

# THE BUGLE

Summer 2013

SAVING HISTORY, SAVING LIVES!

Volume 19, Number 2

## We Are Opening!!!

### An Exhibit of Fighting Fire in Cleveland for 150 Years

By John Zangerle

Mark your calendars now for weekends starting Saturday, October 12 through Sunday, November 24. On Saturdays and Sundays we will have the first "soft opening" featuring exhibits celebrating the Cleveland Fire Department's 150th anniversary as a paid department. The Museum will be open from 10:00AM to 4:00PM Saturdays and Noon until 4:00PM on Sundays. Cleveland Firefighters and the Fire Museum put on quite a show before the game. Outside the ballpark the Fire Museum displayed its 1952 American LaFrance pumper and its funeral caisson, a restored 1980 American LaFrance pumper. Also on display was a Cleveland fire department pumper and the CFD safety house. But the feature apparatus was John Zangerle's Cleveland pumper, a 1925 Seagrave.

Please note that we will be closed one Saturday during this period for the Cleveland Fire Department United Way meetings with fire companies. We regularly host these meetings that cover a full week to catch all companies on all shifts. Please check our web site [www.wrfmc.com](http://www.wrfmc.com) for current information



Illustration by Dory and Miller Architects

ARTIST'S RENDERING OF FINAL APPEARANCE OF MUSEUM.

since that date has not yet been determined.

Also check the website for updates on road access to the Museum. Because of continued construction on the Innerbelt bridge, access to the Museum is still occasionally restricted. We will provide updates on the website.

The Museum can almost always be accessed if you are westbound on the Lorain-Carnegie (Hope) bridge.

There is no left turn into the Museum from the east on Carnegie. Eastbound access

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

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[www.wrfmc.com](http://www.wrfmc.com)

## Why a "soft opening"

The Museum is having a "soft opening" weekends October 12-November 24 in order to showcase what we have done and build enthusiasm for the future. This soft opening fits perfectly with the end of Fire Prevention Week and the celebration of Cleveland Fire Department's 150th anniversary. Of course, the soft opening has also forced us to do a huge amount of work in a very small amount of time. It also forced us to focus on priorities for the building and the organization of a staff to operate the Museum even if only on weekends.

The full opening of the Museum cannot occur until much more work on the building is done including the sprinkler system, completion of the day room and entrance, and installing the new front doors and additional windows. We also need to wait until ODOT finishes the streetscape in front of us so that there will be parking and road access.

The soft opening should generate more interest and ultimately more revenue and grants that will be needed to complete work on the building. Once permanent exhibits are installed in the Dewey Bishop Education Wing, we will be able to open to the public on an on going basis.

## We Are Opening

(Continued from page 1)

is currently available using East 14th St to Broadway (turn left) and follow the road downhill to the Commercial Road Hill (turn right). Go up the hill to the Museum at the top of the hill. You can also call the Museum (216-664-6312) on Tuesdays and Thursdays for updates. There will be on street parking in front of the Museum and we are hoping that ODOT will have one of the new parking lots across from the Museum available.

This "soft opening" is only possible because of the hard work and dedication of numerous volunteers, primarily Cleveland firefighters, who have logged hundreds of hours working on the building. There is an article in this issue of the Bugle on the building progress. In addition, our historian, Paul Nelson, has spent months preparing the exhibits reflecting the history of the CFD. These exhibits will include a Cleveland hand pumper, a steam fire engine, and two of Cleveland's earliest motorized engines. There will also be large photos and story boards of Cleveland fire history and numerous artifacts on display.

The Museum will be presenting this limited time exhibit celebrating the 150th anniversary. Please keep in mind that these are not the permanent Museum exhibits. Because there is still much work to be done on the building, only portions of the first floor of the building will be open to the public. Unfortunately, unlike the plans for the permanent displays, this exhibit will not have any "child friendly" displays or activities. Nevertheless, this the wonderful potential that our center has to offer.



Photo by Cambridge Fire Department

On display 1873 Silsby Steamer like those used in Cleveland



Photo by Paul Nelson

On display 1925 Seagrave Cleveland Pumper.



