

# THE BUGLE

January - March 2006

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## CLEANING HOUSE AND CLEARING UP LOOSE ENDS A Report from the President of the Board

By John Zangerle

This year is off to a fast start with the Annual Meeting January 29 and the very successful flea market on March 4. We have also started our program of contacting suburban firefighters and made presentations about the museum to two regional fire prevention organizations. While all this was going on, our volunteers continued the weekly "Thursday Workdays". Much of our recent work involved moving the collection and culling it out for the Flea Market. We have also started planning for a new system to reorganize the large collection of log books to better access and preserve them.

All of this activity is very labor intensive and I want to thank all of the volunteers who have made these projects happen. To highlight just how many have worked on these projects, we have published a list of volunteers in this newsletter. Like any list, it is possible we may have missed a few people and if so we apologize. If your name is not on the list, let us know and we will add you to the list in the next newsletter. The list shows how many people it takes to make things happen and the large number of people who are volunteering their time and efforts.

I also want to thank Chief Stubbs and the staff at the Fire Training

Academy for allowing us to have our twenty-first annual Flea Market at the FTA. The FTA staff again helped us make the building ready for the Flea Market. Their help and cooperation was greatly appreciated. The FTA is the perfect venue for the Flea Market with large open floor space as well as a kitchen.

I also want to take this opportunity to thank longtime Board member Bruce Sidaway for his service on our Board of Directors. Bruce decided to retire from the Board this year. Bruce is an engineer and his technical expertise was very helpful. He oversaw

(Continued on page 2, see CLEANING HOUSE)

## Help! Get the Wheels Rolling

By Dan Hayden

*"Greetings Fellow Fire Museum-ites."*

We have in the collections of the Fire Museum a 1947 American LaFrance 700 Series Pumper. This apparatus has a local history. It was once a front line piece of equipment for the Fairport Harbor Fire Department. We became the owner with help from Don Zalewski. If you have been a member for a while you might know that we have been working on getting this rig road worthy. With the help of museum member John Heiman, who has experience working on fire engines, we have redone the brakes on the rig.

So far all the work that's been done has been done in the apparatus bay of the museum.

(Continued on page 2, see HELP!)

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

This is a publication of  
The Western Reserve Fire Museum and Education Center  
310 Carnegie Ave, Cleveland, Ohio 44115  
Phone: (216) 664-6312

## HELP!

(Continued from page 1)

We tinker with it as time permits. Right now we're working on a coolant leak. But now's not the time to be tinkering. We need to get serious about getting the job done.

With help from Tom Perk we approached Joe Schuerg-er, owner of American Fleet Services, about helping with restoring the LaFrance. His father was a retired Cleveland Firefighter. He has agreed to help restore the rig so that it can be used.

But what do we do with it when it's restored and road-worthy? I proposed that we use it for parades and funerals. The hose bed in the back is low enough and can be made long enough, with some slight modifications, to carry a casket. Scott Carpenter, our Project Manager, has talked with Mark Busch, of Busch Funeral Homes, about the idea. Mark

has expressed great interest in using the rig as a funeral caisson. He receives calls on a weekly basis from families requesting a fire engine for their deceased loved one. And what active or retired



firefighter wouldn't want to be carried to a cemetery for their last run?

So what's stopping us from moving ahead? We need to have someone in charge, someone willing to take responsibility for coordinating care and use of the rig. We need a Captain to lead a group of volunteers to provide the service to area funeral homes, someone who will form a group of volunteers to manage requests and drive the rig. The rig has a manual transmission, no power steering, so driving her isn't easy. This program has to be run by someone who is not involved in the daily operations of the Fire Museum. Are you out there? Will you volunteer to be a driver? We have more than 1,000 members, I think this program can be done. And once it's up and running it will be a great source of income and PR for the Fire Museum. If you're interested in helping out please call me at the Fire Museum at (216) 664-6312.

## CLEANING HOUSE

(Continued from page 1)

and coordinated several of our major projects including the re-roofing and emergency masonry repair. He also helped select our architects and worked to bring them up to speed on the project. Bruce also gave generously of his time in attending our monthly Board Meetings and in serving as secretary to the Board. Before we had full access to the Museum building, Bruce regularly made his company offices available for our Board meetings. We will miss Bruce's analytical approach to problems and

his dry humor that helped lighten up long meetings.

