

THE BUGLE

Fall/Winter 2013

SAVING HISTORY, SAVING LIVES!

Volume 19, Number 3/4

President's Log

By Roy P. Ziganti, Jr.

Greetings members of the Western Reserve Fire Museum; after a job change it became difficult for Brian Spring to continue on in his role as Board President. I would like to thank Brian for his tenure as a member of the WRFM Executive Committee. Brian served as our Treasurer as well as Board President for about two years and served with distinction, again many thanks Brian.

For those of you who do not know me, I have been a proud member of the Cleveland Division of Fire for nearly 33 years. I was approached by Patrick Kelly, Chief of the Division of Fire, about nine years ago when he asked me to go over to the Museum and lend a hand. A year later I became a Board member, and since have served the Museum in many different capacities.

My tenure as President began with a soft opening which could have never been pulled off without the help of many volunteers. Many days of painting, carpentry, cleaning, and exhibit installation all made it possible. The FTA class of 2013 showed up big time swinging hammers, drilling holes, and just getting plain filthy. Cleveland Fire retirees also showed up ensuring that we had the necessities of light, water, and heat in our facility. The Museum is

finally starting to take shape and resemble the place that was envisioned 10 years ago when we were approached by a group of fire buffs and retired Cleveland Firemen.

ODOT has completed the hardscape along the surroundings of the Museum. The ornamental lighting looks great, from the corner of East 9th and Carnegie we look like a shining star with the recent installation of our marquee Fire Museum sign. The place inside and out is really starting to come together.

I would like take a moment to make this pledge to all Cleveland Firemen and every WRFM member who has contributed their hard-earned funds. While I am serving as President I will ensure that the Board does everything possible to make this a Museum one we can all be proud of and the best Museum of its kind. We have much work to do and I am going to continue to rely on you to help. Please contact me if you have any special skills that could be of assistance. I will be reaching out to some of you soon.

If anyone has any questions in regard to the Museum or wants to get involved please do not hesitate to contact me at rz798@sbcglobal.net.

CFD 150th Anniversary Comes Together Fire Museum Soft Opening

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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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John Scanlon Photo

Stu Warner describes operation of the hand engine to visitors.

By John Zangerle

Planning started almost a year ago for special events celebrating the 150th anniversary of the Cleveland Division of Fire. Along the way, we held a kick-off event at Cleveland City Hall in December, 2012, and an event at the Indians Yankees game this past April. We also had a special section of apparatus in the Cleveland Kamm's Corners Fourth of July parade. The grand finale was a special exhibit at the Museum

this fall. Of all these events, the special exhibit was clearly the most difficult to orchestrate. A huge amount of work had to be done on the Museum building in a very short period of time. New interior steel fire doors had to be installed. Drywall work needed to be completed. Details like mirrors for the new restrooms and overhead lights had to be installed. While all the work was going on we were faced with the many obstacles created by the ODOT construction project on

(Continued on page 2, see CFD 150th)

CFD 150th

(Continued from page 1)

the new Innerbelt Bridge that made it very difficult to access the building.

The other component, designing the exhibit, was equally challenging. A design committee of Paul Nelson, Bedford Heights Chief Ken Ledford and John Zangerle had a number of working meetings to lay out a general plan. Paul Nelson did the bulk of the work, creating the story boards and selecting the photos used for the exhibit. Paul was assisted by Joan Oliver and her husband, John Oliver, of X2Media who prepared the graphics and digital finish work prior to sending to Vista Color Imaging for printing.

All the hard work and planning finally came together October 12. For the first time we had a professional exhibit in the Museum! From the photographs in the Bugle you can see that the exhibit included five pieces of fire apparatus with story boards for each, artifacts on display, and a reconstruction of the fire station's original watch desk. The Museum was also able to install sliding fire poles in their original locations in the apparatus bay. The walls were covered with more story boards telling the story of the department and some of Cleveland's famous fires. Steven Nedrich provided some excellent Cleveland fire videos playing on a TV during the exhibit.

This whole project was truly a group ef-



Bob Gahr Photo

fort and it is impossible to name all of those who contributed in one form or another. We do want to thank the Western Reserve Historical Society's Crawford collection for the loan of their 1913 White Hose Truck that was CFD's second piece of motorized fire apparatus. Thanks also to Live Oak Fire Museum in Amherst, Ohio for the loan of their beautifully restored Live Oak Button hand pumper that was originally purchased by Cleveland in 1847 and used in the volunteer fire department days. Also on display was the 1873 Silsby steamer and hose reel that is on permanent loan to the Museum from the Cambridge, Ohio Fire Department. The steamer is nearly identical to Cleveland steamers used in the same era. John Zangerle brought his 1925 Seagrave pumper, formerly Cleveland Engine 16 and later Cleveland Engine 32 for the display.

Helping to make this possible was a grant from Cuyahoga Arts and Culture that provided funds toward the cost of preparing the exhibits. We also want to thank members of CFD Station No. 43 who volunteered to build the display stands for the story boards.

