

THE BUGLE

Spring 2013

SAVING HISTORY, SAVING LIVES!

Volume 19, Number 1

Cleveland Fire Celebrates 150th Birthday

By Scott Carpenter

On April 9th the Cleveland Fire Department celebrated its 150th birthday at Progressive Field. That night the Cleveland Indians faced off against the New York Yankees for the second of their three game series. It was a grand affair with hundreds of firefighters, their families and supporters in attendance.

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.

The Cleveland Firefighter Memorial Pipe and Drums Band and the CFD Honor Guard were on hand for pre-game music and ceremonies which included the singing of the National Anthem by retired Cleveland Firefighter Matthew Bishop. Matt, who retired in 2005 after serving 25 years on the Division of Fire, did a tremendous job singing the National Anthem as three Metro-Health Life Flight helicopters flew over the



Photo courtesy of the Cleveland Indians

Cleveland Fire Engine 38 was on display in Gateway Plaza before the game. Also on display were the Fire Museum's two American LaFrance pumpers and the Cleveland Fire Department's Safety House.

field in honor of the Fire Department.

The first pitch was thrown by raffle winner CFD Firefighter Thomas Corrigan, Jr. Cleveland Firefighters who bought tickets to Tuesday's game were all eligible to be selected to throw out the first pitch. In a random

drawing Tom was selected. Tom is a 32 year veteran of the Division of Fire. His father was also a Cleveland Firefighter as are his two brothers and his son, Thomas Corrigan III. Tom was delivered to the mound by Stu-

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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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Phone: (216) 664-6312

www.wrfmc.com

PRESIDENT'S LOG

By Brian Spring

I want to begin my first President's Log with "Thank You." Thank you to our dedicated firefighters, those who have volunteered, donated graciously and those who have supported the Fire Museum over the years. Your diligence, volunteerism, donations, and support are a testament to the value of our mission and need for this project.

My vision is to see that the mission of building a first-class regional fire museum and education center is fulfilled and done so as quickly as possible. The grand opening of the Museum will be the most important milestone of my tenure. All of my efforts and those of the Board, our members, donors, and volunteers will be focused squarely on accomplishing this goal. To that end we have partnered with Next for Nonprofits. This firm specializes in fundraising and marketing for nonprofit organizations. With their guidance and experience we will be re-launching our Capital Campaign, Saving History, Saving Lives! Our partnership with Next will serve to provide us with the capital funding needed to complete the project.

As many of you know I assumed the role of President of the Board of Directors upon the retirement of John Zangerle. I have had the pleasure of working with and learning

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CFD 150th

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art Warner aboard Stu's 1923 Ford Model T fire engine, Cedar Point's first fire apparatus. Congratulations to Tom and his family!

While the game was being played the Fire Museum held a fundraiser in the Terrace Club. This event raised more than \$30,000, approximately \$23,000 will be used on making the Museum ready for a soft opening this coming fall when the Museum will mount an exhibit celebrating the sesquicentennial of the Cleveland Fire Department. The timing of this cash windfall could not have been more perfect as Museum finances have been tightening.

The Championship Sponsor for the fundraiser was MetroHealth Burn & Trauma Department. Supporting Sponsors were Forest City, Joseph W. Diemert, Jr., & Associates CO., L.P.A., and University Hospitals. Sponsors included Calfee, RPM, and the Cuyahoga County Fire Chiefs Association. Contributors were Safeguard Properties and the Cleveland Clinic. The Fire Museum owes a debt of gratitude to each of the sponsors for without them the fundraiser would not have been possible and work on the building may have ground to a halt.

Planning for the entire event began in January when then acting Chief Timothy O'Toole and me met with the Cleveland Indians to discuss what could be done on April 9th, the 150th birthday of the Fire Department. There were a number of opportunities discussed starting with purchasing a block of seats at a discount for firefighters and their families. We immediately set about making our plans and arranged to purchase 500 seats. In all Captain Roy Ziganti and Chief O'Toole sold 372 tickets. The remaining seats were sold to guests of the fundraiser for a grand total of 522 attendees, setting an attendance record for a Fire Museum event.

