

THE BUGLE

Winter 2017

SAVING HISTORY, SAVING LIVES!

Volume 23, Number 1

Nothing is Ever Easy

By Roy P. Ziganti, Jr., Museum President

Projects at the Fire Museum have been known to take quite a bit of time. The reason for this is the bureaucratic hoops that one must jump through to complete a project. Add to that the leg work needed to secure government and private funding and one can see why what may seem to be a simple thing can turn into a major endeavor. Such has been the saga of the dormitory windows.

Our organization was awarded a matching funds grant for the dormitory windows from the Ohio History Connection on March 1, 2016 and while that was a plum for our fundraising, it was only one of the steps needed to complete the undertaking. The State funding process mandated that we have a window fabricated that would mirror the original windows yet meet standards of the 21st Century. We had to secure quotes from several contractors, then from several fabricators who could replicate the historic appearance that both the State of Ohio and the City of Cleveland required for our building. This takes a very long time, yet it does not even start the course to the installation of windows.



Paul Nelson photos

Removing the glass blocks



Carting away the glass blocks

INSIDE THIS ISSUE

Museum Annual Meeting	2
Recognition	2
Museum Helps Others.....	3
Cleveland Fire and RNC.....	4-5
Engine Comes Home.....	6
Salute To Our Architect	6
Firematic Flea Market	7
CFD Trivia	7
Calendar of Events.....	7
Parting Shot.....	7

This newsletter is dedicated to informing the members of the Western Reserve Fire Museum and Education Center of its activities and events.

Published by The Western Reserve Fire Museum and Education Center, 310 Carnegie Ave., Cleveland, Ohio 44115-2816

Phone: (216) 664-6312

www.wrfmc.com

We are an organization that depends heavily on volunteer labor to get these things done, primarily Firemen labor. Early in November I put a request for help in December and was not let down. Over the course of three days 28 Firemen showed up and removed 14 glass block windows, then boarded them back up and cleaned the building, thus saving the Museum thousands of dollars. I can't say enough about the work that these guys performed. It, is truly a godsend.

I have met with MCM Home Services who will be installing the windows for final measurements of the openings. Oh yeah, another Fireman! This will be an ongoing saga. Hopefully this portion will be completed by mid-spring. I guess, nothing is ever easy.



Getting ready to install temporary closures

By John Zangerle

Museum Annual Meeting Well Attended

The Annual Meeting was held on January 29, 2017, at the Museum. Approximately 45 members attended, including our newest Board of Directors member, Dr. Anjay Khandelwal, co-director of the MetroHealth Burn Unit. Dr. Khandelwal was introduced to the membership and spoke briefly about the Burn Unit and our common interest in fire safety. A short business meeting followed with reports presented by Treasurer Dan Martone and President Roy Ziganti. A construction update showed the progress made during 2016 and plans for work in 2017.

Historian Paul Nelson then presented an interesting PowerPoint program about the Cleveland Division of Fire's preparation and implementation of services for the Republican National Convention. His talk included photos of the various pieces of leased fire apparatus that were temporarily part of CFD's fleet. This included an unusual assortment of small all-terrain vehicles as well as a HAZMAT truck that the department was able to keep.

After the presentation our members enjoyed the usual gourmet assortment of pizza and snacks provided by members. No one went home hungry. Tours of the Museum were offered by Executive Committee members. The highlight of the afternoon was the donation to the Museum of the former Fire Station 15 sign by Museum member Joan Reisig. Station 15 was Cleveland's other fire boat station located on the east bank of the Cuyahoga River at 1283 Riverbed Road, closer to the mouth of the river. Members were also able to see the recently donated "Fire Boat Guitar" that had been part of a Cleveland initiative featuring the Rock and Roll Hall of Fame a number of years ago. All who attended enjoyed getting together for good fellowship in the middle of winter.



Members at the meeting



Station No. 15 sign



Fire boat guitar

Special Thank You

The Western Reserve Fire Museum and Education Center would like to take this opportunity to thank the following donors for their additional contributions in 2016. Their gifts help our various projects move forward. The contributors listed do not include those who have supported the Museum by purchasing pavers, membership renewal or through payroll deduction.

