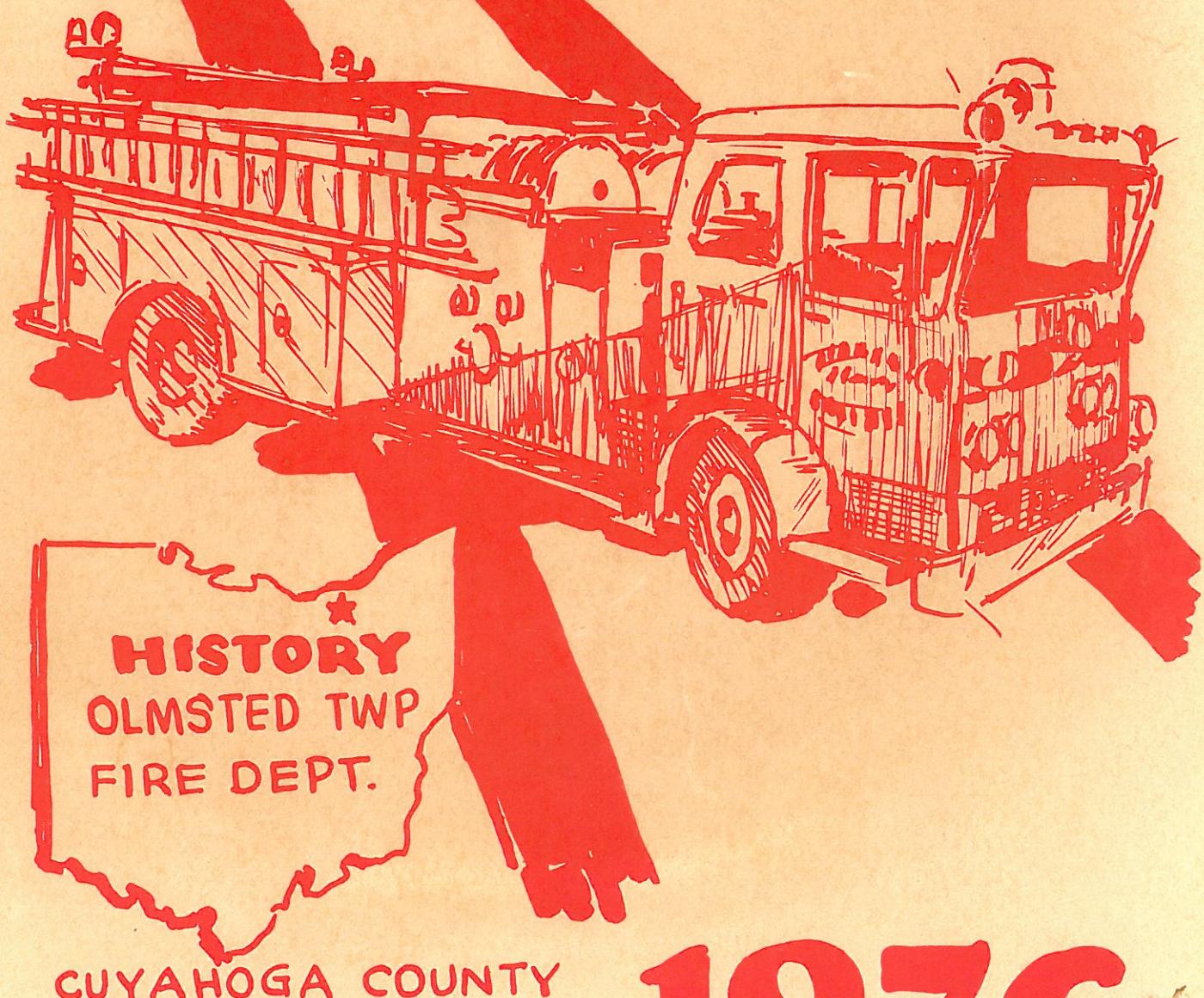


1946

** OUR THIRTY
PROGRESSIVE YEARS **



1976

This book was written for the celebration of the 30th anniversary of the Olmsted Township Fire Department. Incorporated in this book are memories of many men.

This book has been compiled by Chief Virgil Valei with assistance from old fire department and Association records.

In remembrance of all the men, past and present, who gave a part of themselves to make Olmsted Township Fire Department what it is today, this book is dedicated.

Olmsted Township was serviced by Olmsted Falls Fire Department until December 31, 1946, at a cost of \$100.00 a fire when they decided to double this figure. The Township Trustees decided to get out from under the Falls thumb. So they advertised in the Berea News that they were starting a volunteer fire department and that anyone interested meet on October 14, 1946, at 7:30 p.m. at the town hall. Sixty-five men met that night and elected a Fire Chief. The first Chief was Vernon Wentz who was a lieutenant on the fire department at the bomber plant. The new Chief called the first meeting on Saturday, October 26, 1946. About 25 men showed leading us to believe that there must have been about 40 men at the first meeting that wanted to be the Chief.