The first official visitors to the exhibit were the Cleveland Firefighters who came through the Museum during their annual United Way/payroll deduction meetings in October. Most were very impressed by the display. In addition, IAFF Local 93 held its annual Unity Day event at the Museum and got to see the displays. Volunteers staffed the Museum on weekends during October and November and visitors came by to see our exhibit. Thanks to our volunteers who gave up their weekends to be at the Museum.

Unfortunately, all good things must come to an end and some of the apparatus in the exhibit will be removed before the annual meeting so more work can be done on the building. The process of designing, preparing, and running this exhibit was an invaluable learning experience for the Museum. We are now starting design work for the exhibits in the education wing. Overall, the exhibit was a fitting tribute to 150 years of a paid Cleveland Fire Department. We hope you were able to stop by and see it.



Bob Gahr Photo Collage

New Canopy

Thanks to a generous donation from The Reinberger Foundation, the new canopy and sign for the new entrance has been fabricated and lifted into place. Some finishing touches are yet to be done but the LED back-lit sign is clearly visible from the Carnegie-Ontario intersection. This is the first step in completing the new entry hall for the Museum that was the old day room for Station No. 28. Design work and cost estimates have been prepared for the new double doors, the family bathroom and finishing of the room that will complete the entry hall project. Also we need to change out the second floor windows and restore the wrought iron decorative balcony on the eastern façade. We are currently seeking funding to complete this portion of the project.



Photo by Paul Nelson



Photo by Next for NonProfits



Photo by Paul Nelson

The main entrance begins to take shape.

Flea Market, March 1, 2014

Be sure to save the date and plan to attend our 30th Annual Firematic Flea Market, Saturday, March 1, 2014 at the Fire Training Academy, 3101 Lakeside Ave., Cleveland. The Flea Market will run from 8:00 AM - 1:00 PM. There is a \$3.00 per person entrance fee, children 12 and under are free. This is a great chance to clean out your basement or garage and rent a space (\$10.00 per 8 foot space) to make yourself some money to buy new goodies from other vendors. This is always a fun event. Food and beverages will be available. Hope to see you there. Volunteers are always needed. For more information and booth rental space contact Bob Gahr, 440-286-6110 or Steve Hildebrant, 440-835-1791 in the evenings.

Don't Miss the January 26, 2014 Museum Annual Meeting

This year's Annual Meeting will be special because so much work on the building has been accomplished in the last year. You will start out by seeing our new canopy and distinctive back-lit LED sign that is easily viewable from the Ontario-Carnegie intersection and the I-90 ramp. We have also completed a great deal of other interior work. We will still have a portion of the 150th CFD Anniversary exhibit to see. In addition to this, we will have the usual good food and good fellowship.

The meeting is scheduled for Sunday, January 26, 2014 with refreshments and tours at 1:00 PM followed by a short meeting at 2:00 PM. This is our members' chance to not only see what we have been doing, but provide input and ideas as well as discuss plans for 2014. It is also a chance to thank our many volunteers who have worked so hard over the past year. We should have parking available across the street from the Museum. You can always access the Museum from Carnegie eastbound across the Lorain-Carnegie bridge, but check our website for updates on access from Commercial Road. Hope to see you there.

Museum Thanks Donors

By John Zangerle

On November 19, the Museum held a special event to thank its major donors and show off the Cleveland Fire Department's 150th Anniversary exhibit. The evening's program featured opening remarks by CFD Chief Pat Kelly who praised the hard work and dedication of the Museum members. The Chief was followed by Councilman Joe Cimperman who represents the Museum's ward in City Council. Councilman Cimperman had very kind words for the Cleveland Fire Department and related his personal experience with a fire at his house.

Special recognition was also given to retired Cleveland Firefighter John Ebinger and his wife, Jennifer, for their many years of volunteer work at the Museum. John, a pipefitter, has single handedly renovated much of the Museum's steam heating system and outdated plumbing. John was thanked for his work that saved the Museum thousands of dollars in labor costs. Jennifer has been responsible for securing many in-kind donations for the new bathrooms. John and Jennifer are now off to warmer climates for the winter.

There was plenty of food and drink thanks to Cleveland Firefighter Ed Nar who catered the event. Special thanks also go to Bob and Linn Gahr, our guest bartenders. It's one thing to be a bartender, but another to also be the person to build the bar that was used. Bob made up a custom bar and donated it to the Museum. We also need to thank the many volunteers who spent hours cleaning up the Museum so it would look its best for this event.

We had hoped to have our new front canopy completed by the donor event, but Murphy's Law was still very much in effect, and only our new neon "Fire Museum" sign was installed by the party. Even so, the sign made for an impressive display for all to see. We were also fortunate because ODOT had just completed their site work across the street and the street lights had just been turned on. All in all, it was a very successful event that showed our contributors the great progress that we have made.

