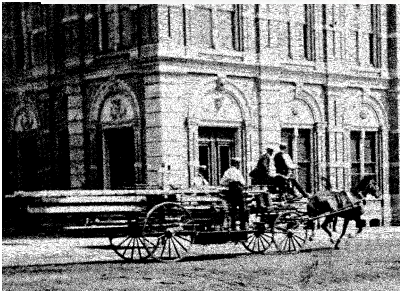


HISTORY OF THE DELAWARE FIRE DEPARTMENT

1831 — 2020

Over 187 Years of Service to the City of Delaware



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INTRODUCTION

In the following pages, retired Fire Chief Wilbur Bills has attempted to reflect the history of fire protection for the Village and City of Delaware as it unfolded from its inception in 1831. Much of the information was secured from reading the Council minutes from 1831 to 1916. Other sources include materials from the Delaware County Historical Society, early newspapers, fire department records, and personal knowledge that Chief Bills acquired from having grown-up in a fire department family (his father, Fred, was a member for 36 years and Chief for 10 years.) Photographs included in this document are from those that accumulated over the years and ones that he collected.

Credits must go to Firefighter Alton (A. B.) Breneman. He served as member of the department from 1945 until 1956, when he died of a heart attack on the job at the age of 46. He had expressed the first interest in the history of the department having accumulated some early history from the Historical Society. Also, Firefighter Williams Adams was the first to begin reading Council Minutes. With the help of Firefighter Adams' wife, they recorded pertinent information. Firefighter Adams was a member of the department from 1950 to 1980. Chief Bills began to scan the Council Minutes and ordinances in the early 1970's and since his retirement in 1980, has worked to compile this book. Chief Bills served 32 years in the department, 23 years and three months, longer than any other Fire Chief.

This history is intended to show the tireless and unselfish dedication that hundreds of Firefighters have given over the past one hundred and eighty one years. The beneficiaries of this service have been the citizens of Delaware.

Since the 1st Printing in 1991, this book has been updated several times. It is through the assistance and dedication of our past and current employees that this book continues to be updated. The history of our organization is important, as we reflect back on where we have been and how we have gotten to where we are today. It is the desire of this department to update this manual every five years.

EARLY HISTORY OF THE DELAWARE FIRE DEPARTMENT

(From Delaware County History [Perrin & Battles] 1880)

During the early history of Delaware as a village every citizen was a member of the fire department. At the first alarm everyone rushed out with pail in hand to the scene of action, and so effective did they prove that but two or three fires of any importance occurred during the first 25 years of the town's existence.

As the town became more thickly settled, there was a growing apprehension, on the part of the citizens, that these primitive measures would, sooner or later, prove an insufficient protection, and the Council through the columns of the Patron, called a meeting of the citizens at the court house, to consider the question of purchasing a fire engine. This meeting was called June 17, 1831, but the village, with its proverbial deliberation, did not secure these safeguards until 1834. The engines procured were small, rectangular boxes with a pump worked by levers, at which four men, by crowding, could find room to work. They were mounted on very small wheels, but in case of necessity, two men could lift them by the handles provided for the purpose, and place them where they chose.

It is related that Thespian Hall once took fire, and the flames, breaking through the roof, were rapidly getting beyond control, when one of the engines was quickly unshipped and carried up the stairs, which were built outside the building, within easy reach of the flames, which were quickly subdued. The department was well supplied with pails, and two lines of men were formed from the water supply to the engine, and thus passed along the water and returned the empty pails. In October of this year, the Council devised a plan for the organization of a fire department, which for years operated these hand engines. The town was divided by Winter Street into two districts; the north one was known as No. 1, and the south one as No. 2. In each of these districts a company, consisting of a Captain, one or two subordinate officers, and twenty-five men, was organized; Henry Moore being Captain in District No. 1, and Edward Potter, a tailor, Captain in the other district. The Captain of the first engine on the ground, at any fire, took command of the whole department, a regulation which added a strong incentive to prompt action on the occasion of an alarm. Four wells were constructed for the use of the department, and supplied with pumps; one at the junction of North and Sandusky Streets, one at the junction of Winter and Sandusky Streets, another at the junction of Williams and Sandusky Streets, and the fourth at the junction of Winter and Washington Streets. Meanwhile, it was made the duty of the Captains of the respective companies to house and take care of the engines belonging to their company.

In 1838, the Council decided to build two engine-houses, and secured a site on William Mansen's lot, on the southwest corner of Williams and Sandusky Streets, for one, and on the court-house lot for the other. It was late in 1839, however, before they were completed, and they cost the corporation exclusive of painting, \$57.45. The town soon outgrew the capacity of these small engines and in 1846 the Council purchased a larger hand-engine, selling afterward these smaller ones. The engine purchased was one of Hunneman's patent, for which they paid \$675. In the bill we find enumerated in addition, one long and two short pipes, six torches, with handles, one signal lantern, one bell and irons to engine, 300 feet of leading hose, twelve pairs of brass coupling and two boxes of packing, bringing the whole amount up to the sum of \$978.50.

In submitting this statement, the committee of the Council added, "One-half of the amount we paid out of the engine-fund, the balance we gave a town order for due six months from the 23rd of last October payable at the Delaware Bank with the current rate of exchange. The transportation from Boston here on the engine, hose, etc., amounted to \$86.01 a part of the amount was paid out of the engine fund, the balance was advanced by Mr. Latimer for the same he has received an order on the Treasurer. We also got the engine insured in Columbus for which we paid \$9.12; the same was included in Mr. Latimer's account." At the same time the Council provided a hose-reel and, hook and ladder truck, with ladders, pikes, hooks and spanners at a cost of \$147.58. So large an addition to the department necessitated the providing of new accommodations, and the west end of the Williams Street market-house was fitted up for that purpose.

A re-organization of the companies took place and a Fire Association was formed, consisting of the company organized to take charge of the new engine called the "Olentangy Engine Company, the Neptune Hose company, the Rough and Ready Hook and Ladder Company, and the Protection Company, which still worked one of the smaller hand engines. Besides the company officers, there was a Chief Engineer and two Assistant Engineers. The Protection Company soon gave up its organization. Later, the different companies joined together for a festival to raise funds for uniforms, with what result the following report of the committee having the matter in charge will show. They say, "the engine Olentangy and hose cart Neptune were taken to Templar hall, and by the ladies beautifully decorated with evergreens and flowers. The tables were most bountifully spread with 'good things,' and, with the aid of the Delaware String Band and vocal performers who kindly volunteered their services, the occasion passed off pleasantly and satisfactorily to the citizens and firemen." The net receipts of the entertainment were \$199, which was divided among the various companies for the purpose for which it was raised. These festivals were of frequent occurrence afterward, and were equally pleasant and profitable.

Early in 1856, the Fire Association expressed their opinion through a committee, that the safety of the town required the addition of another engine to their force. At this suggestion, another company was formed called the Washington Fire Company No. 2, which was supplied with an engine and hose-reel in the October following. This machine was bought from Hunneman & Co., of Boston, and was designated on the bill as a fire engine with five-inch cylinders, vacuum chambers to the suction part, with four sections of suction-hose, copper strainer, wood-saddle, torches, axes, etc., costing \$1,184.88, with the freight, \$136.58 additional.