Olmsted Township had a tank truck on an old school bus chassis and it was decided that this would stay in Olmsted Falls until January 1, 1947, when we would take over. In the mean time we would drill every week. On November 21, 1946, we started our Ohio State Fire & Industrial schooling under the direction of Tom McManaman of the Cleveland Fire Department. This was a 40 hour course of which we had 4 hours a week of training.

Our first call came in the middle of November, 1946, to assist Olmsted Falls at the railroad crossing on Sprague Road. A Model A Ford had been hit by a train. The passenger in the car

was thrown out and the unhurt driver was found some distance down the tracks. His condition made some of the men wonder if they wanted to continue on the department. In December we were offered the use of William Sprague's barn to house the fire truck if we would assist him in putting Celotex on the ceiling and side walls to help keep it warm. This was done on the following Sunday and started on the long road of volunteering to get things done for the department. We always got the same answer from the Trustees when we asked for anything that there was no money to do anything. In the first year there was such a shortage of money that we offered to fight all field fires without pay which was accepted.

It was decided after the first of the year that we would need a pumper to fight fires as the tanker would be sufficient to haul water but could not do both jobs. This turned out to be quite a venture but we did start getting specifications together for advertisement. This brought more problems to bear. The barn we were using of Sprague's would be too small for two trucks and we were having problems heating with an oil stove.

After many hours spent with the trustees on the possibility of building a fire station behind the town hall we won our point. They agreed to put up the cement block walls, Virgil Valek would bid the carpentry work for \$25.00 and all the firemen would pitch in to help. After this was accomplished we started to push on the new truck.

On the 15th of January, 1947, we started our first aid course from Red Cross while the T & I instructor took off a few weeks to go to Florida. The first aid course was given to us by Ross Peregrine.

Our first fire came on February 8, 1947, as we were waiting for a demonstration of a fire truck by Sutphen Fire Equipment. This was a garage fire at the Yesenko residence on the corner of Stearns and Cook Roads. The demonstrator truck ran out of gas on the way to the fire and when he did arrive he had no water in the truck to do anything.

According to State law there had to be a siren high and loud enough to call the volunteers to fires. So we acquired one from Cleveland Heights Fire Department and on Sunday, February 16, 1947 the firemen managed to take off the cupola top and make up a new top. That night the people of the neighborhood had the pleasure of listening to the wailing of a 5 horsepower siren for the first time. Along with the siren for calling those nearby, we started a calling system of four phones in four firemen's houses. These firemen in turn called the rest of the firemen. This same system is still being used satisfactorily today by some of our wives who have honored us with their services without pay and very little thanks considering some of the lip service that they have received.

On January 10, 1947, the Trustees accepted a bid of \$1,763.60, for a GMC chassis for the new fire truck. On March 7, 1947, the bid from FMC was accepted for the Bean Hi-Pressure fire truck for \$4,985.25. The Bean was delivered to us on October 24, 1947 just two days short of one year since our first drill. We felt that we had finally shown some progress and began to feel like a fire department and could take care of the fires as we should.

While waiting for the Bean we were kept busy that summer completing the station. There was no more money to complete the station so we began to have paper drives, fill cisterns and put back the money we were paid for drills so that we could get enough money to complete the station. On November 6, 1947, we paid \$237.00 for cement and put the floor of the station in. On December 1, 1947, we paid \$25.00 for the sign and were proud to show that we were now a fire department.

On December 21, 1947 we went in debt to the tune of \$375.00 to buy an overhead heater as it was now getting cold and we were afraid of the water freezing in the trucks.

At this time we had our first departmental injury. On a Sunday we were all digging a trench to put in the gas line when Tom Stetz, a good fireman, slipped and broke his ankle. This being near Christmas time he lost his Christmas bonus and since the Trustees had not covered us with compensation caused us to lose one of our first men.

By pushing we did get in the station and settled by bad weather. We continued in our money raising events, holding firemen's dances, filling cisterns, paper and steel drives homecoming stands and even carnivals of our own since we needed a lot of equipment that we could not obtain anyother way.

Our department had a lot of talent in their own line and the carpenters always came up with enough nails to do the job. The machinists turned us the right piece when needed and each man always seemed to acquire the right piece or part. The electrician did the work and charged only for materials. The carpenters laid out the work and everybody sawed and nailed and the painter mixed the paint and everyone brought a brush and got into the act. All mechanical work has been done on the trucks by firemen and helpers. In all the years of the fire department there has been no expense for upkeep on our equipment. We even bought our own parts.

We had our first Christmas party for the firemen's children on Christmas of 1947. At 9:00 p.m. that night we had to leave the party for a serious fire and returned four hours later.