Even as we lose Bruce, we welcome Roy Ziganti to our Board. Roy is the first active duty Cleveland Firefighter to serve on the Board since we obtained the lease on our building. He has been serving as our liaison with Fire Headquarters and is also an active volunteer who has helped with many projects. Most recently he organized the successful fire helmet raffle that concluded the recent Flea Market.

Finally, we must again apologize for the mailing problems that seem to plague the "Bugle". The last issue of the "Bugle" was at the printers

the beginning of January to allow plenty of notice before the annual meeting. Unfortunately, the bulk mail service company that worked with the printer let us down in a big way. We were continually assured that the newsletter was "in the mail" when it was not. As a result many members did not receive the "Bugle" until just after the Annual Meeting. We did get the meeting notice out to most of our members through the Division of Fire mail system and electronically to those who receive newsletter and notices by email and by postcard. We regret any problems the delay in the delivery of the newsletter may have caused.

# Annual Meeting Report

By John Zangerle

What a difference a year makes! At last year's Annual Meeting the central question was when will the Safety Signal unit finally leave? Like some of our relatives, they had long since overstayed their welcome and were holding up the renovation of the building and were stalling our fund raising. Only days after last year's meeting, Safety Signal moved and we hit the ground running. The progress we have made in the last twelve months is remarkable and it was clear to see by all those who attended the meeting.

Despite some notification problems, forty to fifty members came to the meeting and many toured the building. Several fire companies in the district stopped by briefly while in service. The meeting started with Treasurer Ed Hawk reporting on our financial status and important new membership information. A detailed summary of these reports is provided

in a separate article in this issue of the Bugle.

Board President John Zangerle reported on significant activities and accomplishments in the last year. These included grants from the Reinberger and Bruening foundations, the flea market, tailgate party, bike rally and the addition of Bruce Latimer (Executive Director of the Cleveland Museum of Natural History) to our Policy Board.

The Executive Director, Dan Hayden, reported on the great effort we have received from our volunteers on "Thursday workdays" and on plans to turn the 1947 American LaFrance into a vehicle that could be used for firefighter funerals. He also discussed the Museum website, [www.wrfmc.com](http://www.wrfmc.com). Dan explained that we are still looking for storage outside the museum for the American LaFrance as well as surplus pieces in our collection.

Project Manager, Scott Carpenter, did a power point presentation which walked us through all the work that had been done this year. Scott's presentation also visually highlighted the year's activities and listed Museum objectives for 2006. He also detailed the proposed plan for the new Innerbelt bridge and discussed its impact on the museum.

The business meeting concluded with the election of directors for 2006. The recommendations of the Nominating Committee were presented by retiring Board member, Bruce Sidaway. Nominated and elected were Ed Hawk, Joe Mason, Stu Warner, John Zangerle, and Roy Ziganti.

After the meeting some 1950s era films of the Cleveland fire Department in action and at the Alarm office were shown. In keeping with our tradition, great food and snacks were provided for all those who attended.

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## I-90 BRIDGE PROJECT UPDATE

By Scott Carpenter

In our last newsletter I wrote about the I-90 Bridge and Innerbelt project, its impacts on the Fire Museum and what you can do to help. Well since January one big decision has been made, ODOT and the City of Cleveland have agreed to build the new I-90 bridge just north of its current location. This was not what we had hoped for. A southerly alignment would have been a much better outcome for the Fire Museum. Nevertheless the project is moving forward and as I stated in my article, the northern alignment can be managed to benefit our project. I have

already met with the City to discuss our concerns and how we might turn the situation to our advantage. The City Planning Department and the local community development corporation, Historic Gateway, are on our side. They especially like the idea of restoring the old Central Viaduct street-scape in front of the Fire Museum. We've met with both of them and will be meeting again in the future to solidify our plans. In addition I have been asked by ODOT to participate in the historic preservation process. A committee of stakeholders has been formed to provide input and advice

on preservation of historic properties affected by the ODOT project. This committee provides oversight, ideas for remediation and makes recommendations to the Federal Government regarding historic properties. The Federal Government provides the lion's share of the funding to ODOT. Without approval from this committee funding may prove difficult to secure. Sitting on this committee will make it possible to advocate with other influential stakeholders in a solution that will benefit the Fire Museum. I am looking forward to the process.