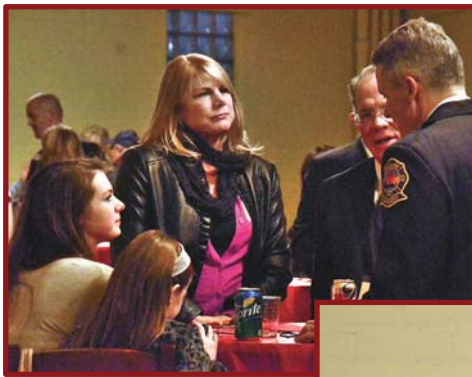


Photo collage by Next for NonProfits

A Tragedy

Cleveland fire fighter Lt. William L. Walker was shot multiple times on Sunday evening November 2, 2013 about 8:30pm in the driveway of his Lampson Road home on the east side of the City. He had just arrived home when he was attacked by unknown assailant(s). He died

at Metro General Hospital's trauma center after being transported by EMS and accompanied by members of Engine 31 who had responded to the call. It is believed to be the only time, at least in recent history, that a member of the Department died in a criminal homicide.

Lt. Walker was well liked and respected among his peers. He joined the Department in 1999 with assignments at Engine 31 and 33, Rescue Squad 4, the FTA and the EMT office. He had just been promoted to Lieutenant on August 26, 2013.

He was a teacher of EMT programs and involved in CFD's integration process currently under way. A memorial service was held on November 11, 2013 at Cleveland Public Auditorium in downtown Cleveland in what was called a Homegoing Celebration by his family. In a tribute to his work, Dr. Thomas Collins, Emergency Medical Director at

Metro General and Dr. Michael Anderson, VP University Hospital System delivered eulogies. Acting Chief Patrick J. Kelly delivered a moving eulogy on behalf of the Fire Department and proposed that one of the training classrooms at the Fire Training Academy be named in his honor. Uniformed fire fighters from Cleveland and elsewhere, estimated at over 400, gathered at the entrance to the Auditorium to salute the casket before filing inside.

The Fire Museum was privileged to take part in the memorial by providing the funeral caisson for response to his last alarm. Dan Hayden drove the caisson as the police motorcycle escorted cortège passed by several Cleveland firehouses enroute downtown. They had to skip passing by Station 31 as the companies were at a working fire. The Museum joins the entire community in expressing condolences to the Walker family. May he rest in peace.



Ruggero Farica, City of Cleveland, Photo

Casket carrying body of Lt. Walker has arrived on the Fire Museum caisson and is honored by a final salute from the assembled fire fighters.



Paul Nelson Photo

Channel 3...Live from the Roof

The folks at Channel 3 (NBC Cleveland) returned to the Fire Museum roof to do the 7 O'Clock Newscast on the night of the Cleveland Indians wild card playoff game in October. They had also done similar newscasts the last time the Indians made the playoffs a few years ago. The illuminated Progressive Field across the street from the Museum makes a very impressive backdrop at dusk.

Robin Swoboda, Jim Donovan and Betsy Kling did their regular newscast before the start of the game and reporter Erin Kennedy did a live cut in on the 6 O'Clock News from the roof as well. These folks truly enjoy what they do watching the banter among themselves and the crew between live shots. And, there were fire connections to the event. Jim Donovan reported on a large Chagrin Falls fire along the river the night before. Betsy Kling's father is a retired 30-plus year Akron fire fighter serving at Station No. 9 on Dodge Street. She shared the story of visiting the Philadelphia Fire Museum with her family on a visit to see her sister in that town. You all are welcome at any time.

The Museum also took part in December in a Channel 3 series entitled "Possibilities" when contacted by the station's Creative Services Director Monique Jackson. The piece features local places that add something significant to the local community. WRFM President Roy P. Ziganti, Jr. represented the Museum on camera.



Betsy Kling, Robin Swoboda and Jim Donovan



Paul Nelson Photos

You did what...?

Cleveland Fire Department Sesquicentennial To the End of the 20th Century...1970 - 2000

By Paul Nelson

This historical segment on the 150 year history of the Cleveland Fire Department is the next to the last in the series. We look at the span of 1970 to 2000 which is really “modern history” to many. For this writer it marks the arrival year in this City and a chance to look at fire fighting history in the present tense rather than the written word.



Paul Nelson Photo

Cleveland's first Tele-Squirt 1974 ALF Pioneer II
1500/500/50-ft assigned to Engine 5

The year 1970 began with a total of 58 fire suppression companies (36 engines, 18 ladders and 4 rescue squads) in service arranged in nine battalions with William E. Barry as Chief and six assistant chiefs. Uniformed strength was a total of 1,278 members out of an ordinance authorized strength of 1,790. The apparatus fleet was in pretty good shape with most of the pumpers built by Sutphen on Ford and GMC chassis. There were two articulating and two telescoping platforms in service along with a couple of late 40's Seagrave tractor trailers. Rear-mount aerials had just been introduced to the Fire Department with the arrival of 100-ft Pirsch aerials mounted on Ford C chassis. The rescue squads were now being built on bread truck van chassis and all new apparatus since 1965 were supplied in the color white. Some of the old apparatus were being repainted

white including two Mack pumpers, a Buffalo and Seagrave motor forward pumpers, a cab forward ALF pumper, a Seagrave mid-mount aerial, two ALF mid mount aerials and even the gas truck.