Also attending the event were a number of Cleveland dignitaries including Mayor Frank Jackson who said a few words of appreciation at the start of the event in the Terrace Club. He was followed by the Department's new Chief Daryl McGinnis who reflected on the division's past and spoke with hope about its next 150 years. Also attending the fundrais-



Photo by Scott Carpenter



Photo by Claire Russell, City of Cleveland



Photo courtesy of the Cleveland Indians

A display of fire apparatus outside the ballpark was a big hit with fans including the kids. The bottom photo shows firefighter Tom Corrigan with Stuart Warner driving his Ford Model T fire truck to the pitcher's mound for Tom's throw of the first pitch.

er were Judges Michael Donnelly and John Russo as well as County Prosecutor Timothy J. McGinty. Michael Donnelly and Timothy McGinty are both members of the Fire Museum board of directors. In addition to public figures we had a number of other important guests, starting with our sponsors. From the Metro Burn and Trauma Department we had Dr. Charles Yowler as well as a few of his patients who had been saved by firefighters and were treated for their burns at Metro. We also had members of the board of Union Local 93 including President Frank Szabo and Union attorney Joe Diemert who was also a leading sponsor for the event. Thanks to all

of you for your support.

Some of the Fire Museum's most dedicated volunteers were also in attendance and even helped with the event. Helpers included Debbie Hubbard, Karen Sodini, and Joan Oliver who greeted guests as they arrived at the Terrace Club. And outside the ballpark minding the apparatus on display were Dan Hayden, John Heiman, Kim Marshal, Paul Nelson, and John Zangerle. These volunteers later joined other volunteers Kay and Dick Bowman, Jack Jedick, Bill Marconi, and Portia and Joe Mason at the fundraiser event in the Terrace Club.

Special thanks to Captian Ziganti who went door to door selling tickets at the fire houses. A lot of miles were put on Roy's vehicle as he criss-crossed the City selling tickets. Thanks Roy!

I also want to thank the Sesquicentennial Committee for their help. Committee members Steve Baker, Rudy Buffington, Dennis Corrigan, Erica Creech, Sean DeCrane, David Gallagher, Larry Gray, Patrick Kelly, Timothy Leahy, Kenneth Ledford, Marty McGinty, Thomas McGinty, Paul Nelson, Michael Norman, Timothy O'Toole, Frank Szabo, John Zangerle, and Roy Ziganti Jr. all had a hand in the planning. Thanks to Marty McGinty for his help with the Honor Guard and Pipers. Thank you to John Zangerle for bringing down his CFD 1925 Seagrave Pumper—ole' 32 was a fan favorite.

Last but not least, I want to thank my partner in all this, Timothy O'Toole. Tim and I worked together very closely in the few short weeks we had before the event, making sure that everything we could do was done well and would make us all very proud! Thanks Tim!

And in the end, everything under our control went as planned. As for the things that weren't under our control, the weather and the game, well the weather was perfect and the Indians, not so much so!

To see more photos of the Cleveland Fire Department's 150th birthday party with the Cleveland Indians at Progressive Field, log onto the Fire Museum website at www.wrfmc.com or visit the Museum Facebook page at www.facebook.com/WRFMEC.

Latest Museum Acquisition

By Paul Nelson

The Western Reserve Fire Museum and Education Center has just received a remarkable example of an early fire fighting vehicle from northeast Ohio. The Farmington Twp. Fire Department (Chief Roger Clisby) has donated a 1915 Model T/1916 Hallock Chemical Engine that was West Farmington's first fire truck. It is complete and in original condition right down to the name Hallock on the ladder.