On August 16, 1948, we had our first stand at the Olmsted Homecomingwhich proved to be a good venture as we made \$318.19. This came at a good time as the old tanker engine gave up the ghost. We bought a used 1941 GMC cabover and chassis for \$485.00 and changed over the tank and pump and now had a tanker we could

depend on. The firemen made all the change over on this unit. On July 19, 1948, we decided to join the Lake Erie Firemen's Association and were to host this organization at Ritter's Farm. We then joined several more firemen's organizations to better our knowledge of fire fighting. These were Ohio State Firemen's Association, American Firemen's Association and North Central Firemen's Association. To be sure of the firemen being covered by insurance, we paid into the Ohio State Firemen's Insurance. In later years the Trustees took over and paid for this insurance. They also covered us by the firemen's disability fund and by State Compensation.

At Christmas time of 1947 we made several baskets for the poor. At our Christmas party for the firemen's children we invited the children of a family who were victims of a fire just before this party.

On July 20 to 24, 1949, we held our first carnival behind the station that was very successful. On July 18, 1950, during our second carnival a 14 year old boy fell out of the ferris wheel. He had an attack of epilepsy and was not seriously injured but the crowd left early that night.

On October 24, 1949, we bought our first department uniform which consisted of a gray shirt with our department name embroidered over the pocket, blue pants and firemen's caps.

On January 18, 1950, we purchased a portable light plant and flood lights at a cost of \$265.00. The men were having difficulty buying their boots and fire coats and were responding

to fires without equipment. It was decided by the Association to buy this equipment and let the men pay back the Association from their fire pay which they did. This way we were assured of every man having proper turn-out gear.

On February 14, 1950, we joined the Ohio State Firemen's Association. At a later date they added the firemen's insurance of which we joined and still belong to.

On August 12, 1950, our first water battle with Olmsted Falls. We did well though they were hard losers and tried to keep us from winning so we had to post a guard by their pumper to keep things equal.

Our dances at Springvale had by this time proven to pay good dividends so we continued on with them for several years.

On January 1, 1952, due to other commitments, Chief Wentz resigned from the department. On April 1, 1952, William Sprague was appointed Fire Chief by the Trustees. He then appointed Virgil Valek as his assistance. On the first of April, the department presented the former Fire Chief Vernon Wentz with a nice rod and reel for his past duties.

The department did not have any tools so they decided at this time to purchase a box of tools for maintenance of the trucks.

One of the first problems the new Chief had was a large fire at Hall's Slaughter House on Cook Road on March 23, 1952. This was a late night fire of very suspicious nature. Olmsted Falls and North Olmsted assisted Olmsted Township in fighting this fire

for several hours. The loss of this fire was about \$200,000.00 and has been the largest fire loss that this department has ever had.

From the start of the department we had tried to get a small truck to use for field fires and Chief Sprague talked the Trustees into getting a pickup. They bought a 1952 International pickup from Road funds and were going to turn it over to us later. But they put salt in it and let it sit out all winter. The body rusted out of it so we never got this truck.

On May 26, 1952, the department purchased a second hand 16mm projector and screen so that we could view training pictures that were available to us*from the State Fire Marshall's Office. Early in 1953 we started talking to the Trustees about getting a new pumper that would qualify us for a lower insurance rating. This was not an easy task, but we finally got them to agree with us. On August 8, 1953, the bid was awarded to O'Dorherty Fire Equipment company for a standard F-800 Ford truck with a Central Fire Equipment body from St. Louis, Missouri, with an 800 gallon tank and a 650 gallon per minute Waterous pump. The new pumper cost \$8,500.00 complete. This pumper was delivered and accepted by Trustee Charles Stone on the 14th day of December, 1953. Our old tanker was traded in for \$1,500.00 and then sold to a new fire department in Middlefield, Ohio. It had provided us with good service through the years we had it.

Through the year 1954 interest in the fire department was on the downgrade and few activities were undertaken. Too many men were dreaming of becoming the fire chief and started belittling Chief Sprague until he had about enough of it. He advised the trustees that he would resign if they would appoint Virgil Valek to the position. The talks went on for three months. After consultation between the Trustees, Valek and Sprague, it was decided to make the change to keep the department from falling apart.

Valek was appointed Fire Chief and took over the position on January 1, 1955 at 12: 00 a.m., and had a trailer fire at 3:00 a.m. for an initiation. Chief Valek appointed William Sprague as Assistant Chief and recalled all other officers badges until the time that the department was reorganized. A new president of the association was named by the Chief and new men were elected to run the organization. On January 16, 1955, we joined North Central Firemen's Association to help us in acquainting ourselves in other departments procedures.