This time period would see quite a change in fire apparatus with the return of custom-built apparatus in 1973 (American LaFrance pumpers and aerial ladders) and a change in fleet color from white to lime green (yellow) then to red and then to white over red for all new deliveries. Older apparatus got caught up in the change with some white being painted red then white over red, some red turning yellow and some yellow being repainted white over red. 1979 saw one of the largest ever deliveries of fire apparatus to Cleveland with 10 pumpers, 2 rear mount aerials and 2 pumper/tele-squirts from American LaFrance. That was not the first tele-squirts with the first delivered by American LaFrance (yellow/50-ft) for Engine 5 in 1975. Yes, that is the correct spelling. ALF trade-marked the apparatus as “Tele-Squirt.” With the delivery of Pierce pumpers in 1983 and 1984, all future apparatus to the present has been delivered in the white over red paint scheme.

The 1984 Sutphen pumpers had 65-ft light aerial ladders known as mini-towers with pre-piped waterway. A quartet of E-One pumpers was delivered in 1988 and the 1990 Pierce Javelins had a mid-mount engine and only single wheels on the rear axle. 1990 saw the only Grumman pumpers ever to be used in Cleveland with one a Tele-Squirt and one a conventional pumper. The 1993 and 1995 Simon Duplex/LTI pumpers had both Tele-Squirts and articulating Squirts. The last pumpers delivered in the 20th Century were three General Safety Equipment, owned by Rosenbauer/Spartan pumpers. After the 1983-84 Pierce 1250gpm pumpers, all later pumpers were 1500gpm/500. The 1984 Sutphen mini tower pumpers were the last of 2-door cabs with open jump seats.

Ladder trucks from 1970 to 2000 were rear mounts except for three 100-ft Pirsch/Ford tractor aerials and the last ever tractor trailer aerial ladder from Seagrave in 1984 for Ladder 1. Rear mounts came from Pierce in 1971, America LaFrance in 1973, 1974, 1976, 1977 and 1979. Seagrave supplied aerials in 1984 and 1987 and from Simon Duplex/LTI in 1993 and 1995. Three 121-ft aerials were delivered by Grumman in 1990, the longest aerials ever used by CFD. The last ever snorkels were delivered from ALF in 1980 with one a quint. Also ALF delivered the first true quint aerial ladder in 1980 for old Ladder 13 (now



Frank Nowak Photo

Part of an apparatus delivery in 1987 of 6



John McCown Photo

One of the many 5-5 alarm fires at the National Screw Company complex

31). Telescoping aerial platforms were delivered by Sutphen in 1986, Grumman in 1990 and 1993, and 1995 from Simon Duplex/LTI.

In 1999 CFD received two loaner aerial ladders from General. The Department had run out of spares and General could not deliver the two new contracted aerials until 2000. Both were 100-ft mid-ship aerials. One was a yellow 1979 Grove and the other a 1975 Seagrave that was also a quint. This is the only time in Department history that outside apparatus were used in regular service deployed as spares.

Rescue Squads transformed from the Sutphen bread trucks of 1971 to conventional walk-in fire rescue squads in 1973, from Gerstenslager on GMC chassis and painted lime green. That was followed by two from Saulsbury in 1982 and another in 1984 on Fords, one from Marion in 1987 and one from Southern Coach in 1990 with both of those on IH chassis. The year 1992 saw a change in design with a walk-in fire rescue on cab forward chassis (EVI/Simon Duplex) and with a side entrance to a medical compartment (all fire rescue squads became ALS certified in 1994). The last fire rescue squads of the century came from Ferrara on a Spartan chassis (fire rescue squads placed in service in 1927).

The 1954 Paasch fireboat that had been placed in reserve status in 1963 was sold in 1975 sans all equipment and has surfaced in Erie, PA rebuilt and converted to a charter fishing boat on Lake Erie.

Specialized equipment was pretty much absent from the Department after 1963 until a HazMat vehicle (700) and an Air Supply vehicle (705) were delivered by Saulsbury in 1984 built on GMC/Grumman heavy duty step van chassis. HazMat was established as part of Fire Prevention in 1982. A new Air Supply vehicle was supplied by EVI on an IH chassis in 1993 along with a first-ever mobile repair vehicle for BEAM (734).

A new HazMat command vehicle (700) was supplied by EVI on a Spartan chassis in 1991 with the 1984 unit being converted into a HazMat Support vehicle (702). A HazMat Decon Trailer (701) was delivered by EVI and pulled by a GMC truck rebuilt from Safety Signal. It would be pulled later by a rebuilt 1984 Pierce pumper that was converted into a tractor vehicle. Heavy Rescue (729) was operated by BEARS as a special unit using a 1967 Gerstenslager/Ford and then one of the 1973 Gerstenslager/GMC reassigned squads until receiving a new 1991 EVI/Spartan walk-in heavy rescue. In 1991 Heavy Rescue was converted to a fully manned company and its designation was changed to Rescue Squad No. 4 in 1999. FIU (713) received a specialized mobile investigation van built by Searchie Fingerprint Labs from a special grant in 1982. That is the only time FIU has had a specialized vehicle. A new Mobile Command Center (629) Southern Coach/Spartan was delivered in 1992 and is still in



Frank Novak Photo

Special vehicle for FIU built by Searchie Fingerprint Labs as part of Operation SAFE grant in 1982

service. It replaced the 1967 converted Bluebird bus that had been repainted white over red from its original white color.