Photo by Paul Nelson

On display 1913 White Cleveland Hose Wagon

## Volunteers Needed

If you are as excited as we are about the soft opening on October and November, call Dan Hayden to become a greeter or docent for a shift during the hours that the Museum will be open. Greeters are needed for the door, people are needed to staff a sales desk and volunteers on the floor are needed to answer visitor questions. We are hoping to have enough volunteers so that you only have to be there part of the day. Volunteers can work a Saturday or a Sunday. If you can volunteer, call Dan Hayden at 440.537.2939 to sign up or answer your questions. This first Museum event will be fun. We need your help.



# Building Progress Picks Up Steam

By John Zangerle

For those who haven't been able to get down to the Museum in the last few months, you are in for a big surprise. The Museum's Board of Director's decided it was necessary to accelerate the pace of work on the building. The planned special event at the Museum celebrating the Cleveland Fire Department's 150th anniversary this fall required the Museum to be able to host visitors for this exhibit.

The first step in picking up the pace was hiring A.M. Higley Construction Company, one of Cleveland's leading construction managers, to organize and prioritize necessary work. A Board Construction Committee of Treasurer, Matt Banks, Executive Committee member, CFD Captain Roy Ziganti, architect Chuck Miller of Doty and Miller, and past president, John Zangerle, met with new Project Manager, Dave Pastir of Higley, to assess and price all the work that needed to be done on the building.

The most difficult decisions involved prioritizing the limited dollars that the Museum had to spend. The Board asked all of its members to contribute at least \$1,000.00 to the project immediately to help our short term cash flow. So far, approximately \$20,000.00 has been contributed by the Board! We still need much more funding and any donations of any size would be greatly appreciated.

The first priority was to make the building itself code compliant. This necessitated adding a number of new metal fire doors and a new exit door. As of this writing those doors are installed thanks to the incredible effort of CFD's Mark Bauman who spent most of his off days at the Museum and was helped by other volunteers. Led by Captain Roy Ziganti, many other Cleveland firefighters including some of the new cadets, as well as Museum members have also helped with numerous tasks in the building. Without the help of these volunteers contributing their time and energy, the Museum could not have afforded the work that has been done.

The next phase of work is wiring the low



PETE SIMON, ENGINE 11,  
INSTALLING FIRE ALARM SYSTEM



MARK BAUMAN, TECH. RESCUE 1,  
LAYING OUT WATCH DESK



Photos by Paul Nelson

BILLY NAINGER, ENGINE 1,  
PAINTING FRONT DOOR PLUG

voltage fire alarm system. Zenith Systems has provided the basic alarm panel and will be installing the rest of the system with the help of volunteers. Replacement windows for the new first floor bathrooms and for the Public Education office are also being installed. These windows will match the original metal design of the building, but be more energy efficient.

Board member Duane Bishop and his family have been principal contributors to the public education wing of the building. The wing will be named the Dewey Bishop Public Education wing. The next step for this wing will be installing an HVAC system.

The most visible improvement to the building will be the installation of the canopy over the new front door before the opening. The canopy will call attention to the Fire Museum and this added visibility should help us in many ways, including fund raising. Unfortunately, limited funds prevent us from installing the new front doors under the canopy. As funds become available the green plywood plugs will be removed and the doors installed. These doors will lead into the former day room that will become the new Museum entryway with a front desk, family bathroom, and limited gift shop.

What's a fire station without fire poles? Thanks to retired Cleveland firefighter Roy Reiman and Beacon Metal Fabricators the fire poles in their original positions will be welded and installed.

As you can see a lot has happened in the last few months and more is on the way with the installation of a sprinkler system provided in large part by donated materials and volunteer labor. Our elevator will also be in operation. Come to the soft opening so you can see how much has been done.

# Cleveland Fire Department Sesquicentennial

## A War and Lots of Changes...1940 - 1969

By Paul Nelson

It was 1940 and clouds of war were on the horizon. The Fire Department was still suffering from the effects of the recession and limited funds. It virtually curtailed repairs and the purchase of new apparatus. Both fire boats were eliminated and sold. Some of the front line apparatus dated back to 1913 with the majority of the fleet dating from the 20's and early 30's and averaging over 12-years old. The roster in 1940 included 40 engines, 16 ladders, 3 rescue squads and 2 hose companies arranged in 13 battalions with 2 assistant chiefs.