# Project Manager's Report

## There's More To It Than Just Bricks and Mortar

As promised in our last newsletter, the volunteers have made the doorway between the two halves of the building and we can now move freely between the engine bay and the Alarm Office garage. And most recently the volunteers have made progress both in the basement and in the mezzanine, clearing out abandoned equipment, pipes and dead wiring—well, mostly dead wiring, we did run into a few hot lines and then there were those pesky phone lines. Like a “This Old House” project, we’re saving a lot of money having volunteers do this light demolition work. I refer to this work as “light” not because the bricks we’re hauling out are light, but because little or no equipment has been used to do the work to date. So far we’ve managed with hand tools, but soon the real work will have to begin and volunteers will be stepping aside to let the pros in.

We’ve also made a lot of progress on collections storage. A room on the first floor is now being used to temporarily store some 3,000 log books. Other area department records are being stored in this same storage room along with hoards of magazines, turnout gear and other less durable materials. This is a big step in beginning the process of preserving, organizing and cataloging the collections. Longtime member, Jim Hart has volunteered to spearhead the cataloging of the log books. This is a project that Jim is very familiar with since it was largely through his efforts that the original cataloging of the log books was accomplished before the Fire Museum had a building. At that time, members were storing collections in their houses and Jim personally took care of more than a thousand of the logs. Nevertheless the collections were well

cared for and a very thorough catalog was started. Now even though the collections of log books has more than doubled since the original catalog was created, the work Jim and others did in the past will make today’s effort a much more manageable

task. We’re putting together a team of

volunteers to do this project and Jim is going to need all the help he can get, so if you’re interested in helping out please call the Fire Museum at (216) 664-6312.

Dan and I are looking for off-site storage for two fire trucks and about 1,000 square feet for collections storage. If anyone has space to donate or knows of someone that might help, please get in touch with us. We need to get these items out of the building so that contractors can begin work in the building.

Which brings me to one of my other big responsibilities, fundraising—there are many ways to raise support for a project like ours. We are following multiple paths to raise what’s needed to get the job done, but one of our more fruitful paths has been in-kind contributions. We already have had several companies and vendors step up to help. What we are working on now is an agreement with the local labor unions to support the project.

In February, Dan and I met with representatives of the local labor unions to show them the facility and to gain their support for the project. I am happy to report that we now have a verbal agreement for their assistance. They will contribute labor to the project through volunteer programs and their apprentice programs. With labor representing more than two-thirds of the cost of our project, the support from the trades unions will far exceed any contributions made to date to this project. But the deal isn’t done yet...

To secure the support of the unions we now need the support of a local contractor to oversee the project as the construction manager.

A construction manager will help with sub-contractors, and gain the support of local vendors. We’ve identified one contractor and we are in talks with them to act as the construction manager for the project.

This is a very important step in our fundraising effort. But we need the help of our members to pull this off. We must support the union trades. Like the Fire Fighters Union, the trade unions are very concerned about their jobs, benefits and having work. I implore our members to do whatever they can to support the union trades and to spread the word about our partnership. Together we have a chance but divided we simply will not succeed.

Once again if any of you is interested in helping out with the project please don’t hesitate to call—we could really use your help. I can be reached at (216) 262-1723.

**Scott Carpenter**



Volunteers Paul Bobak, Jim Hart, Ray Ross, Bill and Mark Storch, Stuart Warner and Project Manager Scott Carpenter toiled for more than a month of Thursdays in the four and a half foot high crawl space known as the Mezzanine, cleaning out old wiring, buckets full of debris and much more. The dumpster was filled every two weeks and Mark Storch took several loads of scrap metal to the scrap yard raising hundreds of dollars for lunch and other expenses.