A number of old fire stations were replaced. A new structure was built for Headquarters in 1976 and firehouse known as Station No. 14. It was redesignated Station No. 1 in 1983. The old abandoned Fire Headquarters at 330 St. Clair Ave., NW was destroyed in a 3-3-3 alarm fire on April 19, 1976. Other new stations were No. 4 (1976), No. 7 (1973), No. 10 (1986), No. 11 (1989), No. 13 (1981), No. 20 (1986), No. 30 (1981) and No. 31 (1991). Station No. 20 on Clark Ave. was closed on May 12, 1986 and reopened as "new" Station No. 24 on May 30, 1987 following a fatal fire several blocks from the firehouse.

Reflecting 30-years of continuing downsizing, there were 25 engines, 16 ladders, 4 rescue squads arranged in 6 battalions. 1982 saw major reorganization of the Department with the establishment of three task force engine companies (attack pumper, supply pumper and a crew of six) that continued until 1991 when the task force companies reverted to traditional engine companies manned by a crew of four. The fireboat (Eng. 21) was combined with Engine Co. 2 on May 3, 1999 to form Engine 2/21 as a single company. The Gamewell fire alarm telegraph system was shut down on May 28, 1999 with the removal of all street boxes ending use of street boxes that first began in 1864.



Seagrave aerial ladders and 4 Pierce pumpers



Paul Nelson Photo

One of two loaner aerials (1979 Grove 100-ft) supplied by General in 1999 designated as X-7

(Continued on page 8, see SESQUICENTENNIAL)

Sesquicentennial

(Continued from page 7)

Fire alarm dispatch changed to Computer-Aided Dispatch (CAD) in 1993 and in 1996 the radio system converted to a 800MHz digital truncated system and the disappearance of "KQA-216 to the Fire Department" that had been a staple of radio traffic for years. Worry deepened on what might happen to the radio system, the CAD system and all municipal systems including the water system when Y2K arrived. Would everything fail when technology would not recognize 00:00:00; 01/01/00 when it rolled over from 23:59:59; 12/31/99? CFD placed an extra company in service on New Year's eve designated as Rescue Squad No. 5. The fireboat was fully manned if it had to pump into the water system at the Kirtland Pumping Station. Suction hoses had been added to some pumps should they need to draft from the river or lake. BEARS had an extra supply of suction hose on hand for deployment should that be needed. The old high-band radio (153.950MHz) was reactivated as a backup. The last box alarm for the 20th Century occurred at 2352hrs at Clinic Drive (Eng: 10-22; Lad: 10; Res Sq 3 and BN 6 on a fill-in). It was a false private alarm.

Y2K as a catastrophic happening never occurred. Technology won. The 24-hr period did have 190 incidents compared to 145-150 average but nothing serious. Y2K was a dud.

There were a number of changes at the top over the 30 years. It began with William F. Barry as Chief (1963 to 1980) until James J. McNamee was promoted to that post. He remained Chief until 1991 when replaced by Walter V. Zimmerer. When he retired in 1993 Edward L. Chesser was named Acting Chief until William E. Lee was named Chief in 1994. He served until 1996 when Robert M. Derrit was named Acting Chief. He would be the longest serving Acting Chief in Department history until Kevin G. Gerrity was promoted to Chief in 1997.

There were a number of notable fires leading up to the end of the century. Only a few of those are included here due to limited space. On December 2, 1979 St. Francis School and church and several buildings were destroyed (5-5 2419). The year 1971 marked a series of large arson fires in the multiple mill-type buildings of the former National Screw Company complex in the E. 75th St. and Stanton Ave. and surrounding streets. Beginning on June 17 with a 5-5 plus specials it was followed with others on June 20, July 5, 21, 24; August 2 and 25; and, November 15 and 17 until all the structures were destroyed.

A fire on January 5, 1976 in a 4-story block at 2600 Lorain Ave, (5-5 5196) damaged Ladder 18 when part of a smokestack fell on the trailer of the aerial ladder. It was the first complete destruction of a



Engine 2 responded on a trash fire and found a raging fire in the old Federal Steel and Wire plant in 1990

vehicle at a fire since the Avis fire in 1963. The ladder truck trailer was scrapped and the Ford tractor was converted to a tractor for the Police Mounted Unit's horse trailer.

The Dawn Avenue conflagration (5-5 3186) that destroyed 26 dwellings on May 5, 1976 was the largest fire in terms of area covered since the Flats fires of 1884. The largest loss of life in a residential fire up to that time occurred on September 29, 1978 at 14601 Idarose Avenue when seven children lost their lives. On January 5, 1982 a fire in the Rockefeller Towers, 1588 Ansel Road (5-5 2419) took the lives of five civilians.

There were two very large fires in the 1990's. On April 27, 1990 fire raced through the abandoned Federal Steel and Wire building, 1970 Carter Avenue (5-5 4633). The fire threatened the Lorain-Carnegie Bridge with companies working on the bridge to knock down the fire. The fireboat supplied hand lines from the river. On July 4, 1993 a total of 14 mill-type buildings of the Worsted Mills on Broadway were destroyed along with several adjacent structures (4-4-4 3131 plus specials). It marked the first time that spare apparatus was placed in service with recalled fire fighters since the East Ohio Gas Co. fire.