The engine has significance because of its local ties. The Model T was built at the Ford assembly plant on Euclid Avenue in Cleveland opposite Lake View Cemetery. Farmington Twp. purchased the Ford in 1915 and then signed a contract with the Hallock Manufacturing Company to build a chemical engine on the Model T according to the original documentation. The Hallock plant was located at Smith and Court Streets in Medina and had their sales office at 715

Prospect Street in downtown Cleveland. Hallock made 22 such engines between 1914 and 1918 when production stopped, unable to get material during World War I. There are believed



Above: 1915 Ford Model T/1916 Hallock Chemical Engine from West Farmington/Farmington Township Fire Department.

Right: Boyd Holloway 35-gallon chemical tank modified by Hallock. Photos by Paul Nelson

to be four other engines in existence but not in complete original condition.

Hallock would take a 35-gallon Boyd-Holloway Chemical and modify it to complete the engine for service. According to

historical information Hallock Chemical Engines were delivered as far away as Alaska and Russia. The engine will be wonderful addition to our collection and is in running condition that would permit some outside activities. Macy Hallock, grandson of one of the original owners of the company, recently visited the Museum and presented us with an original Hallock builder's plate.

Log

(Continued from page 1)

from John over the two years I spent serving on the executive committee of the board. He is a passionate and dedicated person who wants to see the opening of a first-class regional fire museum and education center. John's efforts, time and commitment to the project are an inspiration to all who know him. He will continue to be a vibrant participant, trusted advisor, and critical contributor to the development of our growing apparatus collection. We could use a few more John Zangerle's. So as we move the project forward it's my hope that all of you, our nearly 1,300 members, will become dedicated and informed ambassadors, relaying to friends and family why building the Fire Museum is so important to Northeast Ohio. Here are a few important facts that will help you help make the case. Over the past 10 years 199 people have died in fires in Cuyahoga County. Most of the people killed were children and the elderly living

in the region's poorest neighborhoods in the City of Cleveland. Those same fires caused \$350 million in property loss. Moreover, the eleven counties of the Western Reserve suffer more fires than any other region in the State. In a ten year period from 2002-2011 Northeast Ohio suffered nearly \$850 million in property loss. The Western Reserve Fire Museum and Education Center was conceived to help prevent these tragedies.

Helping the Fire Museum in this cause, I want to thank some of our recent donors. Thank you to the Reinberger Foundation for continuing to support the Fire Museum. Thank you to the MetroHealth Burn and Trauma Department for its Championship sponsorship of the Fire Museum's April 9th fundraiser celebrating the 150th birthday of the Cleveland Fire Department. Also sponsoring that event I want to thank Forest City, Joseph W. Diemert, Jr., and University Hospitals. Thank you to supporting sponsors Calfee, RPM, and the Cuyahoga County Fire Chiefs Association. And thank you

to our contributors Safeguard Properties and the Cleveland Clinic. All of the funds raised in the past few months at this fundraiser and otherwise will be used immediately to fund the new entrance to the Museum and to make the building ready for our September 14th opening of our exhibit celebrating the sesquicentennial of the Cleveland Fire Department.

I hope as you continue to read this issue of the Bugle, you appreciate the tremendous efforts being made to build and operate your Fire Museum and that these many efforts inspire you to help in some way. If you are interested in becoming more involved please call the Fire Museum at (216) 664-6312, and let me know what you can do to help. I will be looking forward to your call. In the meantime, I am looking forward to a successful tenure as the president of the board of the Western Reserve Fire Museum and Education Center.

Cleveland Fire Department Sesquicentennial From Hay To Gasoline And A Depression... 1913 - 1939

By Paul Nelson

The horse drawn Cleveland Fire Department was about to embark on a conversion of all fire apparatus to propulsion by the gasoline engine. It would take 12 years to complete before the last horses could be retired. The two and three hitch horses currently in use would be replaced by 40-horsepower tractors and "huge" 50+-horsepower automobile pumping engines. The most cost-effective conversion was to place motorized tractors under the existing horse-drawn apparatus. Much of it was relatively new and discarding them would be a waste of money. Eleven steam fire engines and eight hook and ladders would get tractors in 1913 and 1914 from Peerless, Knox, Front Drive and Seagrave. Automobile pumping engines, self-propelled combination vehicles with a pump and means of carrying hose, would be the new normal.