One of the first things that Chief Valek felt was needed by the department after reorganization was a resuscitator. It was decided to go to the people for this. On May 22, 1955, from 1 p.m. to 6 p.m., we went door to door and at the end of the day we came up with \$1,034.00. We bough the resuscitator, extra tanks, 12 fire helmets for the department, made two first aid kits, an electric megaphone and a smoke ejector. With the money left

over we bought a wheel chair and crutches to lend to the people of the township. We have had many calls for these since they were purchased.

The following Sunday after we acquired this equipment we had an open house at the station to show the people where their money had been spent. The Monday night after we had delivery of the Emerson Resuscitator we started our training on it and that same night we were called upon to use it. This call was for Mrs. Yesenko. This was the same family where we had our first fire call. Since that time we have purchased three more units and have used them hundreds of times and saved many a life.

In May of 1955 the Citizens League decided to go to the people to collect money to purchase a police car. The Township had never owned one so the fire department assisted the League in passing out collection jars. After they had enough money to buy this car, the Fire Department donated \$42.00 to put shields on the doors.

On December 15, 1955, the Trustees bought the department three Scott Air Pacs. This was the first self-contained breathing equipment we had and it helped going into the smoke for the firemen's protection and for life saving.

In January, 1956, we had a fire in the railroad house car of the Van Burkirk family and he donated \$25.00 to the Association. It was decided by the members to buy a 48 cup coffee urn with this money to remember him as he was a fireman and died shortly thereafter.

On February 13, 1956, we elected to adopt the State's window sticker as a model for our patches which is still our official patch. On January 9, 1956, a motion was passed that we change our uniforms to a navy blue jacket and navy blue pants to be worn at all Association meetings with a white shirt and black tie. These were purchased from Reeses Clothes in the Columbia Road shopping center.

At this time the department assisted in the Red Cross drive for blood donations and were instrumental in collecting 145 pints. On the first of July, 1956, two old Civil Defense radios were acquired for the Bean and the Central. During this period the police and fire radios were on the same frequency and were operated through the Berea Police Department.

On September 10, 1956, we voted on buying 1000 calendars with the picture of all the men to distribute to the residents. Mainly this was to help the people remember the first department number. At this meeting it was decided to hold our first carnival behind the station and invite Olmsted Falls Fire Department to take part in this venture. We formed a committee that evening and our new chaplin closed the meeting with a prayer which was nother first.

On December 3, 1956, the department went out collecting for the Muscular Dystrophy drive and came in with \$691.95. For the Christmas of 1956 the firemen decided the women who answered the fire phones deserved a little thanks, so they were sent a card

with a small check for our appreciation. This has been done every year since by the Association.

On June 3, 1957, it was decided to buy a smoke ejector and two lengths of 50 foot cord to be used in houses to rid them of smoke and odor after a fire at a cost of \$129.00.

October 10, 1957, Olmsted Township firemen hosted the Lake Erie Firemen's Association banquet at the Community Church in Olmsted Falls at a cost of \$5.00 a couple. The women all received a corsage donated by Hall's gardens and the men received cigars. The dinner was served by the youth fellowship and a plate was passed after dinner for money they were saving for a trip to Washington. All the women with fire phones were then presented with a gift from the firemen.

In the later part of 1957, after having a considerable number of deaths on the railroad crossings that were unprotected, two of the firemen decided to help with the situation. Chief Valek and Fireman Toth met with Trustees William Gilligan to plant the action that was to be taken. It was decided to sit at the crossing on Fitch Road and Bronson Road and check the amount of pedestrian and vehicle traffic. The train was timed from the first blow of the whistle until they arrived at the crossing and then until they cleared the crossing. Times of anyone crossing the railroad tracks was also logged. All engine numbers were recorded. This was in early winter and it did get very cold but this was done 24 hours a day for a ten day period.



= FIRE APPARATUS =



—FIRE SUCIIONS
AND TRAINING DRILLS





=FIRES=





= CIVIC PARTICIPATION =





= PUBLIC RELATIONS =



=UNUSUAL ACCIDENTS=



AIRCRAFT FATAL



NO ONE INJURED



TURNPIKE FATAL



NO ONE INJURED

All of our data was then notarized and with the county prosecutor we went to the PUCO hearings in Columbus. After a couple days in Columbus they moved the hearings to Cleveland and after another week we won our case. On January 22, 1958, lights and gates were installed on Lewis and Stearns Roads and lights were installed at Fitch and Bronson Roads. Since that time we have had no fatalities at these crossings. Prior to that there were eight fatalities.