The span of 1970 to 2000 seemed to have more changes than in any of the time spans of the earlier segments on Cleveland fire history. But, perhaps that perspective is a bit skewed looking at the events in real time. What

might seem significant years from now may only apply to some of these items, and, other incidents and activities not chronicled here will emerge as important. However, it is history whether the facts occurred 150 years ago or merely 150 seconds ago. The final segment of the Cleveland Fire Sesquicentennial will appear in the next issue of The Bugle and that will include even some items that are not yet history.



Ladder 10 attempts to keep fire from crossing street to adjacent buildings during the Worsted Mills fire

Who Built It ?

By Paul Nelson

From a distance almost all pumpers built in the last 14 years for Cleveland look the same. They are 4-door cabs with a flat, low rise or high rise cab roof, with a pump in the middle and cabinets to the rear (either with swinging doors or roll up doors). The design of the cab front end, curvature and windshield probably are the only real differences. Except one other detail...whether it has one or two builder's nameplates attached.



2013 Rosenbauer 1500/500 custom-built Commander Model pumper.

Commercial cab and chassis such as Freightliner, IH, Peterbilt, Ford, GMC, Kenilworth are also supplied to fire truck builders.

Since 1990 with the last Pierce and Grumman pumpers, only two pumpers have been true custom apparatus for Cleveland those being the 2008 E-One at Engine 1 and the just-delivered Rosenbauer at Engine 31. All the others have either been built on Spartan or Simon Duplex chassis including Simon Duplex/LTI (1993, 1995), Spartan/General Safety (1999, 2004), Spartan/Luverne (2001, 2002), Spartan/Rosenbauer (2004, 2005), Spartan/Crimson-Fire (2007) and Spartan/Smeal (2010). Probably more facts than you cared to know.



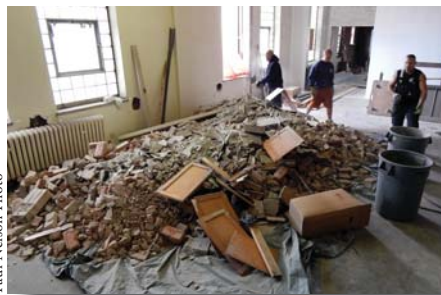
2002 Luverne 1500/500 pumper built on a Spartan Metro Star FF cab and chassis

Behind the Scenes

By Paul Nelson

It's dirty work. Someone has to do it and the "someones" are our dedicated volunteer workers. They are active and retired Cleveland fire fighters, Museum members and friends, all of whom have spent countless hours on various construction projects. The Fire Museum has saved hundreds of thousands of dollars that otherwise would have to be spent to do that work freeing those dollars to be spent on buying hardware and structural items for the building.

Recently a large contingent of Cleveland fire fighters took out the old bathroom and the old kitchen on the second floor of the alarm office in November as part of the planned adaptive use of the building. Our commitment in the renovation process is to maintain the integrity of this historic building's exterior and preserve the interior's overall original appearance in adaptive restoration.



CFD volunteers work to save some brick after demolition before sending to the dumpster in adaptive restoration.

The kitchen and bathroom were no longer code compliant for current use and had to be removed. However, the entry doors and windows as seen from the alarm office were preserved while a common wall between the two rooms and the interior walls were removed. The final use of the space has yet to be determined.

WRFM strives to preserve wherever possible. A supply of yellow brick removed in the demolition was saved and cleaned for future repair work in the building where similar brick was used. The marble partitions in the bathroom were also saved for future use. Similar marble walls were removed when the dormitory bathroom was demolished. Much of that marble was used to fabricate counter tops in the new bathrooms on the first floor. Additional sections were used to create window sills.



Debris was thrown through the window to a dumpster below

In December another contingent removed a wall in the basement that will allow more storage space for our dedicated storage used to store such items as the 3,000 log books and other historical documents. A wall opening was made in the old coal cellar located below the basement floor level that will be a workroom for exhibit building. A ramp will allow those items to be rolled to the basement floor and then to the elevator. Also work continues preparing the mezzanine beneath the alarm office for the new HVAC equipment yet to be purchased along with preliminary placement of piping for the sprinkler and lines for the alarm system by another group of volunteers.

President Roy P. Ziganti, Jr. has organized the work sessions (and is a tireless laborer as well) but there is much more work that can be done by volunteers. Contact Roy at rz798@sbcglobal.net if you can help and thanks to all who have volunteered, we would not be where we are today without your help.

Before Station No. 28 at 310 Carnegie Avenue

By Paul Nelson

The site is now the Western Reserve Fire Museum and Education Center but before that it was Cleveland Fire Station No. 28 from 1926 to 2002. Over the years it had addresses of 325 Central Avenue (original address), 325 Central Viaduct and finally 310 Carnegie Avenue after the lower portion of Central Avenue below E. 14th Street was renamed Carnegie Avenue. Before 1926 the ground on which the building sits was the site of mixed tenements and commercial structures.