The first such new innovation of the automobile pumping engine to be used in Cleveland was the acquisition of a 53hp, 6-cylinder 600gpm rotary gear pumper from Nott of Minneapolis for Engine Co. No. 34. The new pumping engines began to appear in the US about 1905. Akron started adding Webb pumpers in 1907 and 1908. FDNY had acquired two Nott pumpers in 1911. If it was good enough for New York, Chief George Wallace decided the Nott was good enough for Cleveland.

Between 1913 and 1920 Cleveland would purchase 4 Ahrens-Fox, 3 Robinsons, 1 Waterous and 2 American LaFrance pumpers along with 2 Peerless service ladders and a TDA from American LaFrance. Added to that were hose wagons from Peerless and South Bend to accompany steamers, high pressure hose wagons from White and Peerless and Flying Squads with chemical extinguisher tanks from Peerless. The final push to convert began in 1920 adding 9 pumpers from Seagrave, 7 from White and 2 each from Robinson and American LaFrance.

By 1925 the transition was over. The last fire horses to retire were the pair that pulled the water tower at Headquarters on St. Clair Avenue. That was March 15, 1925. The Veterinarian Hospital on E. 18th Street would shut down after the remaining horses there were healthy and could be sent on to greener pastures. A roster that once included 220 on duty in 1912 was now down to zero. The last tractor drawn steam engine was retired at Engine 33

in 1931. All combination pumping engines after 1923 had centrifugal pumps with piston and rotary gear pumps ruled out for future purchases. Seagrave would be the apparatus of choice for all pumpers and ladders acquired from 1925 to 1939.

The year 1939 would mark a significant change in how fire apparatus looked locally. Beginning in 1939 all would be closed cab,



Steamers drafting from Stone's Levee at Fisher Wilson Lumber Yard Fire
WRFM Photo Collection

either 2-door or 4-door. Gone was the thrill of driving a fire truck in a Cleveland winter with no windshield or a minimum adaptation of one. Fire fighters would still ride the back step of a pumper or the side running boards of ladder trucks until that practice would eventually be outlawed by OSHA. The year 1939 marked a large delivery of apparatus including three walk-in rescue squads, two tractor-trailer ladders (first steel aerial ladders for the Department replacing wooden aerials) with 4-door cabs, a high pressure hose

wagon and three 4-door cab pumpers. New names for apparatus builders since 1925 now included American LaFrance and General Detroit. All were painted red, the standard fleet color until a change to white in 1965.

Four new firehouses were built between 1912 and 1913. No. 33, 34 and 35 were all the traditional 2-story brick, single bay storefront firehouse. No. 32 was a double house with a little flair on the façade. Between 1922 and 1939 four more would be added but only one would actually be constructed. Station No. 36 was a 2-bay house built in 1922 and now scheduled for replacement in 2013 or early 2014. The structures that became No. 37, 38, 39 and 40 already existed. No. 38 and 39 were West park No. 2 and 1 respectively



Chief George A. Wallace at unknown fire giving directions to members of Engine Co. 2
WRFM Photo Collection

and acquired in the merger of 1923. No. 40 came into being when the Village of Nottingham was annexed and the Fire Department established an engine company in the basement of the old town hall. No. 37 was the new name for the firehouse acquired from South Brooklyn in the annexation of 1905 that was home to Hose Co. 4 but renamed Station No. 37 when the engine company was established there in 1922. No other firehouses would be added until 1947.