In the meanwhile, the Council had been considering the question of building two engine-houses to accommodate the two machines. By March, 1857, there were two substantial brick structures, one on the corner of the parade ground (present Fire Station Location), still standing, and one on the corner of Franklin and North Streets (Central Avenue), which has since been torn down, built at a cost of some fifteen hundred dollars. This sufficed for the needs of the city for seven years, when the east part of the town put in a claim for an engine company. In response to this call, the Council in 1864 bought of the city of Cleveland, a second-hand engine at a cost of \$800, and a company was formed to man it. This was but part of the work to be done and the company began to talk seriously of disbanding before the Council got ready to build a house for their accommodation. They began to erect an engine-house early in 1868, and by the 1st of August it was ready for the company, costing the village the sum of \$3,294.76.

The town had thus three serviceable engines, three hose-reels, a hook and ladder wagon, and companies to operate them. But there was something more needed to make them effective, which we gather from a report of the Chief Engineer on February 1, 1869. There was but 1,700 feet of hose,

400 feet of which had become unreliable on account of its long use, and 500 feet was rubber. There was a scarcity of water available for the use of engines, a large part of the town being dependent upon private wells and cisterns, a very poor reliance in time of fire. There were but nine public cisterns, and they were many of them in poor condition. The engineer asked for a new wagon for the hooks and ladders, and a bell for the engine-house east of the river. In the following year, a new element was introduced in the fire department, which has worked a wonderful change. On December 15, 1870, the city bought a brass-plated Silsby Rotary Engine of the third size, and the old market-house was fitted up for its reception. A team was bought, and George H. Aigin appointed engineer. In 1874, another Silsby Rotary Engine was bought, a nickel-plated machine of the second size. Aigin was transferred to the new engine, which was named the W. E. Moore, No. 2, and W. E. Kruck was appointed engineer of the first engine bought, the Delaware No. 1. Hitherto the hose reels had been managed by volunteer companies, but in this year, a horse hose-reel was bought which displaced the old force. In 1876, the hook and ladder wagon was fitted for horse-power, and the whole fire department was put on a first-class basis. The old shed on the east side of the market-house was enclosed for the hook and ladder, the engines were put in front part of the main building, while the horses were comfortably housed in the rear of the machines. The department is composed of seventeen men, six with the hose-reels, six with the hook and ladder truck and the rest with the engines, save the Chief who manages the whole. The annual appropriation is \$3,500, out of which, besides the expenses of teams, etc., are paid yearly salaries to two engineers and two drivers, the others receiving 50 cents per hour of service. This small complement of men is made to serve the apparatus by the engineer of the Delaware No. 1, acting as the driver of one of the reels. There are but four horses, two for the engine, one for the hose reel, and one for the ladder wagon. The whole apparatus is in one building, and, in case of necessity, the team is sent back for the second engine, and the ladder team goes after the other hose-reel, and the second engineer takes charge of his engine. There is no code of signals, and the alarm is given by the usual outcry when the bells tap the number of the ward. The department has two engines, two hose-reels, a hook and ladder wagon, one hand engine in good repair, and 4,000 feet of fabric hose. Four men are constantly on duty, and the department is furnished with all the conveniences of such establishments in cities. The teams are well-trained; the engines are supplied with the Dayton Champion swinging harness, fire torches, etc. The water facilities seem to be unexcelled for a place where the only dependence is upon local reservoirs.

There are fourteen cisterns, with a capacity of 250 to 1,200 barrels each. There are two reservoirs made by damming Delaware Run; one on Washington Street, 25x60 feet by 3 feet deep, the other on Main Street, 25x3 feet and 18 inches deep, which may be re-enforced from that on Washington Street, if desired. Near the dam are two large stone reservoirs, fed by the river, which are practically inexhaustible. Since the re-organization of the department, in 1874, there has been an average of a little over eleven fires per year, with an average of about three false alarms. The department, by its promptness and efficiency, has now the respect of insurance men, and, during the six years of its present efficiency, there have been no serious losses which better management of the department could have saved. In 1871, at the burning of the flax-mill, east of the river, the engines were on the ground ready for work in thirteen minutes, which speaks well for their drill. Their present officers are: Chief Engineer, William J. Davis; Captain of the Hose, Daniel Jones; Captain of the Hooks, C.V. Owston; Engineer of the W. E. Moore, No. 2, George H. Aigin; Engineer of the Delaware No. 1, W. E. Kruck; Driver of Engine, Jackson Cunningham; Driver of Hose, Walter F. Watson.

THE HISTORY AND ORIGINATION OF THE DELAWARE FIRE DEPARTMENT

(Taken from James R. Lytle's History of Delaware County)

No department of the City is characterized by greater efficiency than that of the fire department, evolved from the self-constituted organization of pioneer days. In the infantile days of Delaware, the fire alarm was a signal for every able-bodied citizen to rush forth, bucket in hand, and do his utmost to put out the fire, and this continued to be the method of fighting fires until the middle thirties (1830's).

In 1834 two engines were purchased by the Council, small affairs described as "small rectangular boxes with a pump worked by levers at which four men, by crowding could find room to work." In October 1834 the Council took the first steps in the organization of a fire department, laying out the City in two districts. No. 1 including all that part north of Winter St. with Captain Henry Moore in charge, and No. 2 captained by Edward Potter, all south of Winter St. In each a company was organized to include a captain, one or two subordinate officers and twenty five men, the director of operations at the fires being the captain whose engine first arrived at the scene.

In 1838 two small engine houses were erected, one on the south west corner of William and Sandusky Streets, and the other on the Court House lot. In 1846 a large hand engine of the Hunneman pattern was purchased for \$675.00, and other necessary apparatus was purchased for \$303.50. The Council also purchased a hose reel and hook and ladder truck for \$147.58 and these additions to the departmental equipment necessitating more room, the west end of the William Street market house was fitted up as a fire station.

A fire association was next formed consisting of a company organized to take charge of the new engine house, known as the Olentangy Engine Co., the Neptune Hose Co., the Rough and Ready Hook and Ladder Co. and the Protection Co. which worked one of the smaller hand engines. It was officered by a chief engineer and two assistants. The Protection Co. disbanded after a brief existence. Another company was organized in 1856 Washington Fire Co. No. 2, for which a new engine and hose reel was purchased at a cost of \$1,184.88.

In 1857 two substantial brick structures were completed at a cost of \$ 1,500.00, one on the corner of the parade grounds, and the other at the corner of Franklin and North Sts. (Central). The east part of the City made a demand for better fire protection and in 1864 a second hand engine was bought of the City of Cleveland for \$800.00. A company was organized and a station was erected for the sum of \$3,294.76 but was not completed until 1868. December 15, 1870 the City bought a brass plated Silsby Rotary engine of the third size, for which the old market house was fitted up. The first fire team was then purchased and George H. Aigin appointed engineer. This was an important step in advancement and was followed in 1874 by the purchase of another Silsby rotary of the second size. Mr. Aigin was transferred to the new engine known as W. E. Moore No. 2 and W. E. Kruck became engineer of the old engine Delaware No. 1. The hose-reels, until

this time manned by volunteer companies, were next replaced by a horse hose-reel, and in 1876 the hook and ladder wagon was fitted for horse power.