The site was originally triangular in shape known as the Kelly and Walworth allotment. In 1924 it was bounded by Central Avenue on the north that ran west and dead ended at the cliff overlooking the Flats. There was a wooden stairway for pedestrians extending from the dead end to Canal Road below. To the south was Central Viaduct roadway leading to the viaduct that crossed over the Flats to the west side. The triangle terminated to the east at the point formed by five streets (Central Avenue, SE, Atlas Place, SE, Central Viaduct roadway, Harrison Road, SE and Hill Street, SE). Immediately to the east of the point, Ontario Street started toward downtown and Public Square. Old Fire Station No. 28, erected in 1903, stood on the north side of Hill Street between Central Viaduct and E. 9th Street on property that extended to Andes Court.

The triangle was occupied by a 1 and 2-story brick commercial block at the point (No. 317-319 Central Viaduct and No. 317-325 Central Avenue). That is the origin for the address of 325 Central Avenue when Station No. 28 was built. On Central Viaduct a string of six connected, 2-story frame tenements stood (No. 217 to 307 Central Viaduct). On Central Avenue two 2-story frame tenements and two 1-story frame structures existed up to the dead end with the 1-story structures connected to the tenements on Central Viaduct.

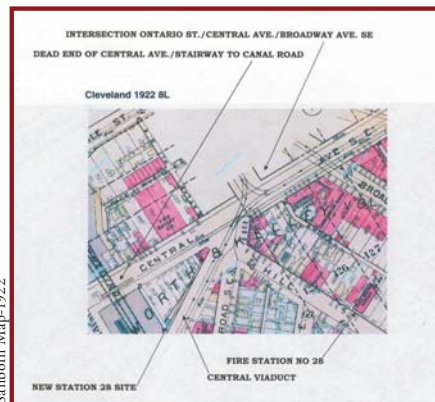
In 1924 work began on the railroad right of way that would run into Union Depot that was part of the Terminal Tower Project. That work necessitated the total demolition of all structures south of Central Viaduct, west of Broadway and all the way to E. 9th Street and down to Canal Road. All the structures on Hill Street, Berg Street, Minkton Street, Lane Street, Commercial Road, Harrison Road, E. 7th Street, E. 7th Place, Andes Court and Quay Court would be torn down. Only one structure would survive. That was the knitting mills building on the west side of Commercial Road at Central

Viaduct. The 5-story brick stood until demolished for the new Inner Belt Bridge in 2011 but some of the stone sculptures on the façade of the building were saved and have been mounted on the brick wall that overlooks the Flats.

On April 16, 1924 the City and the Fire Department agreed to acquire the triangle property for a new firehouse to replace Station No. 28 on Hill Street that was being razed. When the plans were drawn up, the parcels formed a 5-sided trapezoid. Station No. 28 on Hill Street was sold for \$268,000 on April 20, 1924. It was actually sold to the Cleveland Union Terminal Company that included an option for the new firehouse. The property was purchased from the Berg Land Company on July 1, 1924 who had acquired it from the Apex Realty Company on October 18, 1922. Berg Company functioned as the land agent for Terminal Tower buying up property that had been acquired by others in anticipation of the huge project. It is a little tough to follow the bouncing ball in all these transactions.

As part of this whole terminal Tower Project, Fire Station No. 2 on Champlain Street was sold for \$165,000. The proceeds from that sale along with the proceeds from the sale of Station No. 28 and the old Police Headquarters on Champlain Street were all used to purchase the trapezoid-shaped lot for \$40,000. The transaction was finalized on December 26, 1924 and the deed recorded on January 9, 1925. The lot was now ready for fire house construction.

Cleveland City Architect Herman Kregelius designed the building to fit the five-sided shape of the lot. The area west of the new station was not acquired until 1952 when the Safety Signal building (now BEARS) was erected.



After review of the bids, the Seldon Excavating Company was awarded the first contract on February 11, 1925 for site preparation and excavation for the foundation. The deHamel Construction Company was awarded a contract on July 7, 1925 for the amount of \$138,400 as general contractor and the Pitt Bridge Company a contract of \$11,400 to furnish, fabricate and install the necessary steel for the framework. It took about one year to finish the project. The Berea sandstone was quarried in South Amherst. Of all the 5,000 photos taken during construction of the Terminal Tower Project and maintained by the Special Collections Library at CSU, not a single photo has been found for Station No. 28 under construction. There are photos of street work around the building and a complete collection of work for the railroad and the Central Avenue Bridge much of which was taken from the roof of the firehouse. There also have not been any photos found in the newspapers. If anyone has photos of construction of Station No. 28, please let us make copies for the record.

Chief Patrick J. Kelly, Cleveland Division of Fire

Assistant Chief (Acting Chief) Patrick J. Kelly was promoted to the rank of Chief, Cleveland Division of Fire on December 3, 2013 in a City Hall ceremony. Chief Kelly becomes only the fifteenth permanent chief in the 150 year history of the Department. James Crow was named first chief following the establishment of the Cleveland Fire Department on April 9, 1863.