The Fire Department High Pressure Pumping Station on Lakeside Avenue opened in October 1913 manned by

a company that was part of the 5th Battalion. The four pumps had a combined pumping capacity of 10,000gpm with pumps being started on receipt of a box alarm in the district. IAFF

Local 93 was established on July 16, 1918 with C. A. Urbanowicz elected President. The organization consisted of 492 members of which nine were designated as charter members. A number of Cleveland fire fighters served abroad in the armed forces during World War I with Fire Fighter Harold Dighan of Engine Co. 1 the only members of the Department to be killed in action. He lost his life on November 8, 1918 serving with the American Expeditionary Forces in France just a few days before the war ended.

In the fall election of 1917, voters passed a Charter Amendment that changed the Department's work schedule to 8-hour shifts effective January 1, 1919. A majority of members supported the change but when it time came to enact the change some had a change of heart. There would not be enough members per shift to cover all the companies and the City Administration did not want to hire enough new individuals to meet current manning levels. In addition, the Mayor issued an Emergency Order on December 31, 1918 stating all members disregard the new shift changes and maintain the existing 24-hour work schedule.

Members chose sides at midnight January 1, 1919 with some working 8-hour shifts and a few others remaining on the 24-hour program. Six engines and two flying squads were closed due to lack of manpower. Engine companies were running with four or five men that included a driver for the engine, a driver for the hose wagon, an engineer to run the steamer and a fireman to keep the boiler running. Daily manning at that time averaged nine on engines. The Mayor claimed he had the authority to issue his order as an emergency existed and gave him the authority to fire anyone working the 8-hour shift. Over 110 individuals filled out applications during the second week of January to join the Department as soon as possible. In those days new Department hires were trained at the company level as soon as they were appointed.

The Mayor, lawyers, the Court and the Department sparred for a couple of weeks. A decision was made to allow fire fighters to vote on returning to a 24-hour shift or 10/14-hour shifts. They voted and returned to 24-hour shifts on January 19th except for the Flying Squads and the fireboats. The court later issued a decision that



Water Tower playing away at Ellington Arms Fire. 1920s Seagrave pumper at right. WRFM Photo Collection



Typical turn out gear. Members of Engine Co. 2 working at undated fire at E. 9th St. and Superior Avenue. Capitiano Family Photo Collection

all fire fighters must work the 8-hour shifts effective April 1st per the vote to change the Charter. Roll calls occurred at midnight, 8am and 4pm. Beds were ordered to be removed from firehouses. The Safety Director A.B. Sprosty was hauled into court for contempt and convicted on charges of not implementing the new work schedule enforcing the City Charter. He would be jailed if he did not enforce the change within three days.

By 1921 fire fighters decided that they wanted to return to the 24-hour shift and the Court ruled that work schedule would be permitted based on the overwhelming sentiment of members. A vote was taken among the members and almost unanimously endorsed the 24-hour work schedule. On May 16, 1921 the change occurred except for a few mutually agreed on positions.

The Fire Department Repair Shop, previously located on Croton Avenue, moved to a large renovated structure at 4994 Hamilton Avenue on December 16, 1926. Dr. D.A. Lanese became the Fire Department Medical Officer with the Medical Office moving to an office in the High Pressure Pumping Station. In 1932 the Fire Department became involved in assisting law enforcement officers during Prohibition. Hook and Ladder trucks were often taken out of service to help demolish illicit stills and stashes of bootleg liquor. On the flip side during the summer engines companies were sent to parks to "sprinkle" children with water on hot summer days and "mark off a safe area around the hydrant."

The Depression hit Cleveland hard as it did across the nation. There was no money for new apparatus or repairs to apparatus. Fire houses began to fall into disrepair. The two fireboats could not be maintained to maritime standards, were taken out of service and closed and the boats sold. While there were no layoffs, fire fighters first saw their pay reduced by 1/10th the annual amount and then increased to a 25 per-cent reduction. There were times the City cash flow was so bad that members were paid in script.