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## **Come And See The Mezzanine Now!**

Thousands of feet of wiring and tons of garbage and debris have been removed. The mezzanine is now ready to be reused. Air ducts, new electrical wiring, plumbing, and communications systems can now be run freely in this space, when before it was a mess of old, useless wiring. Never fear the Gamewell Alarm System will also be rewired for demonstrations.

## **THANK YOU TO OUR VOLUNTEERS**

Steve Baker	Evan Hayden	Pat Poole
Jim Bell	Mike Heil	Carl Raatz
Paul Bobak	Steve Hildebrandt	John Ramsey
Tom Bowman	Frank Humr	Mark Robinson
Kay & Dick Bowman	Bill Hundt	June & Ray Ross
Jim Byrne	Ken Jordan	Ken Rybka
Jan & Jim Camerato	John Kalis	Justina Saxby
Sam & Scott Carpenter	Larry Kolenz	Rob Schoeneger
Dale Cohen	Pat Logan	Matt Sheehe
Howard Cornell	Gill Madaglia	Bob Shimits
Kris Czinger	Gerald Madden	Laura & Ron Snow
Sean DeCrane	Pat Mangan	Stan Socha
Bob Derrit	Kim Marshall	Rich Stanton
John Ebenger	Mike Martens	Bill Storch
Brad Eisenhardt	Bill Martins	Mark Storch
Doug Freer	Portia & Joe Mason	Bob Taylor
Carlos Gabriel	Marty McCarthy	Shayna & Dan Trappenberg
Lynn & Bob Gahr	John McCowan	Jeff Vollmer
George Harrison	Marty McGinty	Stuart Warner
Jim Hart	Dean Murad	Mary Winkle
Ed Hawk & Family	Ed Nar	Donn Zalewski
Dan & Bonnie Hayden	Steve Nedrich	John & Pat Zangerle
Tom & Fran Hayden	Paul Nelson	Roy, Pete & Ashley Ziganti
Meighan & Chuck Hayden	Frank & Cheryl Novak	David Zimmerman
Patty & John Hayden	Frank Page	Connie Zingale
	Kathy & Tom Perk	

**And Last But Not Least, Thank You to the Firefighters of**

Bears , Squad 4, Tac 5 and Truck 1



# LOG BOOK CATALOGING PROJECT NEEDS YOUR HELP

By Scott Carpenter

We're putting together a team of people to work on the log book collection. Longtime member Jim Hart will be the team Captain. Jim has worked on this collection from the start and his knowledge and thoroughness will be a tremendous asset to the effort. But Jim can't do it alone. There are more than 3,000 logs and an army of volunteers is needed to work on this, the Fire Museum's most valuable collection. Volunteers will sort, clean, wrap, box and catalog the logs. A computer database will be created and volunteers will make entries and catalog the collection in detail. Work will begin as soon as a team of volunteers can be assembled. Anyone interested in helping with this project should call the Fire Museum at (216) 664-6312.

Photos by Scott Carpenter



The Fire Museum collections have grown tremendously over the past few years and chief among them is the Museum's archives. The largest collection within the archives is the log book collection. What's more, over the past four years the log book holdings have nearly doubled. A major effort is needed to care and catalog the log books and the other materials in the archives.



# Not Your Typical Cleveland Fire Company

By Paul Nelson

They were established on January 1, 1914 as part of the 5<sup>th</sup> Battalion (Cleveland had 10 fire battalions at that time). The company was placed in service in a new structure on Lakeside Avenue but they never had any runs listed in Department Annual Reports during their 53 years of continuous service. The company was disbanded on January 1, 1967 at a time the Department was undergoing a number of changes.

The members of the company answered a number of alarms from downtown boxes but their response was measured in feet and inches rather than miles. Their equipment never left the "house." Just who and what was this company? They were members of the Fire Department High Pressure Pumping Station located at E. 11<sup>th</sup> Street and Lakeside Avenue. And now...the rest of the story.

As Cleveland grew as a City, the downtown area began to develop on the high ground above the Flats (an area we know today as W. 9<sup>th</sup> Street between Superior and St. Clair). The commercial buildings were first wood structures eventually being replaced in the late 19<sup>th</sup> Century by larger and taller brick buildings with timber floors, walls and interiors that were virtual 3, 4 and 5-story lumber yards of construction.