Steve Baker	Linda Florian	Paul J. Marks	Regina Raguz
Mary Baltus	Raymond Fredericy	Daniel Martone	Ken Rybka
Daniel Bambic	Jeanne' Furber	Edward Mc Adams, Jr.	Richard Scheske
Jim Bell	Bob Gahr	Thomas McCarthy	David Schwitzgable
Duane Bishop	Steve Hildebrant	James Mordaunt	Karen Sodini
Billy Braun	Catherine Hyland	Charles Muckley	Dennis Trammell
James Camerato	Mary Jane Jech	Patricia Murphy	Stuart Warner
Richard Cline, Esq.	Mark Klein	Jack Petrone	Adam Zangerle, Esq.
James Corrigan, Jr.	Howard Komora	Norman Podskalan	John & Pat Zangerle
William David	Ray Kotecki	Emory Prior	Mary J. Zangerle
Shawn Flannigan			

By Dan Hayden

Museum Helps Others Develop a Funeral Caisson

Last year we received two phone calls and emails from organizations who became familiar with our funeral caisson. They had Century Series American LaFrance pumpers and wanted to copy what we had done. One was from Phoenix, AZ and the other from Huston, TX. So, John Heiman and Rob Sheldon who did the design and engineering on the Western Reserve Fire Museum's caisson sent them a lot of information on what and how we did the redesign of our pumper. John was a mechanic for the City of Cleveland Public Safety Department before becoming a Cleveland fire fighter. He had vast experience on the ALF Century Series. Rob was an industrial engineer and a volunteer fire fighter. His engineering background was instrumental in redesigning the museum's pumper. He sent both organizations copies of the blueprints we used.



Phoenix Fire Foundation
Funeral Caisson



1978 Century Series
American LaFrance

With that information the Phoenix Fire Foundation created a funeral caisson seen in the photos above from an available Department 1978 American LaFrance Century Series pumper. The appearance of the funeral caisson has striking similarities to the Western Reserve Fire Museum's caisson. Their caisson is now in service meeting the needs of the Phoenix Fire Foundation. At this time the status of the Houston project is not known

For those not familiar on the origin of the WRFM caisson, it was used on April 7, 2010 for the first time. It was used for the line of duty death of Lt. Ed Teare of the Independence Fire Department. Since then, as of this date, it has been used for 94 more funerals.

The Caisson idea began when the Fire Museum had a 1947 American LaFrance 700 Series pumper. It was donated to the Museum and was in decent shape. It was running and used for several parades. But, the idea to use it as a caisson was stopped by the fact that it was over 60 years old, had a gas-guzzling V-12 engine, hydraulic brakes and was a stick shift. So we took the caisson idea and went looking for a pumper with a diesel engine,



Phoenix Fire Foundation photos

automatic transmission and air brakes. We found it in nearby Fairview Park, OH. The pumper was for sale by Fairview Park. The Museum bought it and began to convert the 1980 American LaFrance Century Series to a funeral caisson.

It took many months of work by a lot of volunteers. We took out the water tank, redid the air brakes, rewired all the electrical lines, removed several leaf springs to lower the body and to soften the ride. We also replaced the shock absorbers and added two more to the front, reconfigured the back of the caisson to be able to fit a casket, replaced and remade a diamond plate tailboard and side running boards. A casket tray was installed. It was repainted black over red. New tires and aluminum wheels were added along with gold leaf pinstriping, a Museum logo and an Engine 28 nameplate.

I wish I could name all the volunteers who spent hours working on the caisson, the vendors who donated materials and parts, the crew that painted it and the funeral homes that donated money and equipment to be used at a funeral. That list would take up a lot of pages.

Cleveland Fire and the RNC Ancillary Support Units Deployed

By Paul Nelson

During July 2016 the City of Cleveland hosted the Republican National Convention (RNC) and Cleveland Fire played an important role in public safety operations. Some of those activities are chronicled here obviously limited by space.

The event was designated a National Special Security Event (NSSE). The Secret Service would be the lead organization with assistance from other Federal agencies including the FBI, ATF, Homeland Security, etc. They would develop a security and safety plan in conjunction with Cleveland's Public Safety Department that would also involve the courts as potential demonstrator groups protested the plan's details and not enough space to carry out demonstrations in proximity to delegates.

CFD would be responsible for fire suppression, rescue and hazmat service in an Event Zone that was established bounded by the Lake, the Inner Belt and the River. Within that area, a Hard Zone with credentialed admission and a Soft Zone where demonstration and protests could occur were created. Special units including two battalions, four engines, two ladders, nine Cut Teams and six Decon Units would be formed to serve the Event Zone manned by off-duty CFD personnel working 24-hours shifts.

The Federal government would allocate \$50 million for the NSSE to provide equipment and wages for the police, ems and fire services that would be utilized in executing the plan. Fire would get six loaned pieces of fire apparatus, an outright award of seven ATV's, eleven pick-up trucks with caps, a hazmat truck and a variety of equipment including hose, nozzles, tools SCBA's and bullet proof vests that would remain in Cleveland.