Partial relief for aging apparatus occurred in 1940 and 1941 with the delivery of 10 Buffalo 750gpm pumpers. The National Board (NBFU) had declared that 750gpm pumpers were adequate for large city use. An ALF tractor-trailer aerial ladder was also delivered in 1940 but World War II would end any other significant apparatus replacement.

Under the federal Office of Civil Defense, auxiliary fire departments were established across the nation in part to help fill the void left by fire fighters joining the armed forces. The main mission was to provide extra fire protection in case of enemy bomb attacks on US cities. Cleveland established an auxiliary fire department trained by the Bureau of Fire Education. Almost 5,000 individuals were trained over the duration of the war. After completing training they were assigned into groups, under supervision of the various companies, to operate fire trucks supplied by OCD. Cleveland had received a number of these units built on used trucks acquired by the government. There were 39 trucks with Hale skid-mount 500gpm pumps powered by Chrysler gasoline engines and mounted on open bed trucks. Another 31 trucks had direct in-line front mount 500gpm pumps with all OCD pumpers carrying hose, ladders and tools. In addition the city received 60 trailer pumps with the same pump arrangement as the open bed trucks. The trailers would be pulled by battalion chief's cars and Department delivery trucks. Generally all OCD apparatus were stored in private garages rather than firehouses. Some of the trained auxiliaries would volunteer for 12-hours shifts at firehouses riding and working with companies on calls.

Fireboat service was restored locally

by the U.S. Coast Guard who supplied fireboats to cities without their own fireboat service. In Cleveland the USCG procured a 1927 Lake Erie gill fishing boat and turned it into a working fireboat. The owner of the boat joined the Coast Guard, supervised the conversion and then commanded the boat staffed by uniformed members of the Coast Guard. The boat had eight 500gpm pumps each with

a separate Chrysler engine similar to the units used on the open bed trucks. It was placed in service at Station 21 on October 24, 1942. The USCG also purchased over 100 new centerdrive, water-jet type fireboats built by Hanley Engineering, Division of Prospect Fire Apparatus in Prospect, Ohio. Cleveland received two of these boats that were also docked at Station 21. The USCG crews responded to box alarms that were on the running card of Engine 21 and worked at the East Ohio Gas fire and several other call fires. They

trained with regular Cleveland companies, the auxiliary fire department and conducted inspections on their own relevant to wartime security. The City purchased the fireboat after the war in 1945 and placed it in service as reestablished Engine 21 in 1946.

Fire Chief James Granger had big ideas for a post-war expansion of the department drawing up specific plans for a 50 engine, 20 ladder fire Department. He knew the City would grow in population and invoke a building boom and it did, but even though almost reaching a population of 1 million, the Department only saw a small growth as dictated by City Council.

One new engine company was established in 1947 (Engine 41) and two more in 1949 (Engine 42 and 43) but at the cost of closing Engine 6 and 37. A new ladder company was established in 1948 (Ladder 17 at Station 41) with the plan to also open Ladder 18 at Station 23 but that did not occur until 1958. Ladder 19 was also on the drawing board for Station 43 but that never materialized and there would never be more than 18 ladder trucks in service. The number of battalions was reduced from 13 to 9 in 1949. A fourth rescue squad for Station 25 also was proposed but that never material-



One of the 1940 Buffalo Pumpers as Engine 25  
CFD Archives



Cleveland Civil Defense Apparatus in a drill for auxiliary firemen  
CFD Archives



ized until 1964. Engine 6 was reestablished in 1952 but Engine 16 was closed at the same time. The second fireboat (Engine 15) was reestablished in 1954.

From 1963 to 1966 downsizing began with the closing of Hose Co. 1 and 2, Engine 18, 27, 28 and 32, the second fireboat (Engine 15) and the elimination of special service units such as Light and Power, Liquid Foam Unit and the Foam Tower. Heavy Rescue (729) was established as a 2-man company in 1963 replacing a 1954 Civil Defense Reo rescue that had been manned by the Bureau of First Aid. The Arson Squad became F.I.U. in 1963. BEARS was established in 1966 replacing the Bureau of First Aid. The manned High Pressure Pumping Station (part of the 5th Battalion) was converted to remote operation from the Alarm Office in 1966.