On April 7, 1958, Chief Valek had a call from an agent of Mills Brothers Circus wondering if the Association would be interested in running a circus. It sounded like a very good proposition so at 4:30 p.m., John Clarke, President of the Association, called a meeting to see if the members would be interested in booking a circus. We had much to learn about backing a circus but the advance man gave us a great story and the men decided to accept their offer. The President signed the agreement and the ball was rolling. It was decided to hold the circus on June 18, 1958. We were a busy bunch from this time on. Every man was on a committee. The first problem was finding a piece of land to have the circus. Here we were lucky as one of our trustees had purchased an old airfield and a contract was signed with him for the land. We then had to get a zoning permit. This meant visiting all the landowners in the area. They all consented so we were ready to go. About 2 months before the circus, the advance men came in. We had to furnish them with five phones so they could sell their ads.

They did not seem to care whose name they used or how they did it. The phones cost us \$700.00. We had to do all the collecting and they had promised all these people the names would all be on sail cloth and they could pick it up after the circus. The advance men just used plain paper which was a mess by the end of the day of the circus when everyone wanted their large advertisement. No one could find their advertisement in the mess so they just forgot it and threw them on the ground.

The morning of the circus we all met at the grounds at 5:00 a.m. and it began raining shortly after the circus arrived. That's when the fun began. As the trucks tried to get in the field they all got stuck. The circus people unloaded the elephant and she pushed them all in place. The food tent was put up and the cook fired a hundred dozen eggs and a large amount of potatoes and everyone dug into breakfast.

They had a large turnout for the afternoon show as we delivered a lot of tickets to orphan homes and also furnished them transportation. The rain stopped for the evening so we did not have to tow too many cars. We were amazed at the way they pulled the stakes with the elephant and other uses of her. We finally got the show off the lot at 5:00 a.m. the next morning and called it a day.

We were a tired but smarter bunch. Although we did make \$3,170.00, we felt we earned it all. We gave the police department 10% of our earnings to police the circus grounds for us. It was then agreed that we would never put on another circus. We decided to put

\$1,000.00 in a savings account for later use.

We had no radio communications when we were away from the trucks, so after checking around we found a motorola portable battery operated radio that gave us more mobility. This was purchased on June 1, 1959, at a cost of \$511.30. In December of 1959 we decided to sell Christmas trees. All the men got together to go to the tree farm and pick out the trees, after which we borrowed the trucks to haul them back to Len Bahre's. We sold them at a profit of \$351.96.

We felt all of our ventures rather than being just a money making proposition were also for the good fellowship of the department. This has always helped make a better understanding in the fire department. This feeling has never changed.

On January 28, 1960, John Clarke, one of our older firemen and a former Association President passed away and the department attended the funeral with some of the men as pallbearers.

For years we had tried to talk the Trustees into adding on to the fire station. In fact in 1958 we drew up plans for an extension to the back of the original station. It was to be two floors with a room for another truck and an office downstairs and a meeting room upstairs. A bid for this addition was received for less than \$5,000.00, but none of the Trustees would make a motion to accept the bid. Early in 1961 the Trustees did start thinking about an addition. This was a three bay building north of the original station. They had plans drawn up. The Chief tried

at this time to get 10 foot by 12 foot doors in this building. But with all his talking he only got one large door and later found the chief to be right. The Trustees finally decided by using three different funds that they could build this building for \$17,500.00. In 1968 they built another 3 bay addition for \$35,000.00.

After they completed the first addition they would not allow us to move in as they had one man who continually said that it was a maintenance building and not a fire station. (This man after all these years still tells us that the firemen stole this building.) The firemen finally won their point by advising the trustees that the fire fund moneys had been used to build this building. On January 2, 1963, we moved our equipment in and were given permission to use one bay of the old fire station for an office, restroom and a combination kitchen and meeting room. We we 15 years getting our own rooms.

The Association immediately met and voted to use the \$1000.00 we had saved from the circus to build these rooms. We took down an overhead door in front and installed a 3 foot entrance, took three steel windows out of the north side of the building and used the openings for doorways and installed one of the windows in front for a window in the office. The office and kitchen were paneled, cabinets were built and floors were tiled by the men. We scrounged a refrigerator and stove and finally started holding our meetings in our own meeting room. Later we started eating our dinners at

the station on the first Monday night of each month which is always an Association business meeting. We bought 24 metal chairs and made 3 tables from solid doors.

Our first business meeting was held in our new quarters on May 6, 1963. Present at the meeting were Trustees Fred Mauer, James Tassi, Clerk Nick Ziegler and Police Chief William Sefchek. This was our first dinner meeting and the main course was spaghetti

The Citizens League donated \$40.00 to the Association that they made from a white elephant sale. This money was used to buy a set of copper bottom pots and pans.

While working on our rooms we also drew up specifications for a new fire truck. The bids were accepted by the Trustees on February 6, 1963, for a Seagrave Triple Pumper. It was to have a 5 man cab, 750 gallon per minute pump, a 1000 gallon water tank, a volume and a high pressure pump. Total cost of this truck was \$28,276.00. This truck was delivered to us on September 26, 1963. Our Motorola portable radio was traded to the police department for the money they had been saving to buy a portable radio and a GE radio was purchased and installed in the Seagrave. We drilled on the Seagrave and at midnight October 12, 1963, the Seagrave was put in service. This was a great feather in our hat to have a truck so large with which we could fight fires.