All of the apparatus was housed in one building, and the company consisted of seventeen men and the Chief. The city fixed the annual appropriation at \$3,500 out of which came the expense of keeping the teams and the yearly salaries of two engineers and two drivers, the others receiving fifty cents per hour for service.

The engine house at City Hall had, when it was installed, at the time of the building's erection, two steam fire-engines, a hook and ladder wagon and horse-cart, with four horses. In 1895 a new hose-wagon was purchased. One of the steam engines was replaced with a chemical in 1885. January 1, 1908, Station No. 2, on Potter St., was completed and occupied. It is a two-story brick building and was erected at a cost of \$3,767. When the city purchased the lot on which Station No. 2 was built, there was a two-story brick house there which cost \$1,500, in which two men belonging to the station reside, The water pressure being 65 pounds, it is not necessary under ordinary circumstances to use the steamer, which is kept in reserve.

The last hose-wagon purchased was re-modeled into a combination hose and chemical, and a new combination hose and chemical was purchased for Station No. 1 at a cost of \$ 1,650. The department now has six head of horses and 4,500 feet of hose. There are six permanent men in the department and ten minute men. C. W. Keiser has been Chief since October 15, 1906, succeeding C. O. Jones, who had been Chief for two or three years previously. Chief Jones' predecessor was Mont Battenfield, who succeeded E. M. Heller, whose predecessor was W. E. Moore.

EARLY VOLUNTEER COMPANIES

After the original organization of the Fire Department in 1834 by the City Council, the companies went through various changes. A reorganization of the companies took place and a Fire Association was formed in 1846.

Out of the Fire Association grew these various companies:

- 1847-57 - Olentangy Engine Company
- 1847-57 - Neptune Hose Company
- 1847-1869 - Rough and Ready Hook and Ladder Company
- 1847 - Protection Company
- 1856- Washington Fire Company
- 1857-1867 - Union Company (east side)

The entire collection of minutes of the Neptune Hose Company from 1847-1857 have been located at the Delaware County Historical Society. An original Certificate of Life Membership for five years of service, awarded to W. E. Moore in 1855 is included. Moore was one of the town's early politicians and later became Fire Chief. An original white ribbon with the inscription Neptune Hose and a receipt for the Rough and Ready Hook and Ladder members for the purchase of one pair of pants, one cap marked "H.L.," one belt marked R. & R.H. & L. and one flannel shirt was found with these minutes.

The first members of the Neptune Hose Company in the minutes of Jan. 5, 1847 were:

S. W. Little	C. C. Chamberlain
C. Hills	H. Mills
R. W. Reynolds	W. E. Butler
Joe Storm	W. D. Hem
C. Platt	Don Kensill
O. L. Hinton	S. S. Torance
A. A. Welch	John Shoub
John McElroy	G. T. Stayman
William Duden	P. Randall
H. E. Howard	

The Constitution of the Neptune Hose Company stated that it would be composed of 20 men; the officers were a Foreman, a 1st and 2nd Assistant Foreman, a Secretary and a Treasurer.

Monthly meetings were held at various locations - sometimes in the Sheriff's Office, one time on the park bench in front of the Court House, and in Dr. Van Deman's office. The uniform was established to be a fireman's hat with "Neptune Hose Co." painted in black letters, a red flannel hunting shirt with black leather belt. In 1855 overalls became a part of the uniform.

Fines were established for missing fires - 50 cents, missing exercise meetings - 20 cents, and not appearing at a fire or exercise meeting in uniform - 50 cents. A member could be suspended or expelled for not conforming.

The first member appearing at the scene of a fire manned the pipe (nozzle).

A Parade uniform was approved consisting of a red calico shirt (\$1.37), checkered cap, black pants and patent leather belt.

The various fire companies appeared to stay in existence until 1870 when the first full time paid drivers for the steamers, hose reel, hook and ladder were converted to horse drawn vehicles.

The paid members were supported by volunteers called “Minute Men.”

Other members of the Neptune Hose Company were:

J. P. Brown	C. A. Powers
Lewis Kossette	J. H. Crawford
George Gardiner	James Andrews
Paul VanWinkle	A. Kinsells
D. W. Rhodes	D. Kinsell
C. Lattimer	William Robinson
Jacob Kruck	C. A. Wheeler
Alex Powell	G. Shively
W. H. Bruce	Robert Cox
George Nelson	E. Eastman
G. R. Finch	A. B. Shaeffer
M. A. Root	A. Evans
T. Woodruff	E. Willey
Augustin Richards	Charles Ely
William Stephens	Jesse Brown
Alex Dunlap	George Metzger
E. Husted	J. O. Hardin
E. J. Bruner	L. G. Bartlett
G. W. Sharp	John Risher
H. McCullugh	I. Burnham
Dr. John D. VanDeman	H. Humphreys
Dan Martin	Joe VanDeman
F. Lattimer	Lewis W. Little
George W. Sharp	M. D. Penibone
John Danglan	Frank Hays
Tom Oweston	Christ Albright

MEMBERS OF THE DELAWARE FIRE DEPARTMENT

In 1834 when the Delaware Fire Department was first organized, all personnel were volunteers or “Minute Men”, as they were referred to, until approximately 1870 when full-time drivers for the various pieces of apparatus were hired. It was at that time that the apparatus such as the steamers, the ladder wagon, the hose reel and chemical units became horse drawn necessitating drivers. These drivers, in 1870, became the first full-time fire department for the Village of Delaware. All other personnel were Minute Men. The use of Minute Men to augment the department continued until the early 1960’s when the department became fully paid.

The Fire Chiefs that served the Delaware Fire Department are listed chronologically below:

1858	W. Miller
1868-1870	John Carahan
1870	Nicklas White
1870	Charles V. Oweston
1870	George Aigin
1871	William J. Davis
1872	John Oiler
1874-1875	W. E. Moore
1875-1876	Charles V. Oweston
1876	Jacob Kruck
1880	William J. Davis
1890	E. E. Balmer
1892-1894	Henry Moore
1894 Aug.-1900	E. M. Heller
1900 Aug.16 - May, 1903	Mont W. Battenfield
1903 May - Oct. 1906	C. O. Jones (First full-paid Fire Chief)
1906 Oct - Sept. 1928	Charles W. Keiser - 22 years as Chief
1928 Nov - Jan. 1, 1941	Clive K. Dall
1941 Jan 1 - Oct. 1, 1950	Fred Bills (First Fire Chief by Civil Service Exam)
1951 Jan 1 - Dec. 1, 1956	Jerome Plickebaum
1957 Feb 9 - Apr 22, 1980	Wilbur Bills (23 years, 2 mos, 13 days) Longest Service as Fire Chief)
1980 Apr 23 - Apr 15, 1986	James V. Plickebaum
1986 Apr 16 - June 18, 1991	Stephen G. Robinson

1991 Sept. 12- Aug 18, 2006 Thomas L. Macklin
2006 Aug. 6 - Present John L. Donahue

All Chiefs, up until the appointment of C.O. Jones, were considered part-time, receiving salaries quarterly. They, along with the firemen, were confirmed by City Council and appeared as a part of the City Council minutes. The Chiefs, until 1903, were elected by the department members and then confirmed by City Council.