Chief Kelly has long been a supporter of the Museum and a working volunteer as well. By his position as fire chief, he also becomes a member of the Board of Directors of the Museum. We congratulate him on his promotion and extend our best wishes for success as fire chief.



City of Cleveland Photo

Chief Kelly speaks to assembled guests after being sworn in as Chief. Mayor Frank Jackson and Safety Director Martin Flask are in the background.

Membership Renewal

It's time to renew your Museum membership for 2014 if you are not on our automatic renewal program. You can do it by clipping the Renewal Form, write a check or indicate payment by credit card, and mail it to the Museum at 310 Carnegie Ave., Cleveland, OH 44115-2816. Fire Fighters making regular contributions through payroll deductions do not have to renew. That happens automatically. If you have any questions call the Museum at 216.664.6312. We thank you all for your continued financial support.



MEMBERSHIP RENEWAL FORM

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Please charge my: VISA MasterCard Discover Amex

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Calendar of Events

- **Sunday, January 26, 2014** – Cleveland, OH.
Museum annual meeting, Western Reserve Fire Museum, social hour 1:00 PM, meeting, 2:00 PM.
- **Wed-Sat, February 5-8, 2014** – Charleston, SC.
SPAAMFAA Winter Convention. Further information, Ray Bennett 834-709-8301 or email emodelmack@aol.com
- **Saturday, March 1, 2014** – Cleveland, OH. Annual WRFMC Firematic Flea Market, Cleveland Fire Training Academy, 3101 Lakeside Ave. 8:00 AM-1:00 PM.
- **Sat-Sun, April 12-13, 2014** – Allentown, PA.
Auction & Fire Flea Market, Allentown Fairgrounds Agricultural Hall, 17th & Chew Streets. Auction, Saturday, 9:00 AM. Info at www.donnandassociates.com. or Donn Zalewski, 440-331-5505. Flea market, Sunday, 9:00 AM Info www.unionhistoricalfiresociety.com.
- **Saturday, April 26, 2014** – Jackson, MI. GLIAFAA Fire Flea Market, Jackson County Fairgrounds. Info www.gliafaa.com.
- **Sunday, May 25, 2014** – Cleveland, OH. Annual Firefighters Motorcycle Ride. Starting at 11:00 AM, Alfred Lerner Way, in front of Firefighters Memorial. Info at www.firefightersmemorialride.com.
- **Wed-Sat, June 25-28, 2014** – Columbus, OH.
SPAAMFAA Summer National Convention and Muster. Info at www.coafaa.org.

The Western Reserve FIRE MUSEUM and Education Center

Individual Member \$25
Family Member \$50

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**PLAN TO ATTEND
MUSEUM ANNUAL MEETING
Sunday, January 26, 2014
At the Fire Museum
310 Carnegie Ave.
See details on page 3**

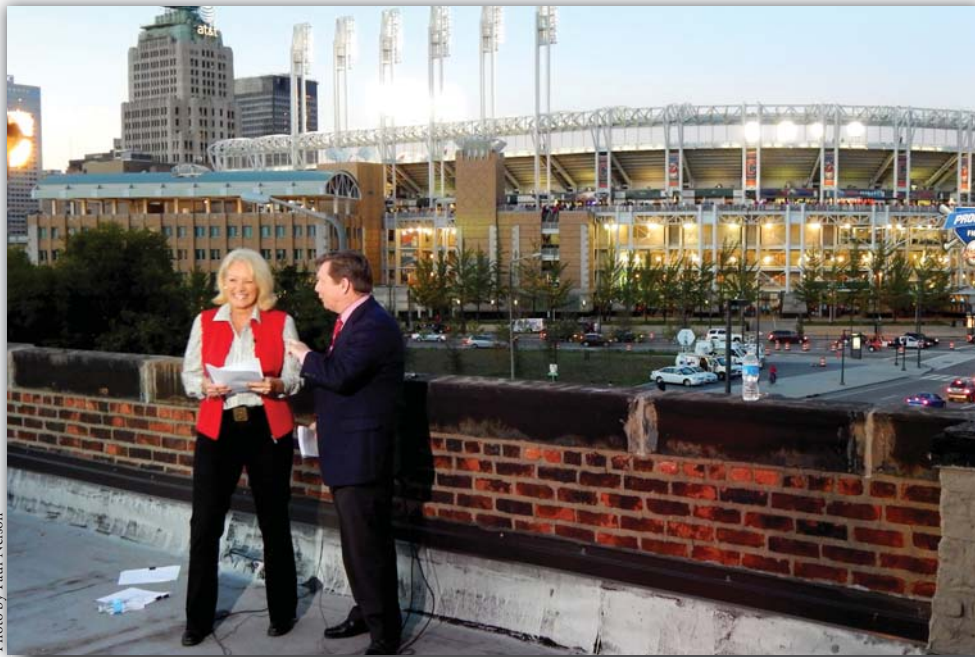


Photo by Paul Nelson

7 O’Clock News from the Museum

Robin Swoboda and Jim Donovan join Betsy Kling of WKYC Channel 3 for a broadcast from the Museum roof before the Indian’s wild card playoff game. For more turn to page 5 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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