pam LockMy

In 1958 the Birthplace of Speed Association was formed to promote the beach racing and speed record history of Ormond, followed in 1974 by the Ormond Garage Company, Inc. to acquire the Ormond Garage from Oceanside Country Club for a "Birthplace of Speed Museum." Before the acquisition could be completed the Ormond Garage burned to the ground. They then entered an agreement with the City to use the Fire House bays for the Museum while the Fire House remained a substation.



The Museum was open from 1977 to 1995 except one year. It was only 1,200 square feet but had rotating displays of cars, motorcycles, photos and other memorabilia. One vehicle on display was a $\frac{3}{4}$ scale replica of the "Rocket Racer" built by F.E. Stanley, of Stanley Steamer fame. It set a land speed record of 127.659 miles per hour in 1906 driven by Fred Marriot on the Ormond beach. The record lasted four years when records usually fell quickly. A documentary on the Rocket was done in 2010 in which the Fire House was featured by WDSC, the television station of Daytona State College.



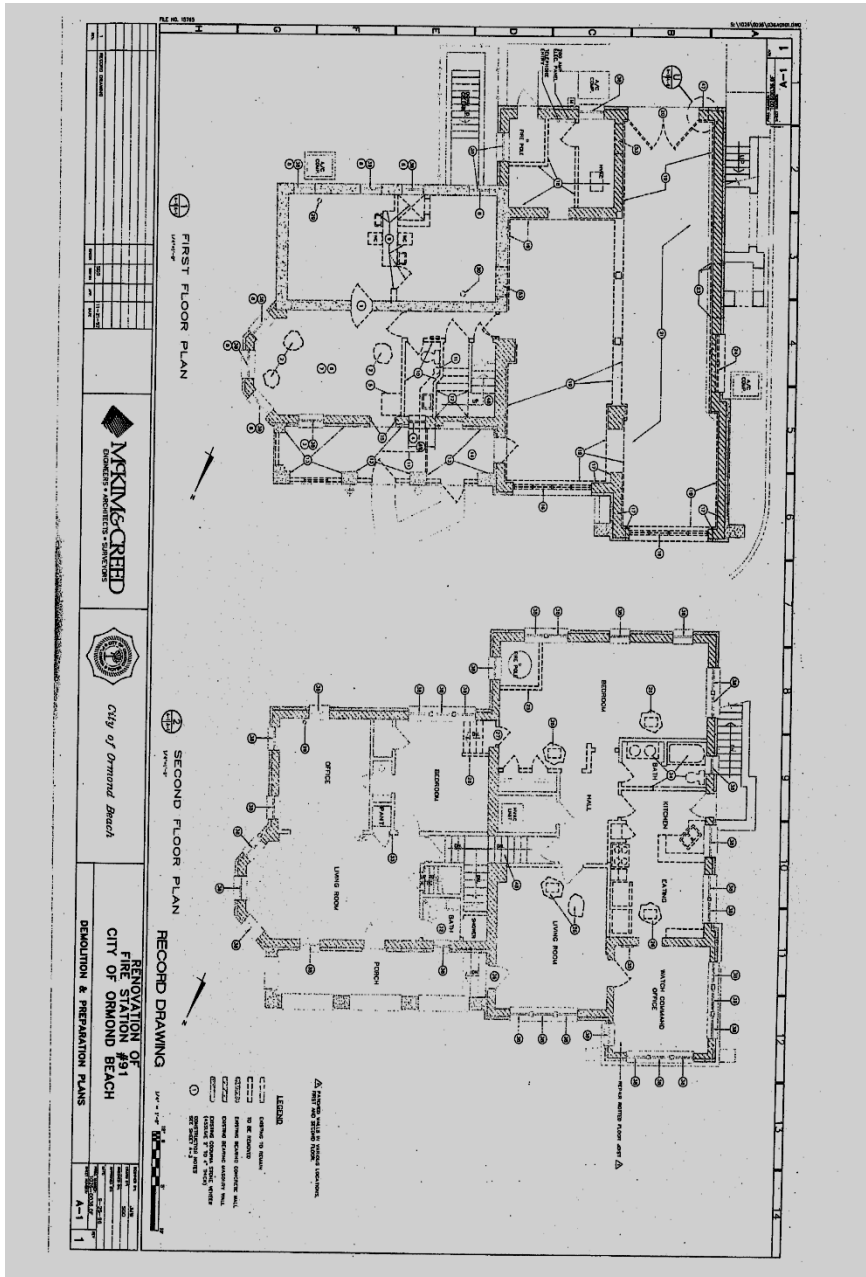
News-Journal photo by Pam LockMy

At left, top to bottom, is the Fire House during the Museum years, in 1986 and 1995, and an Ormond Garage Museum exhibit using actual brick from the Ormond Garage. The first floor porch had been enclosed and a metal building had been built to store the fire trucks. The door on the right was the entrance to the Museum. Note the large Museum sign on the monument. In 1987 the City Commission designated the Fire House an Ormond Beach historic landmark.

In 1996, after the Museum left, the Fire House was renovated. At left are "demolition" plans for that renovation. The floor plan shown is close to the original with minor exceptions, such as the fire pole area behind the small bay and the exterior door from it and, of course, the walls and windows at the front of the bays. The fire pole was almost surely not original but has been kept and incorporated into a light fixture.