UNIT LOCATIONS

Eng 50	2000 E-One 1250/750	Hard Zone
Eng 51	2005 Pierce 1250/750	Hard Zone
Twr 50	2005 Cent. States/Spartan	Hard Zone
HazMat 1	2016 Cent. States/Spartan	Hard Zone
Decon 1	Pick-Up	Hard Zone
Eng 60	2000 E-One 1500/750	FTA
Eng 61	2005 E-One 1250/750	Sta 21
Lad 60	2005 Pierce 105ft RM	Sta 5
Cut Team 1	ATV	Sta 1
Cut Team 2	ATV	Sta 17
Cut Team 3	ATV	Sta 33
Cut Team 4	Pick-up	Sta 1
Cut Team 5	Pick-up	Sta 10
Cut Team 6	ATV	FTA
Cut Team 7	Pick-up	Sta 13
Cut Team 8	Pick-up	Sta 4
Cut Team 9	Pick up	Sta 20
Decon 2	ATV	Sta 28
Decon 3	Pick-up	Sta 4
Decon 4	ATV	Sta 1
Decon 5	Pick-up	FTA
Decon 6	Pick-up	Sta 28

Hard Zone units would not leave the zone for any reason. Personnel would sleep in a special room over in Progressive Field equipped with cots and radio communications with Dispatch.

Soft Zone units would respond to calls in the zone that also would bring regular companies if needed.

The use of ATV's for fire department operations was a first. Polaris ATV's were delivered to BEARS to be outfitted with cages with a small water tank/pump and slide-out trays.



Leased apparatus for



Engine 51 2005 Pierce Defender

The fire suppression units were designated with unused numbers. Battalion 1 would include Engine 50, Engine 51 and Tower 50 with assignment limited to the Hard Zone. Battalion 7 (based at the FTA) would include Engine 60, Engine 61 and Ladder 60. Cut teams, decon and hazmat units would be assigned to both battalions. The on-duty AC would be in command of regular companies and the special units in the 24-hr shift.



Polaris ATV's set up for use as cut teams

Ford F-250 pick-up trucks were delivered with AER caps and slide out cargo trays. Both Battalion 1 and 7 were assigned pick-up trucks that were loaded with the same items used by the cut teams and decon units.



Ford F-250's with cargo trays

Cut teams were developed to assist law enforcement in separating protesters that were chained together. One of their typical tactics used PVC pipe as part of the impediment often filling the pipe with undesirable material such as human feces or other hazardous materials. When the pipe was cut that material would gush out onto the responders and possibly the protesters as well. Decon units would also respond to mitigate the effects of those materials. Cut team units could also handle other fire and rescue needs.

Decon units carried portable pop-up shower type devices that could wash down affected victims with a variety of cleaning solutions. It was described as a "car wash" effect. Decon units would also carry other items and supplies for hazmat incidents. Some cut teams and decon units were assigned along major roads should there be a need.



use during the RNC



Tower 50 2005 Central States/Spartan

The leased apparatus was supplied by Brindlee Mountain Fire Apparatus, LLC, of Morgan City, AL. They were driven to the E. 49th St. sign shop where temporary markings were installed.

From there the rigs went to the FTA for loading of equipment and training of personnel on the new to Cleveland apparatus. Eng 60 and 61 in the Soft Zone carried hard suction hose.



Ladder 60 2005 Pierce Quantum quint

A few "firsts" for CFD even though it would be only for a week. First time a black over red color scheme on apparatus. First use of automatic drop down ground ladders on a pumper. First time air conditioning used on fire suppression apparatus (they were southern rigs). It was not the first time loaner apparatus was used by CFD. In 1999-2000 two ladders were leased while awaiting delivery on new aerials from General.

The ancillary units were placed in service at 0830hrs on Sunday July 15 and discontinued at 0830hrs on Sunday July 22. It had been anticipated that service would continue through that Sunday but most of the visitors were leaving town.

With all the planning and training, only two significant fire related incidents occurred in the Soft Zone and no incidents in the Hard Zone. At 1244hrs on July 18 companies responded to Harry Buffalo Grill rented by CNN, 2120 E. 4th St., for a grease duct fire. The fire was out on arrival but smoke had filled the restaurant and everyone evacuated. The other incident was the well-reported flag burning at 1919hrs on July 20 in the vicinity of E. 4th St. and Prospect Ave. extinguished by the fire department. Several other minor incidents were handled by cut teams and decon units.



Builders photo

New HazMat 2016 Central States/Spartan

Beginning Monday July 23rd apparatus signage on the loaner equipment was being removed. The party was over.