Fire apparatus changed in type and color beginning in 1965 with white paint and commercial cab/chassis. An experiment using 750gpm front-mount pumps with an attached front-mount deck gun, 500-gal water tank and 20-gal UNOX foam tank for potential flammable material fires on the new freeways. The pumpers were sent to Engine 5, 13 and 40 for that purpose but would also respond to their own box alarm district.

Cleveland was one of the first cities in northeast Ohio to have articulating elevated platforms purchased in 1963 and delivered in 1964 (Lorain is believed to have had the first). They were 70-foot (effective reach 75-feet) HiRanger/Ward LaFrance models assigned to Snorkel 1 (Ladder 6) and Snorkel 2 (Ladder 18). They had large signs on the boom JOHN H. MCCORMICK SNORKEL (Safety Director) making it the first time since the steamers of 1860's and 1870's that carried names of public officials on fire apparatus. The platforms would be the last new red apparatus until 1977 while some existing red apparatus and even the gas truck were being repainted white to match the new apparatus.

Sutphen would supply traditional pumpers on cab forward Ford and GMC chassis that would be the norm through 1969. Two Pirsch tractor-trailer aerial ladders with GMC tractors were delivered in 1969. A Sutphen Aerial Tower telescoping platform on GMC chassis was acquired in 1968. Rescue squads were being sup-



Engine 5 1965 Sutphen/Gmc 750/500/20 at A&A Hotel Fire In 1968  
CFD Archives



1964 Ward LaFrance/Hi Ranger of Snorkel 1 with McCormick Sign  
John Sytsma Photo

plied by Sutphen on GMC step van-type bodies beginning in 1967. Chief's cars, Department delivery and supply trucks, Sutphen/GMC Heavy Rescue (729) and the mobile communication Blue Bird bus (629) all came in white.

New firehouses design changed in 1947 with the introduction of the one-story, U-shaped, yellow brick fire station with a central apparatus bay surrounded by offices and living quarters. The first was at Station 41. New houses at No. 5, 6, 7, 9, 17, 22, 23 and 33 would be built into the mid 50's in the same style. Station 18 closed in 1963 for freeway construction and Engine 18 moved to Station 13 and ran out of there until disbanded in 1966. Station No. 2 on Huron Road closed in 1954 and the engine went to Station 21, Hose 1 went from Station 21 to Station 4 and Hose 2 from Station 2 went to Station 3. In 1967 Station 14 closed and Engine 14 went to Station 3 (renamed Station 14), Engine 3 went to Station 28 when Engine 28 was disbanded and that station was then renumbered Station 3.

Chief Granger retired in 1949 and was replaced by Assistant Chief Elmer Cain. He remained Chief until retiring in 1963 when Assistant Chief William Barry was named to that position. Uniform strength for the Department by mid 1968, after the appointment of 41 cadets, reached 1328 members that would be the highest running inventory of fire fighters attained in the 150 year history of the Department. Fire suppression companies in service in 1968 totaled 58 units with 36 engines, 18 ladders, 4 rescue squads and 9 battalions in service.

Notable fires between 1940 and 1969 included Cleveland's greatest tragedy. The East Ohio Gas Company explosion and fire of October 20, 1944 killed 130 civilians and obliterated ½-square mile of the east side. The Circus Fire of August 4, 1942 in the menagerie tent on the lakefront killed 45 animals but all civilians escaped safely. The Stock Yard fire of March 11, 1944 killed two fire fighters when a wall of a processing building collapsed. The Avis Truck garage fire of August 13, 1963 killed four fire fighters and the Metallurgical Company, Inc. fire of August 4, 1966 killed another four fire fighters. The decade of the 1960's was especially tragic for the Fire Department when a total of 19 members lost their lives in 13 differ-

(Continued on page 6, see SESQUICENTENNIAL)

## Sesquicentennial

(Continued from page 5)

ent incidents. Like many other cities across the nation, Cleveland incurred two periods of civil unrest in the 60's. The Hough Riots occurred between July 18 and 26, 1966 with 288 alarms and 215 structure fires. The Glenville Riots took place between July 24 and 28, 1968 when a total of 63 businesses were destroyed.