The Association then began buying the smaller equipment that was needed such as hand tools, a power plant and a smoke ejector. The Seagrave was now the first engine out of the station with the

Central being the back-up truck. We were able to take it easier on the Bean and only use it to help out on the larger fires and equip it for use on field fires.

It was voted by the Association to purchase dress uniforms for all the firemen so we could attend functions in them. It was decided this would be Eisenhower jackets, blue dress pants, white shirts and black ties. We received these on the first of April, 1964, at a cost of \$501.20. It was decided that everyone wear this at our business meetings and various functions so we could be recognized.

One of the great needs of the department from the time we started was a small truck to use as a field fire truck and to respond on first aid calls or other calls to check emergencies. We had not been successful until 1967 when the Chief was able to talk the Trustees into a truck. The Chief decided a Jeep pick up would be ideal. The specifications were advertised and a bid was accepted from Parma Motors on September 19, 1967. This was a Jeep Gladiator Townside 6 cylinder pick up with 4 wheel drive. The Trustees allotted us the money to build the truck the way we wanted. We had a body constructed with 4 compartment to set on top of the bed so we could still use the bed for equipment storage. We welded a tank that would hold 150 gallons of water, had it galvanized and put it in the front of the bed and installed a 35 gallon per minute pump with an electric starter. A 50 foot length of hose

with nozzles on both sides of the pump complete the pumping unit. One compartment holds all our rescue tools and another carries all of our first aid equipment. The fourth compartment holds our brooms and pump cans for grass fires. Running boards and steps were installed. Axes, bars, pike poles and ladders were installed on the outside to complete the equipment inventory. A 360 degree light, electronic siren with public address system and a two way radio completed with unit. We also purchased another resuscitator. We completed this unit for about \$5,000.00. We saved the Township about \$7,000.00 as this unit complete would sell for approximately \$12,000.00.

Early in 1967, in talking with other associations we found that every member of the association could be sued if we were not incorporated. So we decided to start incorporation proceedings. This took about a year and a half with foot dragging. One of the committee men never likes to see anything go too fast and with the assistance of a past township clerk. We did manage to complete incorporation of the Association and as of the first of September, 1968, we were incorporated as a non-profit organization.

In the last half of 1967 the Trustees had become interested in starting a full time department and had questioned Chief Valek on some of the merits of this. They were satisfied with its good points so they called a meeting with the Chief. In January 1968 they worked out the points of putting the Chief on full time and having

a test for a second man. This test was held and Joe Ryan was picked as a second man. Chief Valek and Ryan were to work 24 hours on duty and 24 hours off duty during the week and the volunteers were to work 12 hour shifts on the weekend. This started fine but the volunteers failed to sign up to fill in weekends. Joe Ryan resigned at the end of June. It was decided to put on two more full time men. These men were Stacey Loudermilk and Daniel Toth. We then went to 24 hours on duty and 48 hours off duty, which was more satisfactory. In November 1, 1973, Jay Power was hired full time. This left the Chief to work five days a week. Now there are two men on duty during the day when the volunteers are working and consequently gives the township better coverage.

On September 11, 1972, the Association bought each member of the department a pair of bunker pants to protect the men at fires. The pants protect their own clothes and also give protection against the weather.

One of the stipulations of Chief Valek when he accepted the full time job was that the township would furnish him a car and gas. The Trustees agreed to fix up the old police cars for him. They worked this way for six years but found it to be very inefficient as the police cars were in such bad shape when he got them that he never could trust them on the road. So on February 1, 1975 Chief Valek received a new 1975 Red Torino Station Wagon. A light bar, electronic

siren with a public address system and a radio with fire and police frequencies were installed and the headaches of the Chief's car were remedied.

In 1973, the Central was 20 years old and to keep our insurance rates from going up we had to think of replacing it with a new piece of equipment. The Chief was asked by the Trustees to start looking over some of the equipment of other departments and to start drawing up the specifications of another pumper. The Chief and the Trustees visited other department and it was decided that the new truck would be a custom built diesel as this is the type truck most departments are buying due to durability. Specifications were drawn up with the engine to be a Detroit, 6 cylinder 265 hsp diesel, 5 man custom cab, 1000 gallon per minute pump with a 1000 lbs high pressure pump and to have a 750 gallon water tank. The bid was accepted from O 'Dorherty Fire Equipment Company for an American LaFrance Pioneer Triple Pumper at a cost of \$48,995.00 on March 18, 1974. The new pumper was delivered to us on August 15, 1975. This was another completely new way of fire fighting for us with the new engine. After many problems of maintenance we have is mastered and in service.