All Chiefs were appointed by act of City Council until the appointment of Chief Fred Bills, who was subjected to the first Civil Service examination for the position. Additional officers were selected by Civil Service examinations from 1941 on.

Civil Service examinations for Firefighters were implemented around 1914.

THE FIRE CHIEFS



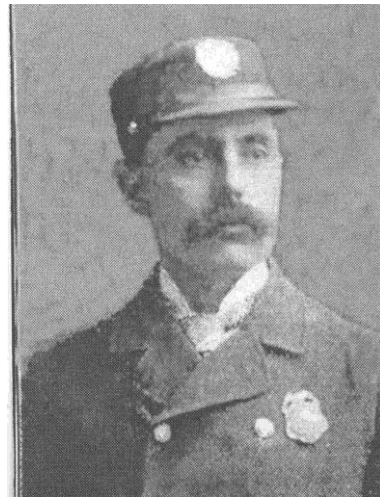
1890-1892
Ed Blamer

No Picture
Available

1892 – 1894
W.E. Moore



1894 – 1900
E. M. Heller



1900 - 1903
Mont Battenfield

Served from July 1900 until 1903. Chief Battenfield was born in 1860 and represented the third ward on City Council for four years. He was employed by Riddle and Graff & Co., cigar manufacturers. During his tenure the department consisted of a hose wagon, a chemical unit, a hook and ladder and two Silsby Steamers kept in reserve in case of an accident at the water plant.



1903 – 1906

C.O. (Oscar) Jones

Fire Chief from May 1903 until October 1906. He was born in 1855 and lived on a farm for a while and also worked for a period at the flouring mill. He moved to Delaware in 1890 and served as a police officer for 5 years. He was appointed as the driver of the hook and ladder truck in May 1898 and served in that capacity until appointed as Fire Chief.



1906 – 1928

Charles Keiser

Fire Chief from October 1906 until his death on September 9, 1928. He was born in 1860 and had been a police officer from May 1900 until his appointment as Fire Chief.



1928 – 1941

Clive K. Dall

Fire Chief from November 1, 1928 until January 1, 1941. Chief Dall was appointed to the Fire Department in 1908 and served as the hose cart driver until the department motorized in 1913.



1941 – 1950

Fred Bills

Served as Fire Chief from October 1, 1941 until October 1, 1950. He was appointed as Captain in 1924. He was the first Chief to be appointed under a Civil Service examination. He was born May 9, 1890 and appointed to the fire department December 14, 1914. He served as driver of the horse drawn ladder/chemical wagon at the east side fire station until its closing in 1924. He was also the father of Wilbur Bills, who would later become Fire Chief.



1951 – 1956

Jerome (Jerry) Pliickebaum

Served as Fire Chief from January 1, 1951 until his retirement, on disability, on December 1, 1956. Chief Pliickebaum was born in 1910 and was first appointed to the Police Department in 1936 until his transfer to the Fire Department December 1, 1939. He was the father of James Pliickebaum who would later become Fire Chief.



1957 – 1980

Wilbur Bills

Served as Fire Chief from February 9, 1957 until April 22, 1980. This was for a period of 23 years, 2 months and 13 days and longer than any other service as Chief. He was born September 25, 1926 and appointed to the Fire Department June 1, 1948. He retired on April 22, 1980. Upon his retirement the present Fire Station at 99 S. Liberty St was named in his honor. Chief Bills served as President of the Ohio Fire Chiefs Association. He was the son of former Fire Chief Fred Bills.



1980 – 1986

James Pliickebaum

Served as Fire Chief from April 23, 1980 until his retirement April 15, 1986. He was appointed to the Fire Department January 1, 1960 and promoted to Captain in 1969. He was the son of former Fire Chief Jerry Pliickebaum.



1986 – 1991

Stephen G. Robinson

Served as Fire Chief from April 16, 1986 until his retirement in 1991. Chief Robinson was appointed to the Fire Department in April 1966. Promoted to Lieutenant April 28, 1971 and Captain on January 4, 1978. He retired on Disability after more than 25 years of service.



1991 – 2006

Thomas Macklin

Thomas Macklin served as Chief from September 12, 1991 to August 18, 2006. Chief Macklin was appointed to the Fire Department in 1975, promoted to Lieutenant July 22, 1986 and Captain in 1989. Chief Macklin became Acting Chief in January of 1991 until his promotion to Chief in Sept. of that same year.



2006 – Present

John L. Donahue

John L. Donahue was appointed as Fire Chief on August 9, 2006. Chief Donahue came to the Delaware Fire Department from Temple Terrace, Florida, where he served as the Assistant Fire Chief. Prior to that, he worked in the Cincinnati area, beginning his career as a volunteer in 1979. In July 1986, he began working full-time as a Captain with the Milford Community Fire Department.

DEPARTMENT MEMBERS

Paid Members

1870-1900

Edward Finley	1895
William Mathias	1896-1904
Jacob Kruck	1870-1880
William E. Moore	1870-1875
Charles V. Oweston	1870-1876
George Aigin	1870-1875
Oscar Jones	1897-1906
Jack Cunningham	1871-1895
William Davis	1871-1874
Walter Watson	1880
Elmer Watson	1895
William E. Kruck	1871-1875
John Connors	1871
Michael Hanley	1871
Frank Dennis	1895-1904
Fred Bauder	1895-1907
William Ruder	1896-1901
Dan Jones	1880
Albert Turner	1875-1876
Charles Kruck	1895-1901
E. H. Balmer	1890-1893
Elmer Heller	1899-1900
C. O. Jones	1898-1906

Paid Members
1900 to Present

Charles W. Keiser, Chief	1906 – 1928 Chief for 22 years
Chive K. Dall	1908 – 1940; Chief 1928 – 1940 - 12 years as Chief
Frank J. Price	April 1913 – Nov. 1949; Captain 1941 – 1949
Frank Amrine	1895 – 1915
Sam Jones	1900 – 1916
George Vining	1907 – 1913
William Henderson	1914
Edward Decker	1903 – 1908
Fred Bills	1914 – 1950; Captain 1924- 1941; Chief 1941-1950 - 10 years as Chief, Died 12/16/1962
Clarence Reicheldefer	1917 – 1924
Arthur Reese	1924 – 1950
Lester Zimmer	1928 – 1948 Disability Retirement
William Foley	1930 – 1945 Disability Retirement Died 01/29/1956
Jerome Pliickebaum	1939 – 1956; Disability Retirement, 12/01/1956 Captain 01/01/1950; Chief 1951 – 1956 - 6 years, Died 02/07/1969
Carl Zimmerman	1941 – 1962; Capt. 1951 Died in office
Alton Brenneman	1945 – 1956; Died on the job 10/05/1956
Wilbur Bills	1948 – 1980; Chief -1957 – 1980 - 23 years, 3 months;