Chief George A. Wallace retired as Chief of Department in March 1931 completing 30 years as Chief and 61 years of service in the Department. His retirement ceremony was held at a packed Public Hall of 10,000 well-wishers, recognition of the high esteem in which he was held by his men and the community as a whole. The City named

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Sesquicentennial

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him Chief Emeritus for life and provided an apartment for him at Station No. 14 along with a car and driver until he died in 1940. Chief Wallace had guided the Department through the transition from horse drawn to motorized. He established the Fire Prevention Bureau, designed a new fire alarm dispatch center (still mostly in tact at the Fire Museum), the “flying squads,” predecessor to the rescue squads, and then the rescue squads in 1927. First Assistant Chief James Granger was named to succeed Chief Wallace to command the Department.

A new tool was added to the Department in 1931 with “listen-only” AM radios on the police frequency placed in battalion chief cars, several ladder trucks and the fireboats. Units could receive directions or be dispatched to another location and learn about box alarms but could not reply. The Fire Alarm Office would call Police Radio Dispatch on Payne Avenue with information that would then be broadcast over the air. Up until this time the only means of communication with the Alarm Office after leaving quarters was to use the fire alarm box telegraph key to send a signal or stop and find a telephone. Radio communication would improve in the 40’s when the Fire Department received an auxiliary transmitter on the Police radio frequency for direct broadcast but it still was only a one-way transmission. It would not be until 1946 that the Department would establish its own FM 2-way radio system at the Fire Alarm Office.

Turn out gear had not changed very much since 1862. Rubber coats, pull-up rubber boots, tool belts and metal helmets were the norm. In 1934 MSA helmets were introduced that were colored black for engine companies, red for ladder companies and white for chiefs with yellow added for squads later. Burrell masks and Chemox masks were the only limited breathing apparatus available. There were no multiversals or deck guns with “street” pipes still in use. Hose companies carried 3-in. hose but engines carried only 2½ and 1-in line. Booster tanks would not arrive until 1939. Each company carried two chemical extinguish-

ers and pumpers carried large and small hard suction with a requirement to hook up with hard suction when responding on a call fire. Dietz oil-burning hand lanterns were still used to signal “play away” or place in the street to warn traffic of hose laid out.

Training was hampered by the lack of a dedicated training facility. The third floor of

ing the period including the Fisher Wilson Lumber Yard, Cleveland Clinic and the lake steamer City of Buffalo. The Fisher Wilson Lumber Yard fire was eerily similar to the Great Flats Fires of 1884. Once again on May 25, 1914 (Box 529) fire raced through a Flats lumber yard believed to have been either started by vandals or by boys play-



1939 apparatus delivery on display on Public Square. WRFM Photo Collection

Fire Headquarters/Station No. 1 was turned into a class room for instruction using the many manuals that had been developed by the Bureau of Education. Practical training was in the form of company drills at quarters. In the late 30’s companies would train inside the old Cleveland Municipal Stadium



Training drill inside old Municipal Stadium. CFD Archives

after the Cleveland Indians baseball season was over. A large sheet was hung from the grandstand roof with artwork that simulated a building façade. Members would practice throwing ground ladders, stretching lines and jumping into a life net for practice. For several years during Fire Prevention Week, members would conduct public drills downtown at Public Hall and jump into a life net from a window.

There were a number of notable fires dur-

ing with matches. Before it was contained, 20-million feet of lumber was destroyed along with 45 cars of the Ringling Brothers Circus parked in the Flats during their performance in the City. Also destroyed were 40 cars and a switching engine of the Big 4 Railroad and parts of two bridges. About 350-feet of the Central Viaduct collapsed from the fire below with another 150-feet badly warped. Part of the Nickel Plate RR Bridge also succumbed to the fire. The 3-3 alarm fire plus 3 specials brought 24 steamers to the scene, 23 of which pumped, many drafting from the river, along with the 2 fireboats playing away from the river.