These structures became serious fire hazards loaded with combustible materials in manufacturing firms and retail businesses.

Major fires began to occur in the mid 1880s and Fire Chief James Dickinson believed that if extra large volumes of water at elevated pressures could be sup-



Plain Dealer sketch of the Scott and Foreman Block fire

plied on demand major blazes could be contained more quickly.

Dickinson developed a plan to lay out large diameter (3 1/2-in.) lines from fireboats pumping in the river to major downtown fires. On the evening of November 15, 1891 he had an opportunity to try out his plan as the Scott and Forman Block at 123 Superior Street caught fire. Flames rapidly spread throughout the 4-story brick block breaking through the roof only 15 minutes after the first alarm was sounded from Box 16.

After making the call for the maximum three alarms, Chief Dickinson ordered several lines laid down Superior Hill to the fireboat Weatherly (Engine Co. 15) in the river. That action helped to contain the blaze that had spread to 10 adjoining structures but not before two Cleveland fire fighters lost their lives. Captain John Grady of Engine Co. 1 was trapped under falling debris on Frankfort Street and Fire fighter Michael Howley of Engine Co. 6 was thrown from a ladder by collapsing walls on Superior Street. The extension fly of Ladder Co. 1, the City's only aerial ladder, was heavily burned by flames from the upper floors.

Chief Dickinson concluded that a permanent pumping system and system of distribution mains in the downtown area would be beneficial for fire suppression. Between

1889 and 1906 various mains were laid beneath City streets with six manifold connections for fireboats along the river banks.

The next chief, George Wallace, pushed hard for a permanent pumping station with dedicated mains and hydrants that the Fire Department could control. He was successful in his campaign with the high pressure pumping station erected and equipped with four 2,500gpm pumps. Separate distribution mains extended through downtown with extensions to the Flats and the near west side. Hydrants were of the large Matthews type on an 8-in. barrel with four independent outlets (3 1/2-in outlets attached to CFD thread with 2 1/2-in reducers and caps) and a few hydrants with two outlets on the outlying lines. Cost for the entire system was \$214,609 for the Water Department but the entire operation was placed under Fire Department command.



High Pressure Pumping Station shown in 1940  
CFD Archives photo

(Continued on page 8, see CLEVELAND

# CLEVELAND

(Continued from page 7)

On January 1, 1914 the Fire Department established a “company” to operate the pumping station. That group included an Engineer-in-charge (Peter Allen), one additional engineer, two assistant engineers and a civilian employee. Two fire fighters were on duty in three 8-hour shifts. The organization was later changed to the traditional captain, two lieutenants and appropriate number of fire fighters. The company was assigned to the 5<sup>th</sup> Battalion.

Operating procedures required company members to start the first pump on the receipt of a downtown box over the house gong and raise the pressure to 215psi. That was to be maintained until 15 minutes after the last company struck back in service or requested to be raised by an officer at the scene of a fire. Maximum pressure was 250psi. Company members also had daily pump tests and machinery tests to ensure efficient operations. They also made minor repairs but called on the water department for heavy work on pumps and mains. Shifts later included six men per 8-hour shifts and in 1953 the shifts were changed to the 24-hour shifts common to all other companies. Quarters and offices were located on the second floor overlooking the high ceiling open pump room. The office of the Fire Department medical office was later moved to a first floor office in the building.