	Died 02/20/2016
William Shaw	1949 – 1976; Disability Retirement Captain 01/15/1960 Died 05/08/1989
William Adams	1950 – 1980. Retired 04/22/1980 Died 04/18/2018
James Gatton	1951 – 1981; Retired 01/23/1981 Captain 03/07/1969;
Milton Shonting	1953 – 1979; Retired 05/23/1979 Captain 1962;
Richard Ward	1956 – 1978; Retired Disability 1978 Lieutenant.1971; Captain 1976; Died 05/20/1989
Robert Downing	1957 – 1975; Retired Disability 030/9/1975,
James V. Pliickebaum	1960 – 1986; Retired 04/16/1986 Captain 1969; Chief 1980 - Chief 6 yrs,
Donald Morris	1960 – 1989; Retired 07/16/1989 Lieutenant 04/28/1971; Captain 01/28/1981;
Chester Hazelton	1960; Resigned 08/019/1964
John Reese	1962 - 1988; Retired 04/12/1988
Hughy Deel	1962; Resigned 07/31/1964
David Chaney	1962; Resigned 1964
Harvey Shuster	1964 – 1989; Retired 06/20/1989 Lieutenant 02/07/1976; Captain 05/23/1979;
Fred Moyer	1964 – 1991; Retired 04/08/1991
Stephen Robinson	1966 – 1991; Retired 06/18/1991 Lieutenant 04/28/1971; Captain 01/04/1978; Chief 04/015/1986;

	Died 03/06/1994
Joe Ruby	1966 - 1995; Retired 10/10/1995 Lieutenant 05/23/1979; Captain 07/19/1989,
Garold McCumber	1967; Resigned 09/19/1968
David Fish	1969-1989; Retired 01/03/1989 Lieutenant 01/04/1978; Captain 04/23/1980;
Paul Wampler	1969-1988; Retired on Disability 05/10/1988, Died 04/20/2005
Kenneth Bensley	1969 – 1979; Resigned 1979
Larry Milligan	03/24/1971 – 01/22/1997, Retired Lieutenant 04/23/1980; Captain 06/29/1989;
Donald Snyder	1971 - 1982; Resigned 06/01/1982
Chris Acker	1971 - Military 1974-1978; Resigned 02/23/1979
Michael Olney	07/11/1973 – 07/13/2004, Retired
Steve Boham	07/11/1973 - 07/13/2003, Retired Lieutenant 01/28/1981; Captain 05/24/1989;
Marilyn Wood (First Full-Time Secretary)	11/21/1973-02/27/2001- Retired
Ralph Carson	1973 - 1976; Resigned 04/29/76
Lee Vanderbosch	09/11/1974 - 09/15/2009, Retired Lieutenant 07/22/1986; Captain 05/24/1989
Robert Garey	2/26/1975 - 4/22/2003, Retired
Thomas Macklin	1975 – 08/18/2006; Retired Lieutenant 07/22/1986; Captain 1989, Chief 09/12/1991
Max Flahive	02/04/1976 – 09/3/1996, Retired

Ron Nist	05/12/1976 – 05/12/1998, Retired
Stephen Frentsos	01/04/1978 - 06/01/2004, Retired Captain 01/22/1997
Mitchell Ross	1978 - 1985; Resigned 08/30/85
Rick Collier	1978 - 1985; Resigned 08/30/85
Phil Guttridge	1978 - 1979; Resigned 1979
Thomas Luchka	1979 - 1986; Retired Disability 1/2/86
Ron Walters	1979; Resigned 08/23/1981
Donald Kirkham	05/23/1979, Retired 03/04/1999 Captain 8/18/1991; Firefighter 4/8/1992;
Rocky Lawrence	02/6/1980 – 05/25/2010, Retired
Matt Dick	1980, Resigned 12/1990
Dennis Kuhns	1980 – 04/24/1994 Died
Bill Anderson	01/28/1981, - 04/28/2016, Retired Captain 01/13/1993
Robert Holm	1982; Resigned 01/10/1991
Steve Leech	06/12/1985 – 03/02/2017, Retired
James Oberle	08/01/1985 - Present Captain 08/23/1995
James McCurdy	01/22/1986 – 04/30/2012, Retired
William Bivens	01/08/1986 – 06/13/2017, Retired Lieutenant, 08/28/2013
Robert Wilcox	05/15/1986 – 05/31/2014, Retired
Charles Cooperider	03/30/1988 – 07/12/2016, Retired
Tim Van Meter	04/20/1988 – 09/05/2006, Retired
Paul LeMaster	03/20/1989 – 12/16/2014, Retired
Steve Prose	07/05/1989 – 07/29/2014, Retired
Robert Young	07/19/1989 – Present
Jeff Cormier	06/19/1991 – 03/17/2020, Retired Lieutenant, 08/28/2013
Alan Matteson	06/19/1991 – Present

	Captain 09/24/2012
John Hall	07/03/1991 - Present
	Captain 09/24/2012
Mike McCutcheon	07/14/1991 – 03/01/2006, Resigned
Donald Myers	07/20/1991 – Present
Erik Zierden	10/15/1991 – Present
	Lieutenant 08/28/2013
Dan Lobdell	05/13/1992 – Present
	Captain 6/30/2004
Tom Vernon	01/11/1995 – Present
John Stuart	04/24/1995 – Present
Blaise Stojkov	03/05/1997 – Present
Ben Miller	03/19/1997 – Present
Mark Huston	08/18/1997 – Present
Doug Stewart	08/18/1997 – 06/27/2017, Resigned
	Captain 04/19/2006
	Assistant Fire Chief 01/04/2012
Terry Marks	06/15/1998 - Present
	Captain 3/18/2004 – 12/11/2005
	Firefighter 12/12/2005
Jason Rodocker	07/01/1998 – Present
	Lieutenant 08/28/2013
Jake Jones	04/16/1999 – 12/07/2002, Resigned
Pete Gomia	04/30/1999 – Present
	Lieutenant 08/28/2013
Tim Pyle	10/13/1999 – Present
	Lieutenant 11/01/2017
	Captain 06/13/2018
Thomas Armentrout	10/27/1999 – 06/09/2011, Resigned
Ellen Sheets	6/16/2000 – 07/13/2007, Resigned
(Administrative Assistant)	
Matt Kasik	08/01/2001 – Present
	Lieutenant 08/28/2013