The firemen added a lot of new equipment on this truck as we have on others, such as a new resuscitator, 12 new helmets, hand tools , a new generator with cords and 4 lights and several more blankets.

Over the 30 years of existance the fire department had bought with their own funds and turned over to the township an average of \$1,000.00 a year in equipment. This was made possible by fund

raising projects such as filling cisterns, pumping out basements, scrap paper and iron drives, homecoming stands, carnivals, bingo, selling trees, selling raffle tickets, firemen's dances, a circus, rummage sales, car washes, turkey raffles, painting the town hall and turning back all of our drill money to the Association until 1963. Since then, each of us pay \$13.00 a year dues to the Association. The fire department operates mainly from levies and the Association has always made flyers at election time to get these levies passed.

Since the department started we have always taken first aid training and it is renewed every 3 years. We have also taken the State Trade & Industrial Training course every 5 years.

Monday night has always been drill night for the fire department and some of the older members have hardly missed one of these unless it was for sickness or vacation and they are proud of it.

In all the years we have taken care of our firemen and their families in time of sickness or death with flowers or whatever was needed. In June, 1976 it was decided by the body that we should give the firemen's families a little thought in case of death or disablement of a fireman. A memorial fund has been started with \$2,000.00 and agreed that on all of our money making projects that 25% of all profits will go into this fund and to set a \$20,000.00 top figure. In the event that a fireman becomes disabled or passes away, his family will be give \$1,000.00. This will come out of the firemen's money and not any of the township's money.

In June, 1976, the firemen asked the Trustees if they could recondition the Bean and they were given the okay. It was completely repainted and now we have a 29 year old fire truck that looks like new. We are also in the process of refinishing the Seagrave. We have never asked too much from the township and have always felt good that we could do everything ourselves.

In summing up, it has probably been the greatest thing to happen to a man for the 30 years existance. There has been about 500 men come and go from this department. Some gave their all and others came and left and we never found out why they joined the department. Some came to see what we could give them. We've had all kinds and still do. Today we have and always have had and always will have those who are always here to do and always willing and other who only do for what they are going to get out of it. Times are changing and you do not get as many men today to do for others because they want to. The trend is going this way and it probably won't be too long before fire departments will have to be paid or they will fall apart. For us who have 30 years in or a great part, we have our memories and would not trade it away. We have had a lot of self satisfaction for what we have done. We can look back on those we have helped in the savings of property and lives and on those we tried to help in their hour of need and be glad we were a part of the Olmsted Township Fire Department.

Looking into the future we hope to see another fire station on the South side of the railroad tracks. This has been needed for a long time and the officials have been working towards this. We also hope to see the paid department enlarged as it soon will not be able to be handled by a part-time department. We have never started a squad as our service has been satisfactory and we have been able to give the people a good ambulance service without the problems of maintaining one ourselves. This has been done by the Township paying the private service a given amount per call.

*Season's
Greetings*



OLMSTED T.W.P.
FIREMANS ASSOC.



VERNON WENTZ · WILLIAM SPRAGUE · VIRGIL VALEK · ROBERT ·
SMITH · HARVEY BIELFELT · ROBERT BIELFELT · FRANK BISLICH ·
THOMAS STETZ · GIL BRAZIE · GEORGE THUNER · FRANK SAMSEL ·
FRANCIS NICKLES · WILLIAM NICKLES · HAROLD DELANEY · GEORGE
PESKO · ROBERT SMITH JR. · MELVIN AXFORD · WILLIAM ---
DAEWAY · FRANK McMANOMAN · ORVAL BUTCHER · RICHARD
NOVAK · GENE REYNER · RALPH BASSETT · ROBERT GREENE ·
ROBERT BYERS · TONY LAVATTI · ARLEY SMITH · JAMES SMITH ·
RON JOHNSON · JOHN NITENBACH · NICK BAKER · FRANKLYN
SIMON · WILLIAM BAKER · EDWARD BLANK · DON BURKE ---
THOMAS GOOD · PETER FERITTO · WILLIAM HUSTED · SAM
MALICKI · GEORGE SHAFER · ROBERT SHAFOLD · PAUL SHAFOLD ·
ANDREW STOIKE · WILLIAM STOIKE · WILLIAM JORGENSEN · PAUL
HIGGS · EDWARD LOINZ · HARRY THOMAS · FRANK COLIVITO ·
MILES FLANAGAN · WALTER DUDZINSKI · JACK PEEPERS · NICK
BAKER · RAYMOND SURMON · CHARLES BLACK · FOWARD
MILLER · HAROLD McCARTY · TED ERM'