East Ohio Gas Co. Fire Engine 17 working on E. 55th St.. CFD Archives

A new Fire Training Academy was opened on February 26, 1965 on Lakeside Avenue. The Fire Fighters Memorial in Willard Park was dedicated on October 12, 1965.



Chief William Barry at dedication of Memorial in Willard Park CFD Archives

The three decades from 1940 to 1970 were full of changes in the fire service but then every defined span of time produced changes. Those changes were driven by new fire fighting technologies and techniques, improved apparatus and a host of outside events. Changes in building construction, infrastructure projects that wiped out entire neighborhoods, population shifts and improved fire prevention, fire inspection and fire training programs were all part of the change. But, one thing remained constant then and today. The dedication of Cleveland fire fighters to serve and protect the City has remained unchanged for the 150 years of its existence. The next segment in this history series will cover events to the end of the 20th Century.

# Museum Helps in Newspaper Stories

## The Sketchbook

Plain Dealer artist Chris Morris, producer of the Sunday PD Sketchbook and the Cleveland Browns game day feature sketches, wanted to do a piece on the CFD Cadet Class in progress. He contacted Captain Roy Ziganti (FTA) who helped the transplanted Texan and former Marine with the necessary details. The Museum was able to provide Chris with historic photos that he used in drawing some of the images on the page. It was interesting to watch him at work. While most reporters write information on the trusty old note pad or type into their smartphone, Chris would quickly sketch out a scene on his note pad and add a caption. The piece told a great story of the Fire Department past and present and even mentioned the soft opening of the Museum in the corner. The artist graciously gave the Museum a print that will be framed and added to our collection.

## Avis Fire

Plain Dealer reporter Brian Albrecht did a feature story on the 50<sup>th</sup> Anniversary of the Avis Truck Garage fire, August 13, 1963, that claimed the lives of four Cleveland Fire Fighters. The story was told from the perspective of Bob Marquart, Jr., son of one of the fire fighters who lost his life as a result of injuries suffered in that fire. It had been 50 years since that tragic incident that changed the life of an 8-year old boy. It gave Bob a chance to reflect on that time.

The Museum was able to assist Brian with historic details of the fire. Bob Marquart, Jr. contacted the Museum for additional information. We were able to show him company log books and photos. We also found a photo of Bob and his family, including an uncle who was an active Cleveland Fire Fighter, at the dedication ceremony of the Willard Park Fire Fighters monument in 1965. This is just one of the many things we as a Museum can do in making local fire fighting history available.

## Calendar of Events

- **Saturdays, October 12 – November 23** – Cleveland, OH. Western Reserve Fire Museum soft opening, 310 Carnegie, Cleveland, OH, 10AM-4PM,(Please check the Fire Museum website, [www.wrfmc.com](http://www.wrfmc.com), for updates.)
- **Sundays, October 13 – November 24** – Cleveland, OH. Museum soft opening Sunday hours, Noon-4PM.
- **Sunday, January 26, 2014**– Cleveland, OH. Museum annual meeting, Western Reserve Fire Museum, social hour 1:00PM, meeting, 2:00PM.
- **Wed-Sat, February 5-8, 2014** –Charleston, SC. SPAAMFAA Winter Convention. Further information, Ray Bennett 834-709-8301 or [emodelmack@springgrove.org](mailto:emodelmack@springgrove.org)
- **Saturday, March 1, 2014** – Cleveland, OH. Annual Museum Firematic Flea Market, Cleveland Fire Training Academy, 3101 Lakeside Ave. 8:00AM-1:00PM..



# The Old Trucks Roll Out

**By Paul Nelson**

The buzzards always return to Hinkley on the same date. So do the swallows at Capistrano. And, always on the first Sunday after Labor Day, the old trucks roll out of barns and garages all over North East Ohio for the Annual WRFM/WRFBA Fire Truck Muster in Hudson. This year was no different. About 20 vehicles made it to Barlow Farm Park and this year the star of the show was Hudson's 1928 Seagrave Special 600gpm pumper that returned to its home.