Aaron Jennings	12/4/2002 – 5/18/2015, Resigned
David Coleman	04/23/2003 – Present Lieutenant 08/28/2013
Jeremie Barr	05/07/2003 – Present Lieutenant 08/28/2013 Captain 10/19/2016
Robert Jarvis	05/07/2003 – Present Lieutenant 11/30/2016 – 11/30/2017
Mike Domire	03/24/2004 – 2/1/2015, Resigned
Joe Murphy	06/02/2004 - Present
Jeremy O’Mealia	10/19/2005- 9/6/2012, Resigned
Kurt Kaelber	10/19/2005- Present
Clinton Archangel	12/14/2005- Present Lieutenant 08/28/2013
John L. Donahue	08/09/2006 – Present Chief 08/09/2006
James “Bill” Jones	09/19/2007 – Present Lieutenant, 12/26/2018
Jarrod Lilly	09/19/2007 – Present Lieutenant, 12/26/2018
Christine Garcia (Administrative Assistant)	11/28/2007 – 7/27/2017, Resigned
Khanh Thai, MD (Medical Director)	02/06/2009 – 09/30/2015, Resigned
Scott Kravits, PA (Physician Assistant)	02/06/2009 – 10/01/2015, Resigned
Nick Hrdy	02/20/2008 – Present
Joseph H. Jones	03/18/2009 – Present Lieutenant, 12/26/2018
Cody Cline	07/07/2010 – Present
Wendy Caldwell (Photographer)	08/01/2010 – Present
Jonathan Smith (Fire Chaplain)	09/01/2010 – Present

Jakob O'Brien	01/18/2012 – Present
Michael Gamble	01/18/2012 – Present
Ryan Hussey	01/18/2012- 12/29/2016, Resigned
James Russell	01/18/2012 – 03/01/2012, Resigned
Chris Neading	01/18/2012 – Present Lieutenant, 12/27/2017
Craig Minister	08/01/2012 – Present Lieutenant, 12/26/2018
Brian LeMaster	08/01/2012 – Present
Bryce Bishop	08/01/2012 – Present
Eric Wells	08/01/2012 – Present Lieutenant, 03/18/2020
Shane Brintlinger	03/06/2013 – 06/04/2014, Resigned
Zachary Schaeffer	03/06/2013 – Present Lieutenant, 12/26/2018
Joseph McGuire	03/06/2013 – Present
Nicolous Schwan	07/03/2013 – 05/30/2016, Resigned
John Wells	07/03/2013 – Present
John Pershing	06/04/2014 – 09/22/2015, Resigned
Richard Nethers	06/04/2014 – 03/09/2018, Resigned
Michael Theisen	06/04/2014 – 06/23/2020, Resigned
Dylan Blythe	06/04/2014 – Present
Luke Seiffert	06/04/2014 – Present
Jared Drenik	06/04/2014 – Present
Patrick Caulkins	06/04/2014 – 12/03/2017, Resigned
Ryan Howard	12/17/2014 – Present
Taylor Von Lohr	12/17/2014 – Present
Benjamin Hagstad	12/17/2014 – Present
Caleb Penner	08/26/2015 – 12/12/2015, Resigned
Benjamin May	08/26/2015 – 10/31/2015, Resigned
Paul Gabriel, MD (Medical Director)	10/01/2015 – Present
Adam Rieser	11/18/2015 – Present

Stephen Payne	12/16/2015 – 07/09/2017, Resigned
Andrew Hieronimus	07/27/2016 – Present
Shayne Niemet	07/27/2016 – Present
Nicholas Highley	07/27/2016 – Present
Brian Williams	07/27/2016 – Present
Lantz Kehlmier-PT	08/10/2016 – Present Full-Time 01/25/2017
Nathanial Whitley-PT	08/10/2016 – Present Full-Time 01/25/2017
Robert Shimits-PT	08/10/2016 – Present Full-Time 06/14/2017
Joshua Hegenderfer-PT	08/10/2016 – 02/28/2017, Resigned
Trenton Lucas-PT	02/22/2017 – 11/3/2017, Resigned
Thomas Blackmore-PT	05/31/2017 – 12/12/2017, Resigned Full-Time 10/18/2017
Alex Watson-PT	05/31/2017 – 06/04/2018, Resigned Full-Time 02/14/2018
Austin Young-PT	05/31/2017 – Present Full-Time 02/14/2018
Keith Simon	07/12/2017 – Present
Jennifer Klemanski (Administrative Assistant)	09/12/2017 – Present
Patrick Johnson	03/21/2018 – Present
Dana DePassio	03/21/2018 – Present
Dashell Marquardt	03/21/2018 – Present
Joshua Shaffer	03/21/2018 – Present
Michelle Hooper (Data/GIS Technician)	04/04/2018 – 9/20/2019, Resigned
Alex Rafeld	10/31/2018 – Present
William Lemaster	10/31/2018 – Present
Jordan Doherty	10/31/2018 – Present
Timothy Garwood-PT	05/15/2019 – Present Full-Time 03/18/2020

Doug Kroon Van Diest
(Data/GIS Technician)

11/13/2019 – Present

Cody Dauphin-PT

11/15/2019 – Present

Full-Time 07/22/2020

MINUTE MEN (VOLUNTEERS)

Ed Potter 1834 - Captain of #1 District (North of Winter St.)
Henry Moore 1834 - Captain of #2 District (South of Winter St.)
W. Miller - 1858
John Carahan - 1869
Nick White - 1870
Richard Nieffee - 1870
P. M. Courter - 1870
Jacob Kruck - 1870
Lewis Smith - 1870
C. V. Oweston - 1870
Charles Cronkelton - 1870
William Bran - 1870
William Gannon - 1871
William Shea - 1871
Charles Welsh - 1871
George Decker - 1871
N.E. Turner - 1871
J. B. Thompson - 1871
Joe Neville - 1871-1901
Thomas Oweston - 1871
George Perry - 1871
Dave Stimmel - 1871
N. Waggens - 1871
Frank Miller - 1871
E. K. Miller - 1871
Solomon Sackrider - 1872
George Krause - 1872
Charles Riddle - 1898-1901
Ed Decker - 1898 - 1901
George Heller - 1898
Elmer Watson - 1898
E. R. Freiley - 1898
Summer Welch - 1898
T. Jameson - 1898
Dan Smith - 1898-1901
C. Clarke - 1898
H. Cunningham - 1898
William Traxler - 1898
L. Swickheimer - 1898-1901
Charles Edleman - 1898-1901
William Fritz - 1898-1901
William B. Kane - 1898-1901
H. Hovey - 1898-1901
Albert Weiser - 1895
Jacob Kruch - 1895
Enos Watcher - 1895

1918-1929

J. W. Davis	Robert Farmer	Art Dennis
Dan Smith	W. A. Shively	Wilber Baker
Ed Finley	Dan Skatz	Long Swickheimer
Joe Long	Herbert Reese	George Bowser

Walter Loop
Burt Dunham
William Woh
Harry Bargdill
Conner Lambert
W. B. Clevenger
Cliff Thompson
Asa Bowers
Roy Wallace

Bob Dall
George Shuster
Dwight Barkeloo
Henry Banks
Paul Ruder
Ivan Wallace
Clarence Wallace
Moths Newell
Don Engeroff

Sam Kelley
Harry Keiser
W. D. Drennan
Art Reese
Lovis Engeroff
Cliff Reese
Leon Dunham
Ail Rhoades

1930-1941

J. W. Davis
Dan Smith
Louis Engeroff
Paul Ruder
Clarence Wallace
Bob Dall
Leo Dunham
Herbert Reese
Carl Zimmerman
Orville Newil