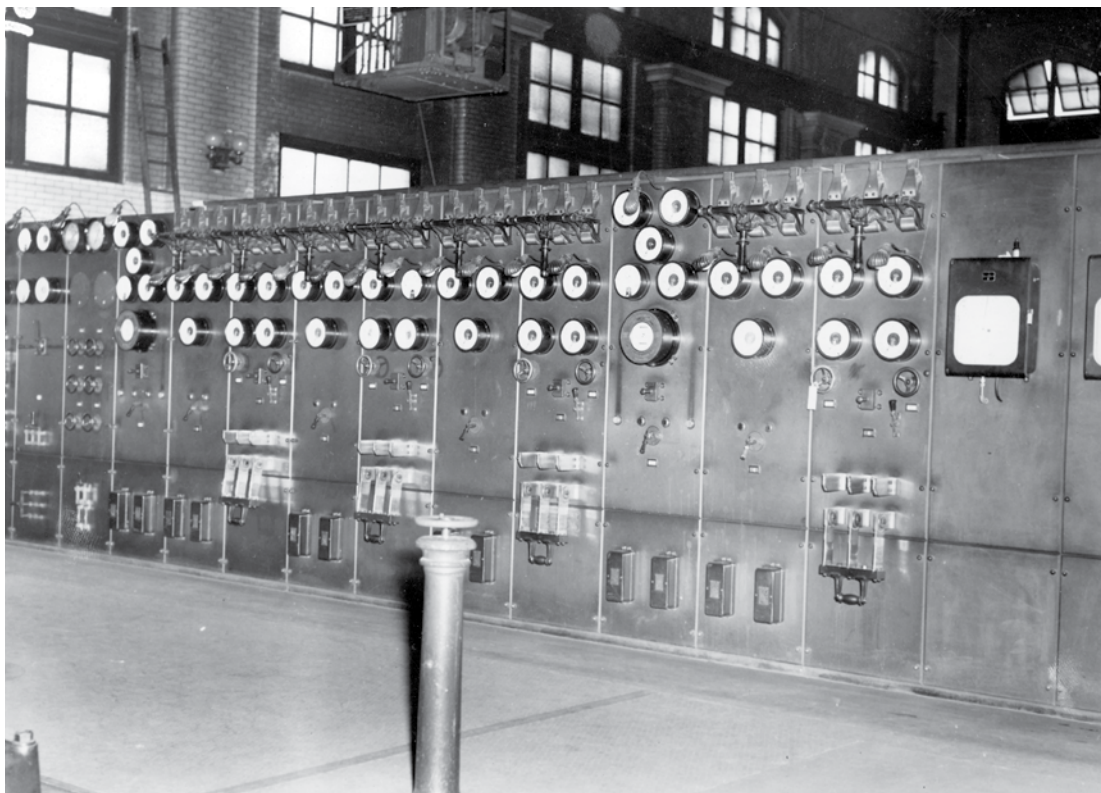
On February 4, 1943 operation of pumping station changed so that pumps would be started only on request of a chief officer at the scene of a fire. Number of fires for which pumps were started ranged from one to five times a year. By 1955 only three pumps in the pumping station were operable. By 1960 the 10-inch

by-pass valve was opened for alarms in the downtown area to allow full domestic pressure to be applied to the system. More modern fire resistant construction changed the needs of high pressure water lines as the big downtown blazes just did not occur anymore.

On January 1, 1967 Fire Department operation of the High Pressure Pumping Station was discontinued and the compa-

ny assigned to the station was deactivated. The move was part of an overall restructuring and cost reduction program of the Fire Department begun in 1963. Command and responsibility of the pumping station reverted to the Water Department.

hydrants to used as hydrants on the low pressure system. It is unknown from Fire Department records on when the pumps were actually used for the last time. The brick and stone façade of the pumping station was changed in late 1965 to blend in with new construction in the area. Today the building is empty except for paper storage by the water department. The pumps and engines are gone but the



Main operating panel of pumping station (Photo from CFD archives)

ny assigned to the station was deactivated. The move was part of an overall restructuring and cost reduction program of the Fire Department begun in 1963. Command and responsibility of the pumping station reverted to the Water Department.

During November 1967<sup>a</sup> special control panel was installed at the Fire Alarm Office Dispatch Center, 310 Carnegie Avenue (Station No. 28), to operate a valve at the High Pressure Pumping Station. The panel consisted of two 24-volt relays, a 30-amp disconnect switch and a 3-position selector switch. The panel was utilized when an alarm was received from the area served by the High Pressure distribution mains. The by-pass valve was opened permitting the high pressure

operating panels are still in place as is the old station gong on the wall. (The water department has promised that for the museum.). The electrical section in the rear is used by Cleveland Public Power as a substation, the large intake and discharge mains have been sealed and the mains in the street incorporated into the existing distribution system. None of the old four stem hydrants have been found.