As part of the renovation a door was cut into the jail from the small bay. Also, the sinks, toilets, shower and wall between the cells were removed from the jail along with the bars on the windows and the barred and solid steel doors. The door frame and sill were left. An interior door was cut into the large bay near the back close to the fire pole. The openings at the front and back of the large bay were widened. When widening the front architectural details were removed from the upper corners to square it off. A window to the front porch from the bath room was turned into a door and the lower stairs leading to the lower landing and half the landing were removed.

Some of these changes clearly were not in keeping with the preservation of a historic landmark. The interior layout is much the same today as shown and some of the historically inconsistent renovations have been reversed.





Water color by Linda Storm Secora vintage 2001



To the left are images of the Fire House from 2004. A fire truck was again housed in the big bay. There were metal overhead doors at the front and the back of the big bay which were open in the photos. Note on the front of the building a new door at the front porch with a "Safe Place" sign on it and a wider bay door without the architectural features in the upper corners and at the top. Those changes were part of the renovation of 1996.



Also at the back of the building is a door that was added for the fire pole, there is a fence around the entrance to the basement just to the right of the fire pole door and the metal garage has been removed. The white painted part of the building is the jail.

For some years, including the time of these photographs, Ormond Main Street, a private/public partnered non-profit whose mission is to revitalize downtown Ormond Beach aesthetically and economically, had an office in part of the old small bay.



In November 2006 Ormond Beach Fire Station 91 moved from the Fire House to a new building nearby at 364 S. Atlantic Avenue. The land where the new building is located was given by a private party to the City in return for the Fire House. After nearly 70 years the Fire House was no longer a fire house and its days of direct municipal service were over.

However, the Fire House was not abandoned and lost, as has happened with some other treasured local landmarks, but instead was extensively renovated by the private owner with great sensitivity to its historic past. The Fire House is currently used as offices for the law firm Snell Legal and is periodically open to visitors in conjunction with both private and public events and thereby continues to be seen and enjoyed by the community in which it filled a very prominent role for a very long time.

On December 15, 2010 the Fire House was added to the National Register of Historic Places. Above left to right are fire protection gear stored near the fire pole in the Fire House and the sign out front both in 2004 and the bronze statue of a fireman and a young boy in front of the new Fire Station 91.



Fire House After Renovation in 2008



Clockwise from the left above is the view from the front of the big bay into the small bay, the view looking back into the front of the big bay, an emergency telephone closed and open and an original light fixture at the front porch entrance area. The light fixture was one of four originally, two at the front porch entrance and two on either side of the front of the large bay. The two at the front porch remain.



On the left is the back of the big bay. The fire pole is part of the light fixture hanging over the conference table. The front and back of the big bay are separated by a wall but a transom allows light to pass through and give a sense of connection. In the upper right is the small bay area looking towards the big bay. Below is a bathroom in the jail where the toilets and sinks for the two cells used to be.



Clockwise from the upper left is the front porch looking towards the small bay entrance door, the walled garden at the back of the property behind the big bay, the fire truck water tank fill up faucet, the replacement light fixtures at the front of the big bay, an original window near the small bay entrance door and the southwest corner of the building showing the stairs the firemen likely used originally to get to the truck. The southwest corner is where the photographs of the big 1950 bar-b-que were taken.



At the top is a beautiful sunset looking west from the watch command office under the tower and above the big bay. Underneath on the left is an early morning launch of a space shuttle going over the Fire House. On the right is the long shadow of the building and tower on the driveway from the big bay to Granada Boulevard and near the monument.



On the left is cooler art by Maris Snell featuring the Fire House. Above right are birds of paradise ironically behind the jail looking to the wall to the west boundary and snow from a rare snowfall at the Fire House in the winter of 2010.



Ormond/Ormond Beach Fire/Police Chiefs Old Fire House Era 1937 – 2006

<u>Chief</u>	<u>Police/Fire</u>	<u>From</u>	<u>To</u>
Daniel W. Whitehurst	Both	2/9/32*	5/17/43
Rogers Willis**	Both	5/17/43	1/3/52
Oscar Maass	Both	1/3/52	1/8/52
Richard Robert Rader***	Both	1/8/52	1/3/56
Leslie McElveen****	Both	2/1/56	11/4/58
Edward Marosites	Both	11/4/58	7/81
Harold Burr	Both	7/81	1/23/87
Ron Jacobs	Fire	1/23/87	2/97
Barry Baker	Fire	7/97	2/09
Jim Patterson	Police	1/23/87	10/92
Robert Stewart	Police	12/7/92	8/30/97
Larry Mathieson	Police	11/2/98	3/7/06
Mike Longfellow*****	Police	6/06	3/10

* Start date unconfirmed but at least as early as 2/9/32.

** Took leave of absence from 6/1/46-10/1/46 and Bill Givens was Acting Chief in his absence.

*** Died of heart attack in office.

**** Last Chief to live in Fire House.

***** Also served as Acting Chief three times: 10/92–12/7/92, 8/30/97 – 1/12/98 and 3/17/06 – 6/06.

Board of Managers Town of Ormond Beach
October 14, 1937 – Date of Occupancy of Old Fire House

Hubert A. Price	Beach Zone	Mayor
W. Harrison Comford	Beach Zone	
John W. Robinson	Village Zone	
Fred J. Lewis	Village Zone	
Henry Futch	West Zone	