John Saulsbury
George Blair
Don Engeroff
Art Dennis
Dwight Barkeloo
Walter Farrand
George Shuster
Forest Showalter
Bob Sartwell

Ralph Hagar
Norris May
Cliff Thompson
Harold Smith
Ernie Swearengin
Ralph Cellers
Bob Bradford
Walter Reese
Orie Ross

1942-1954

Clarence Wallace
Earl Powers
Cliff Thompson
Vern Thomas
Earl Butts
E. Fry
George Shuster
Milton Shonting
Charles Mather

Elmer Darst
Gilman Dickey
Bob Marston
Harold Bills
Jake Ruppel
Dwight Barkeloo
Tom Andrews
Carrol Thompson
John Liggett

Clarence Reichelderfer
Frank Bobb
George Blair
Bob Hart
Alton Brenneman
Marvin Steiner
Ralph Converse
Fran Andrews
Sam Kelly

Richard Ward
Robert Zimmer
William Shaw
Paul Krouse
Bob Johnson

William Macklin
Paul Osborn
William Adams
John Eley
Brooks Semple

Robert Downing
Byron Hoffer
Ellis Miller
Paul Watson
Paul Crumb

1954-1965

Bob Hart
Ellis Miller
Robert Downing
Robert Johnson
Frank Bobb
Carroll Thompson
Dale Simpkins
Bob Freeman
Art Ruth

Bob Zimmer
Earl Powers
Richard Ward
Clarence Wallace
E. Frye
Earl Butts
Jim Haas
Russell Estelle

Paul Crumb
Elmer Darst
Fran Andrews
Dwight Barkeloo
Donald Morris
James Pliickebaum
John Moths
Jim Petit

HORSES IN THE DEPARTMENT

The use of horses to transport fire equipment to the fire scene began in 1870-74 and continued until 1924 when the last horse drawn ladder-chemical unit was taken out of service. This happened at the same time the East side station #2, on Potter Street was closed. The horses were kept in stalls at the back of the station. The fire apparatus, whether they were steamers, hose carts, hook and ladder, or chemical units were always in place with harnesses in a hanging position controlled by ropes and pulleys. The horses were very intelligent and well-trained. When the fire bell rang, the horses would come out of the stalls and get into position under the harnesses. The firemen would drop the harnesses into position and cinch them up in seconds, ready to respond to the fire. The horses were given daily exercising on the street which is said to have attracted attention, particularly from the children. A close relationship developed between the fire horses and the firemen. The firemen were concerned about the horses when they became ill. This was evidenced in the minutes of April 4, 1876: "The horse 'Tip' is still improving but will not be fit for duty for some time." Another entry into the November 1895 minutes went into great detail: "Old Dick the fire horse is still ailing." This entry was followed in the December 1895 minutes which listed the expense of \$2.50 to Dr. Lee Wintz for chloroforming Old Dick.

When Chief Fred Bills was stationed at the East Side #2 station as a fireman and lived with his family in the house adjoining the station, the whole family became attached to the horses. Chief Wilbur Bills recalls his mother talking about two of the horses, "Bob" and "Dick" almost as though they were family.

When the East Side station was closed in 1924 the horses were sold to farmers. The story is told that everything was O.K. until the dinner bell was rung. The horses jumped the fence and were hard to find and to control.



Fireman George Vining with two of the fire horses in front of the Fire Station in the Old City Hall. Mr. Vining served on the department from 1907-1913.

FIRE DEPARTMENT APPARATUS & PUMPING EQUIPMENT

1834 – First Hand Engines (2)

1846 – October 21, First “Hunneman” Hand Engine, the “Olentangy #1”, at a cost of \$675 with equipment which cost \$303.50.

1846 – October 21, Hose Reel and Hook and Ladder Wagon purchased for \$147.58.

1856 – October 9, A second “Hunnerman” Hand Engine, a Hose Reel and Hook and Ladder were purchased for \$1,184.88 and called “Washington Fire Co. #2.”

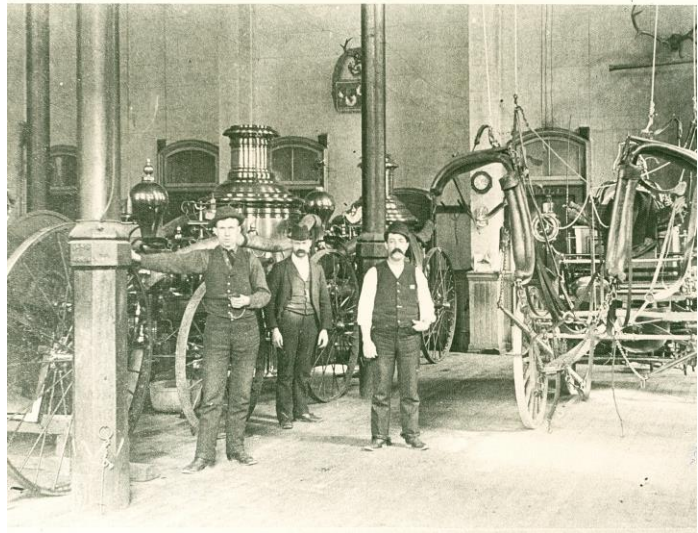
1864 – A second hand engine (used) was purchased from the city of Cleveland for \$800. A company was organized and a station built for \$3,294.76 and completed in 1868 to house this engine. The station was located on the east side at the SE corner of Lake St. and E. Central Ave.

1870 – The first brass-plated rotary steam engine, a Silsby of the third size, and called “Delaware #1” was purchased and placed in the Old Market House Station at William and Sandusky St. This was the first horse-drawn piece of fire apparatus. (Until this time all apparatus was taken to the scene by man-power.) The first paid driver was hired.

1874 – First horse drawn hose reel. The second paid driver was hired.

1874 – Another brass-plated rotary engine of the second size, a Silsby, was purchased at a cost of \$5,560. It was named the “W.E. Moore #2 Engine.” The third paid driver was hired.

Steamers hose cart and ladder wagon, all horse drawn, are shown here inside the Old City Hall about 1890. From left to right: Elmer Watson, Charles Grogan and Fire Chief Ed Balmer.



1876 – First horsepower for Hook and ladder Wagon. All apparatus housed in one building (old Market House) with 17 men and the Chief. An appropriation of \$3,500 annually; yearly salaries paid for two engineers (for steamers); and two drivers for hose and hook and ladder were full-time positions. Volunteers, called “Minute Men” were paid 50 cents per hour. This placed the first full-time firefighters in 1876 at four men.

1882 – Old City Hall construction completed. This housed the fire department that included 2 steam engines, a hook and ladder a hose cart and four head of horses.

1885 – A chemical unit purchased to replace one of the steam engines.