The Fire Museum has assembled material on the pumping station for the archives including a large bound book of original blueprints, original photos used in the preparation of the manual and several company journals.



# OF STATISTICS AND NUMBERS

By Paul Nelson

## Statistics of the Year 2005

Statistics and lists are boring stuff. There are those who say that all “history” is pretty boring stuff as well. But, it does help to explain what happened yesterday, last year or years ago. Numbers also tell a story without complicating and cluttering the scene with a bunch of words that use up more paper. Speaking of numbers how about the recent 01:02:03 04 /05 /06...you won't see that for another 100 years!

Engines 41 – 4,064 runs  
24 – 3,573 runs  
17 – 3,216 runs  
30 – 3,152 runs

Engines 24 – 239 fires  
22 – 221 fires  
31 – 207 fires  
30 – 206 fires

### BUSIEST COMPANIES

Ladders 10(T) – 2,782 runs  
1 (T) – 2,781 runs  
4 – 2,671 runs  
30 – 2,553 runs

Rescues 3 – 3,752 runs  
2 – 3,210 runs  
1 – 2,843 runs  
(Heavy) 4 – 2,773 runs

### MOST STRUCTURE FIRES

Ladders 9 – 234 fires  
30 – 222 fires  
10(T) – 220 fires  
11 – 214 fires

Rescues 1 – 358 fires  
3 – 325 fires  
2 – 288 fires  
(Heavy) 4 – 270 fires

## Here Are Some More Interesting Numbers...

**Engine Co. No. 2** is the oldest, continuous service company in the Department without any changes from February 2, 1863 to now...141 years.

**Engine Co. No. 1** has been around since December 17, 1862 but ceased to exist from October 27, 1982 to March 14, 1983...140 years, but not continuous.

**Engine Co. No. 4** “technically” has been around since March 23, 1863 but was part of Task Force 4 from October 27, 1982 to April 19, 1991. Perhaps the record could read 141 years of service with an asterisk after it for Task Force years. Something like the Roger Marris home run record.

**Ladder Co. No. 1** has the longest service record of 140 years established June 1, 1863 except for being out of service from October 27, 1982 to March 14, 1983.

**Ladder Co. No. 4** (known as Ladder Co. 2 before 1983) has the most continuous years of service at 136 years disregarding the number designation change. They were established on September 1, 1868.

**Rescue Squad No. 2** was established on November 22, 1927 and has not missed a day since then. Rescue Squad No. 1 was also established on the same day but was deactivated from April 1, 1976 to October 27, 1982. Rescue Squad No. 3 was established on November 26, 1927 and had the same deactivation as Rescue Squad No. 1.

**Engine Co. No. 2** has the record of the oldest company but the one with the shortest lifespan was

**Engine Co. No. 37** established on May 17, 1922 and disbanded on June 9, 1949 after only 27 years.

*Now isn't that interesting stuff...?*



Busiest company Engine Co. 41 (Paul Nelson photo)



Engine Co. 2 at Station No. 21 (John McCowan photo)



Engine Co. 37...1927 American LaFrance (acquired from Brooklyn Heights in merger) CFD archives photo

# A Summary of the Treasurer's Report from the Annual Meeting

By John Zangerle

Treasurer and Membership Secretary, Ed Hawk, provided a detailed report on the Museum's financial status at the Annual Meeting. He stated that revenue was slightly short of the prior year because of several factors including lower than expected income from anticipated contributions and the fact that block grant money from the city had not yet been received. Also, monies from the 2005 Flea Market and publication sales were below projections. On the plus side, membership income exceeded expectations and we raised unanticipated funds from the motorcycle rally. The good news was that expenses were also well controlled and the result was that expenses exceeded income by \$306.00, so the Museum remained in a strong financial position at year end. Major expenses for 2005 were the architect's fees, insurance and project management costs.

The bottom line is the Museum has approximately \$115,000.00 in total assets including bank accounts and inventory of the collection. Ed provided a detailed financial statement of assets, liabilities, income and expenses. He also provided a spreadsheet showing the projected 2006 budget compared with the projected and actual 2005 budget.