The Cleveland Clinic fire of May 15, 1929 (Box 313) claimed the lives of 125 civilians that included hospital staff, patients and visitors. Burning cellulose nitrate x-ray film in the basement sent toxic fumes and heavy smoke throughout the structure on Euclid Avenue. The majority of victims succumbed to the effects of fumes and smoke rather than from fire. Engine 10 and Ladder 8 were on the scene almost immediately from their quarters a couple of blocks away. They made their way inside but were quickly driven out by the fumes. Two fire fighters were overcome

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Sesquicentennial

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and hospitalized, remaining in oxygen tents for some time, but did recover.²

The largest loss of civilian life in a multiple occupancy residential/retail structure occurred on June 6, 1932 (Box 1256) when fire raced through the Ellington Arms at E. 9th Street and Superior Avenue. A total of 12 civilians perished as an accelerated arson fire raced through the 6-story building with multiple apartments. The water tower operated on the building in what is believed to have been its last use at a fire. It remained in reserve at Headquarters and was scrapped after the war.

The lake steamer City of Buffalo caught fire and was destroyed on March 20, 1938 (Box 1213) while docked at the foot of E. 9th Street. No passengers were aboard as fire consumed the interior of the boat. Without any fireboats in service companies were forced to fight the fire from the pier. The boat sank in 17-feet of water at the dock.

This historical narrative ends as the nation prepared for war. This section was to include CFD activities during that period but space does not allow for that. It will start the next chapter and cover events to 1970.

And, finally, it is nice to know people carefully read these articles. Ken Jordan called to point out an incorrect firehouse caption in the last issue. The station with the horse heads on the front façade was No. 18, not 28. Spell check doesn't seem to work for fact check nor does it take into account of big fingers that missed the "1" and hit the "2" instead. Will try to do better next time!

Calendar of Events

- **Thursday, July 4** – Cleveland, OH. Cleveland 4th of July Parade in Westpark, Cleveland Fire Department Sesquicentennial parade (Please check the Fire Museum website, www.wrfmc.com, for details!)
- **Wednesday, July 31- Saturday, Aug. 3** – Philadelphia, PA. SPAAMFAA Summer Convention and Muster hosted by the Penn-Jer-Del Chapter.
- **Sunday, September 8** – Hudson, OH. Western Reserve Fire Museum and Education Center annual Hudson Muster, Barlow Farm Park, 1965 Barlow Rd. starts at 10 AM, Contact: Parker Browne, brownefire@aol.com. (More details to follow!)
- **Saturday, September 14** – Soft opening of the Fire Museum: Sesquicentennial of the Cleveland Fire Department. (Details to follow soon!)
- **Wednesday October 9 - Friday Oct. 12** – Hershey, PA. AACA Hershey swap meet. Info: AACA website: www.aaca.org.

FINAL NOTICE FOR YOUR MEMBERSHIP RENEWAL

As a member of the Fire Museum you should have received a letter asking you to renew your membership. If you did not or have yet to respond, please do so today by mailing the form below with your check to the Western Reserve Fire Museum, 310 Carnegie Ave., Cleveland, Ohio 44115.

Please note, firefighter members making contributions through payroll deductions do not have to renew their memberships as they renew automatically.

If you have any questions about your membership please call the Fire Museum at (216) 664-6312.

MEMBERSHIP RENEWAL FORM

Name: _____

Address: _____

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Phone: _____ Email: _____

Please charge my: VISA MasterCard Discover Amex

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Photo by Rob Felber

**Drums Beat for the Cleveland Fire
Department at Progressive Field**

Cleveland firefighters and the Fire Museum spent the evening of April 9th celebrating the 150th birthday of the Fire Department at Progressive Field. Everyone enjoyed a night of Indians baseball as the Tribe faced off against the New York Yankees. For more turn to page 1 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.

The Bugle Staff:

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Paul Nelson, History Editor

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