Cleveland Heights Engine Comes Home

By John Zangerle

The internet can produce amazing results. I was very surprised when I was told that someone on Facebook was trying to find our Museum because he had a fire engine to donate. The part that was the real surprise was that the fire engine was a 1928 American LaFrance, Type 145, 1000gpm pumper originally from Cleveland Heights that was now residing in Broken Arrow, Oklahoma. I immediately emailed the owner to verify that he was willing to donate the truck to us. I learned that he was a volunteer fireman who had purchased the engine from an owner in Greater Cleveland more than thirty years ago. He had put it in his storage barn and had not run it for 25 years, but it did run when he put it away.

The Museum's Executive Committee jumped at the opportunity to acquire this piece of local history. I made arrangements with a fellow SPAAMFAA member who is an over-the-road trucker (and the owner of an early ALF of his own) to bring the Cleveland Heights engine back to us. Our driver was able to pick up the truck



Bob Gahr photo

Pumper being unloaded in Cleveland

sooner than expected and delivered it Saturday, January 28. The much anticipated homecoming drew a crowd of a dozen Museum members. The engine had two flat tires and unloading it at the Museum's W. Third St. storage building was a bit of challenge, but was accomplished in one hour without incident. Since its delivery, a number of retired Cleveland Heights firefighters and the current chief have all stopped by to pay homage to it.

Plans are to establish a separate fund for the restoration of the Cleveland Heights pumper that is in immediate need of a set of expensive new tires. The engine came with most of its original equipment including a bell, siren, suction hose, and pump caps, etc. It will take some time to assess its mechanical needs, but the engine is free and the pumper appears to be complete and in very good cosmetic condition. The Museum is extremely pleased to welcome the American LaFrance home from her long road trip.



WRFM photo collection

1930 photo of pumper

A Salute to Our Architect

By Stuart Warner

When the initial lease for the Museum was signed in October 2003, we knew that there was a lot to do, but we didn't know how much. It was decided that we needed a professional to evaluate the building and draw up plans for the renovation. We searched for a firm that had experience in historic renovation and hired Chuck Miller of the Bedford firm, Doty & Miller, to guide us in future construction of the building. On the initial inspection of the building, the architect's first recommendation was to have the truck bay floor tested for structural integrity. That recommendation led to dropping the truck bay floor into the basement and forming and pouring an entirely new floor in the truck bays. That was the most costly project done to date and left us wondering where we were headed. We began to shakily proceed down the renovation road. The architect at the time either became enamored with the project or thought that we were nuts and we would be fun to watch.

In either case Chuck Miller eventually decided to donate his architectural services to the Museum.

Over the years, almost no part of this project has gone forward without some guiding input from Chuck. I can think of no one person that has had more of an individual impact on this project. This project has now gone on so long that Chuck has now reached a point in his life that he is retiring. He has sold his office, hung up his T-square and is intending to pursue those things that he had not had time to do before. To say that we will miss his insight and input is a huge understatement.

His input will be evident as long as the Museum building stands and for that we will be ever indebted. We wish him well in his retirement.

CFD Trivia

By Paul Nelson

Q: When was the use of chemical tanks for fire suppression discontinued?

A: In 1939 when the apparatus of RS 1 and RS 3 were replaced.

Cleveland was never a big devotee of using chemical streams (soda/acid) for fire suppression. In the horse drawn era several stand-alone chemical companies were used beginning in 1872 and continuing through 1910. Only two of the hose wagons accompanying steamers had chemical tanks, both built by Seagrave in 1907. One service ladder had a 60-gal chemical tank, the 1882 Babcock/FEMCO of Ladder 5.

With the introduction of motorized fire apparatus, several combination hose wagons/chemical engines were delivered by Peerless and South Bend from 1913 to 1916. In the 20's two more were supplied by White and Prospect. A 1922 Seagrave was acquired from West Park with a chemical tank at the time of the merger.

When rescue squads were established in 1927 Rescue Squad 1 acquired the 1925 White/Pirsch chemical/hose used by Hose 6. That was modified in 1934 using carbolic acid (gas) tank to replace the soda/acid tank. Rescue Squad 2 acquired the 1924 Prospect chemical/hose of Hose 5 and Rescue Squad 3 received a new 1927 Seagrave rescue/chemical engine.



1927 Seagrave rescue/chemical engine for Rescue Squad 3

Chemical fire suppression was ended with the delivery of three new General Detroit rescue squads in 1939. That was in keeping with fire fighting operations around the country at that time when chemical tanks disappeared.