Ed also reported that the Museum has set up credit card processing so the

Museum can accept credit card payments for memberships and merchandise. This should make payment more convenient for current and new members. Finally, it was reported that the accounting firm of Owen & Associates conducted a verification of the Museum's financial records

children known as the Sparky Club. For more information on the Sparky Club, see the article in this issue of the Bugle.

The Membership report did include one issue which generated much discussion. The Board proposed increasing the Life Membership fee from \$500.00

to \$1000.00. It was explained that the reason for this proposed change was because life memberships carry an ongoing maintenance cost for the life of the member with no future revenue to cover expenses. The Board proposal will not change the status of any current life members or the status of the "Pacesetters" who are making their payment over time. Several members voiced concern that the amount was too high compared to other organizations, but after some debate the motion to increase the cost of Life Membership passed. The new rate will go into effect thirty days after notice in this issue of the "Bugle".

The only other change in membership fees was the creation of a new

category for "supporting organizations". This class applies to fire departments, firefighter local unions, and volunteer associations. The fee for this new classification was set at \$100.00 per year. It was designed to encourage more departments and unions to demonstrate support for the museum, but will not include any individual membership privileges. All other membership fees remain unchanged.

## Special Donations

Jim Alunni is a Chagrin Falls firefighter/fire inspector and Iraq war vet who was seriously injured in the line of duty. He recently received the Distinguished Service award from the Chagrin Falls Junior Chamber of Commerce with an honorarium of \$250.00. Jim has graciously donated the \$250.00 to the Museum. The donation is greatly appreciated especially considering the nature of the award.

John Coleman of the Northeast Ohio Fire Prevention Association also donated \$250.00 to the museum on behalf of that organization. The donation was made following a presentation to the Northeast Ohio Fire Prevention Association about the Fire Museum project and its goals. The presentation to the group was made by Bob Gahr, Scott Carpenter and John Zangerle.

## IMPORTANT NOTICE ABOUT NEW LIFE MEMBERSHIPS

Anyone considering a Life Membership in the Museum should act now before the Life Membership fee increases. At the January Annual Meeting, the membership approved a recommendation from the Board to increase the fee for Life Membership from \$500.00 to \$1,000.00 (see article on the Annual Meeting in this issue for a full summary of the discussion).

The revised fee will go into effect September 1, 2006. If you are interested in life membership at this time, please contact Ed Hawk, Membership Secretary. You are now able to pay for any membership level with a credit card.

This change in Life Membership fees will NOT affect anyone who is currently a Life Member or is now in the process of paying for a Life Membership over time, including Pacesetter firefighters.

and a letter of confirmation was presented as part of the package of materials given to members in attendance.

The membership report was also given by Ed Hawk. The big news is that our membership exceeded 1000 for the first time during 2005 and remained above 1000 at year's end. The membership report also included a discussion about a new class of membership specifically for



# SPARKY CLUB

## Kids Only Membership to the Fire Museum

One of our primary missions is to involve children in activities at the museum that will lead to a greater awareness of fire safety and fire prevention. Board member, Joe Mason, has talked with other museums and proposed the creation of a “Sparky Club” for children. Joe also received

feedback from some of our current members who have asked for special activities for children.

In response to Joe’s suggestion, the Board created a special class of membership exclusively for children. The membership fee will be \$25.00 per child with a maximum of \$100.00 per family. The Sparky Club will provide a way to recognize the important roll that children will play in our education function. Each Sparky member will have his or her name listed on the official membership board inside the Museum. Sparky members will also be recognized in the “Bugle”, receive handouts and two special mailings per year. Once the Museum is open there will be special activities for Sparky members.

If you are interested in signing up your children or grandchildren as charter members, please contact our membership secretary, Ed Hawk, at the Fire Museum at (216) 664-6312.

Photo by Scott Carpenter



## In the Next Issue of The Bugle

Board Member and motorcycle enthusiast, Joe Mason, will report on the 2<sup>nd</sup> Annual Fallen Firefighter’s Memorial Ride.



Photos by Scott Carpenter



# Which Cleveland Company Had The Shortest Lifespan?

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Find out in Paul Nelson's article on page 9

## **OF STATISTICS AND NUMBERS**

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**FIRE MUSEUM**  
and Education Center

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