Chief Jerry Varnes was instrumental in the Hudson Firemen's Association reacquiring the pumper as well as leading the restoration efforts. It appeared at the muster in virtually original condition, running smoothly and shining brightly with the original markings and striping still in place. It pumped as if it had just been delivered to Hudson in 1928 from the factory in Columbus.

The day started out with a light drizzle but later the day turned out to be a beautiful Ohio late summer day. The participants included:

- |                              |  |
|------------------------------|--|
| Tallmadge Historical Society | 1947 Mack pumper                                   |
| Tim Elder                    | 1943 Hale/Hale/Chrysler Civil Defense trailer pump |
| Dan Simecek                  | 1934 Ford front-mount pumper                       |
| Todd Wolf                    | 1968 Mack CF-600 pumper                            |
| Ken Rybka                    | 1956 Mack B-95 pumper                              |
| Bob/Tom Green                | 1951 ALF 700 Series pumper                         |
| Solon Fire Department        | 1929 Ford Model A                                  |
| Bob Shimits                  | 1941 Buffalo pumper                                |
| Tom O'Brien                  | 1946 ALF 600 Series pumper                         |
| Emery Prior                  | 1927 ALF Type 112 pumper                           |
| Jeff Duda                    | 1967 Dodge Power Wagon                             |
| Mike Brown                   | 1980 ALF Century Series pumper                     |
| Stu Warner                   | 1923 Model T Chemical                              |
| Fire Museum                  | 1980 ALF Century Series pumper (Funeral Caisson)   |
| Hudson Fire Department       | 1859 Button hand engine                            |
|                              | 1928 Seagrave Special pumper                       |
|                              | 1948 Mack pumper                                   |
|                              | 1948 Jeep  |
|                              | 2010 Sutphen aerial tower                          |



HUDSON'S 1928 SEAGRAVE SPECIAL 600/100 PUMPER



SEAGRAVE PUMPS 2 LINES FROM A HYDRANT



PUMPING THE 1859 BUTTON HAND ENGINE  
Three generations of the Reynolds family pump Hudson's hand engine.  
(L to R) In the grey shirt Max, Jeff and Barry.

Traditionally a short memorial program is held recognizing Ohio fire fighters who recently died in the line of duty. Also remembered were the members of the Museum and the Buffs Club that were no longer with us. The muster was originally started in memory of Bill Varnes, Hudson Assistant Chief who was also founder of the Western Reserve Fire Buffs Association in 1972 and an early leader in establishing our Museum, and Ida Varnes who was a constant volunteer at events. Member Parker Browne and his committee again carried out a successful vent. Former Museum president and Episcopal minister Jim Wickman gave the invocation and benediction returning this year after missing last year due to an illness. Jim Bell placed all the direction signs on the highway and brought the grill, Tim Elder was the safety officer, Stan Socha took care of the apparatus registration and Pat and John Zangerle along with Linda Elder took care of feeding all who attended.

For a bit of exercise after through the streets of historic many of the attendees took the brakes of the hand engine. away to deliver a healthy stream the pond. At the end of the heard to say, "If it's not broke, there again on the first Sunday We will do it again.



Photos by Paul Nelson

the parade of vehicles downtown Hudson, their turn manning Young and old pumped with water drafted from day, Parker Brown was don't fix it!" See you all after Labor Day 2014.

HUDSON FIRE CHIEF JERRY VARNES SHIFTS THE SEAGRAVE INTO PUMP MODE

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

310 Carnegie Avenue, Cleveland, Ohio 44115

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Permit No. 1418

**VISIT  
THE CFD SUSQUICENTENNIAL  
EXHIBIT  
Weekends beginning October 12th  
at the Fire Museum  
310 Carnegie Ave.  
See details inside**



Photo by Paul Nelson

**Fire Truck Muster at Hudson**

Max Reynolds, son of Hudson Fire Fighter Jeff Reynolds awaits the start of the Annual Fire Museum/Fire Buffs Muster where he will get a chance to help pump the hand engine. For more turn to page 7 of 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.

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