Firematic Flea Market

The annual WRFM Firematic Flea Market will be held at the Cleveland Fire Training Academy, 3101 Lakeside Ave., on Saturday March 4, 2017. Doors open at 8:00am with local vendors as well as regular participants from Pennsylvania, West Virginia, Michigan, Illinois and Ontario Canada. There will be a wide variety of items including antiques, replacement parts for fire apparatus, books, photos, patches, clothing, toys and much more.

Coffee and donuts are available for early attendees with the gourmet WRFM hot dogs available at lunch time. Admission is a \$3 donation with the usual raffle during the morning. Come and visit with old friends you haven't seen since last year's flea market.

Calendar of Events.

- **Saturday, March 4, 2017** – Cleveland, OH. Annual Western Reserve Fire Museum Flea Market, Cleveland Fire Training Academy, 3210 Lakeside Avenue, Cleveland, OH. Doors open at 8:00am. Info at www.wrfmc.com.
- **Sat. & Sun., April 23 & 24, 2017** – Allentown, PA. Auction and Firematic Flea Market, Allentown Fairgrounds, Agricultural Hall, 17th and Crow Sts. Auction, Saturday, 9:00am. Info at www.donnandassociates.com or Donn Zalewski, 440-331-5505.
- **Saturday, April 29, 2017** – Jackson, MI, GLIAFAA Fire Flea Market, Jackson County Fairgrounds, 200 W. Ganson St., Jackson, MI. Info at www.gliafaa.com.
- **Sunday, May 28, 2017** – Cleveland, OH. Annual Firefighters Memorial Motorcycle Ride. Staging at 9:00am, start 11:00am at Alfred Lerner Way by CFD Firefighters Memorial. **Need volunteers** as the Fire Museum operates food tent. Leave message at info@wrfmc.com or 216.664.6312. Ride info at www.firefightersmemorialride.com.
- **Saturday, June 25, 2017** – Reynoldsburg, OH. Central Ohio SPAAMFAA Muster at the Ohio Fire Academy, 8895 E. Main St., Reynoldsburg, OH. Info at www.coafaa.org.
- **SPAAMFAA Summer Convention and Muster** – Watertown, NY. August 2-5, 2017. See the SPAAMFAA Web Site for details.
- **Sunday, September 10, 2017** – Hudson, OH. Annual Western Reserve Memorial Muster on the Green in downtown Hudson in conjunction with the Hudson Fire Museum. Watch for details in the next issue of the Bugle.

A Parting Shot



Everyone loves a parade

In the 1920's Cleveland Fire and Police held an annual review parade in downtown Cleveland. For Fire it was a time to bring out most of the new motorized equipment and firemen to wear dress uniforms and white gloves. The ladder truck was one of the 1920 Seagrave aerial with 1918 Knox tractor. They were followed by the new 1920 and 1921 Seagrave pumps.

**Western Reserve Fire Museum
at Cleveland, Inc.**

310 Carnegie Avenue, Cleveland, Ohio 44115-2816

Non-Profit Org.
US Postage
PAID
Cleveland, OH
Permit No. 1418

**Plan to attend
ANNUAL WESTERN RESERVE FIRE MUSEUM
FIREMATIC FLEA MARKET
Cleveland Fire Training Academy, 3101 Lakeside Ave.
Saturday, March 4th Doors open at 8:00am**



Paul Nelson photo

Museum Funeral Caisson

The Fire Museum provided assistance to the Phoenix Fire Department in building their funeral caisson as they converted a pumper similar to ours. See the story on page 3 in this issue of The Bugle.

The Bugle is a publication of the Western Reserve Fire Museum and Education Center. The entire contents © by Western Reserve Fire Museum at Cleveland, Inc.

The Bugle Staff:

- Paul Nelson, Editor
- Joan Oliver
- John Zangerle
- Layout by X2Media

Fire Museum Board of Directors:

- * Roy P. Ziganti, Jr., President
- * James Bell
- Duane F. Bishop, Jr.
- Johnny Brewington
- Richard W. Cline, Esq.
- R. Thomas Green, Jr.
- * Dan Hayden
- Patrick J. Kelly
- Dr. Anjay Khandelwal
- Raymond M. Kotecki
- Kenneth Ledford
- * Daniel Martone
- Timothy J. McGinty, Esq.
- Allen Poslet
- * Kenny Rybka
- Elaine M. Straub
- Craig A. Tame, Esq.
- * Stuart Warner
- * John A. Zangerle, Esq.
- * Members of Executive Committee

Fire Museum Officials:

- Paul Nelson, Historian

Website:

www.wrfmc.com