LOW · EUGENE DRELLISCHACK · KEN
INGRASSIA · JOHN GRIVNA · CARL
LEHMAN · WILLIAM · JAMES
WALTER NEYBERGER · SEFCEK
BENJAMIN · JOSEPH
SIEBERT · RUSSEL
GEORGE · JOSEPH CUCCIA ·
FITZ · F · WILLIAM LEHMAN ·
FRANK · FIALKO · LOWEL SEABURG
JOSEPH WALSH · DANIEL TOTH · LENNY BAHRE · CARL
McMILLAN · DALE CROYLE · JOHN LIJANA · ERNIE MILLER ·
STACEY LOUDERMILK · RICHARD ZICKAFFOSE · MIKE MODIC ·
THOMAS WEHOUSE · ROBERT GODSEY · ALLEN GARDENER ·
ROBERT ANDERSON · RUSSEL BRANAGHAN · WILLIAM KUHNS ·
WILLIAM BROOKS · LEONARD ZBIEGIEN · RONALD PLEBAN ·
JAMES PETTERY · REED COMBIE · DOYLE JONES · CHARLES
McANDREW · JAMES VAN KENNEL · RICHARD HALL · MARTIN
FESING · RICHARD LAUTER · CLIFFORD BADE · JAMES SAMOS ·
LOUIS BANKSTON · JACKIE WINGARD · STANLEY WOOD ·
JOHN STEPHEN · PETER GRABENSTETTER · RAYMOND METZ ·
CLARENCE GRABENSTETTER · MIKE SAGGIO · ALEC REED ·
DENNIS DANIELS · DENNIS GORDON · RUSSEL DUNFORD ·
CLARENCE REYNOLDS · EDGAR GARNER · MARVIN CARTER · JACK
BAKER · RICHARD SMITH · MARTIN RECKLING · ERNEST
HORVATH · TERRY RABBITS · CHRISTOPHER DUNLOP · FRED
ANSLEM · JAMES MADER · JOHN OSTRICA · HARRY BOUND ·
JOHN GOSNELL · JOHN BANKS · DANIEL ABRAHAM · DONALD
LEE · ROBERT HOLLAR · JOE RYAN · THOMAS LENZ · EDWARD
WESTOVER · STEPHEN NYTRAE · DAVID ANDERSON · FRANK
LIBERTY · PAUL CONDOSTA · GARY MACLEAN · ALBERT ARLOW ·
WATSON BROWN · DON BRUBAKER · JOSEPH FOWLER · SCOTT
KACIREK · EDWARD FETTERMEN · RICHARD HANSEN · JAY POWER ·

ROBERT KACIREK · FRANK KADLEC · JOSEPH KOSTURA · DON
SCHMIDT · DAVID McGLYNN · ROBERT McLaren · RAYMOND
SCHERF · RAYMOND VORREITER · CHARLES SHECKEL · PHIL
ROBERTS · CHARLES SLACK · JOHN CAHILL ·

VERNON WENTZ · WILLIAM SPRAGUE · VIRGIL VALEK · ROBERT · ·
SMITH · HARVEY BIELFELT · ROBERT BIELFELT · FRANK BISLICH ·
THOMAS STETZ · GIL BRAZIE · GEORGE THUNER · FRANK SAMSEL ·
FRANCIS NICKLES · WILLIAM NICKLES · HAROLD DELANEY · GEORGE
PESKO · ROBERT SMITH JR. · MELVIN AXFORD · WILLIAM · ·
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LEHMAN · WILLIAM · JAMES
WALTER NEYBERGER · SEFCEK
BENJAMIN · JOSEPH
SIEBERT · FIRE DEPARTMENT ROSTER · KEN
GEORGE · 1946-1976 · JOSEPH CUCCIA ·
FITZ - F · WILLIAM LEHMAN ·
FRANK · RUSSEL
JOSEPH WALSH · DANIEL TOTH · LENNY BAHRE · CARL
McMILLAN · DALE CROYLE · JOHN LIJANA · ERNIE MILLER ·
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ROBERTS · CHARLES SLACK · JOHN CAHILL ·

December 7, 2016

Going through our parents stuff we came across the 1946-1976 "History Olmsted Twp. Fire Dept."

We give the attached book in memory of our parents.

Our father, Harold "Mac" McCarty was driving the water truck when available.

Our mother Agnes M. McCarty answered the "fire phone that had no dial" that we had in our house when available.

We remember

A lot of the men listed on the back inside over.

The carnival at the Fire Station and other major events.

Our parents moved out here in 1947. Our father passed away 1994 and mom passed away in 1979. I, Harold, left in 1962 through 1985 while serving on active duty in the Coast Guard. I still live in the house that our parents built. Mary Lou left in 1967 after getting married.

We underlined our fathers name in the back of the book.

Sincerely,



Harold R. "Butch" McCarty



Mary Lou McCarty Coyle