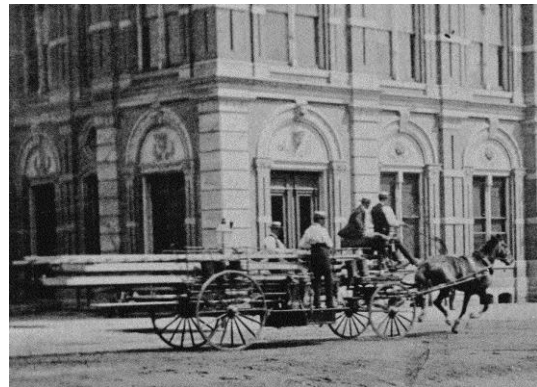
1895 – A new hose wagon purchased.

Ladder wagon outside old City Hall Fire Station between 1898 and 1900. From left to right: Mike Hanley, Charles Kruck, Chief E.M. Heller, Frank Dennis, William Rudder and Driver Oscar Jones.



Chemical unit in front of University Hall/Gray Chapel, Ohio Wesleyan University campus in 1898. Driver William Mathias.

Ladder Wagon at the corner of S. Sandusky and William Sts. In front of the Old City Hall around 1898.



Horse-drawn ladder/chemical wagon at #2 Fire Station on the east side of Delaware (Potter St.) in 1920. Fred Bills on the left and Clarence Reichelderfer on the right. The horses were Bob and Dick.

1913 – The first motorized apparatus was purchased. Both were Kelly-Springfield's built in Springfield, Ohio. One was a ladder truck and the other was a chemical and hose truck. They were delivered with hard rubber tires which were later replaced with pneumatic tires in 1916. Cost was \$8,000 each. The ladder truck was destroyed in an accident while on a fire run in 1937. First and second motorized apparatus. First fire made July 1, 1913. Ladder truck on left – Pete Hart (Delivery Engineer), Frank Price and Chief Keiser. Chemical Wagon on right, Frank Amrine and Sam Jones, This picture was taken in 1916.



1924 – Two Mack 350 gpm rotary gear pumpers with chain driven rear wheels were purchased. These were the first apparatus with pumps mounted and driven by the engine. One was sold in 1945 to an enameling plant in Clyde, Ohio. It was found much later in a barn by the Ballville Township F.D. (near Fremont) and refurbished. Chief Wilbur Bills traveled to Ballville in 1980 and photographed it. The other was given to the American Legion for a parade truck. Its location is unknown. These were the third and fourth motorized apparatus.



1936 – The first motorized ladder truck was purchased with 210 ft. of wooden ground ladders mounted on a Dodge chassis with extended frame. It also had a vacuum booster pump and 110 gallon water tank. The ladders were held in place by vacuum controlled cylinders. The truck was built in Prospect, Ohio by the Hanley Fire Equipment Co. This was the fifth motorized apparatus. It remained in-service until 1960 when the first aerial ladder was purchased. The occasion for the picture was the purchase on new clothing. The picture was taken on March 26, 1942.



Pictured from left to right are Capt. Frank Price, Arthur Reese, Chief Fred Bills, Carl Zimmerman, Lester Zimmer, Jerry Pliickebaum and William Foley.

1945 – A Mack 750 gpm triple combination pumper was purchased for \$9,500. It remained in-service until 1990 when it was given to the Columbus Fire Museum. This was the sixth motorized fire apparatus. From left to right: Jerry Pliickebaum, Chief Fred Bills and Carl Zimmerman.



1951 – A Mack 1,000 gpm triple combination pumper was purchased at a cost of \$17,000. The pumper also had a 500 gallon booster tank and a hose bed for 1,600 feet of hose. This apparatus remains in the Fire Department as a parade truck. This was the seventh motorized apparatus. Pictured from left to right: William Shaw, Jerry Pliickebaum and Wilbur Bills.



1960 – A 75 foot Seagrave aerial ladder with a 1,000 gpm pump was purchased for \$47,500. The apparatus housed 210' of ground ladders, 200 gallon booster tank and 1,600' hose bed. It remained in-service until 1981 when a new aerial platform was purchased. It was sold to Fairlawn Fire Department, near Akron, where it was refurbished and was still in-service 10 years later. This was the eighth piece of motorized apparatus. Pictured from left to right: City Manager Donald Mackley, Chief Wilbur Bills, Wayne Hilborn, Robert Tracht and Henry Wolf.



1969 – A 1,250 gpm Mack pumper was purchased at a cost of \$66,000. The apparatus contained 750 gallon booster tank and 1,600 hose bed. This was the ninth piece of motorized apparatus. This vehicle was sold to a fire department in Montana.



1975 – A Pierce 1,250 gpm pumper with 1,000 gallon water tank was purchased for \$75,000. The apparatus had a 1,000 gallon booster tank and a 1,600' hose bed. This was the 10th motorized apparatus. This vehicle was donated to the Delaware Area Career Center.



1981- An 85 foot aerial platform was purchased from Pierce Manufacturing. The apparatus had 210 feet of ground ladders, 300 gallon booster tank, and held 800 feet of 4" supply line. The apparatus was purchased for \$245,000. In 2001, the color of the apparatus was changed from lime-yellow to red/white and the cab was fully enclosed. The vehicle remained in-service until 2012, when a new 100 foot aerial platform was placed in-service. (Retired May, 25th, 2012.)



1983 – A Pierce 1,000 gpm pumper was purchased. This was the 12th piece of motorized apparatus. The vehicle is still part of the Department's fleet, but is on loan to the Delaware Area Career Center's fire training program. The apparatus has 1,000 gallon booster tank and 1,600' hose bed.



1989 – An E-One 1,500 gpm pumper was purchased at a cost of \$200,000. This was the 13th motorized apparatus. The apparatus contained a 1000 gallon booster tank and a 1,600' hose bed. This was the first piece of apparatus that did not follow the numerical numbering. This truck was numbered Engine 7 and is still in-service. The vehicle was purchased as part of the 0.4% income tax for fire and EMS service passed by voters in 1988.



1989 – This was the second and sister E-One 1,500 gpm pumper was purchased at a cost of \$200,000 later in the year. This was the 14th motorized apparatus. The apparatus contained a 1000 gallon booster tank and a 1,600' hose bed and also has a foam system. This truck was numbered Engine 8 and is still in-service. The vehicle was purchased as part of the 0.4% income tax for fire and EMS service passed by voters in 1988.



In the period of 1913 until 1991, a total of 14 pieces of motorized fire apparatus has served to protect our community. From the period of 1834 until 1913, the city was protected by a total of four hand engines, two steamer engines, two hose reels, two hose wagons, two hook and ladders and two chemical units. Throughout this period, the units were occasionally updated and

refurbished. These were transported to the scene by the firefighters or by the numerous teams of horses used from 1870 until 1924.

1997 – A 1,500 gpm pumper was purchased from Pierce Manufacturing. This is the 15th motorized fire apparatus and was delivered in 1897 and cost \$284,686. The truck contains a 750 gallon booster tank and hose bed capable of carrying 1,250' of 5' supply hose.



2001 – The 1981 Pierce 85' Aerial Platform was refurbished and painted the red/white colors. The truck also went from a two-door enclosure to a four-door enclosure. A new bucket was installed along with a new 120 vac electrical system. The cost for the refurbishment was \$111,619.



2001 – A Pierce 1,500 gpm pumper was purchased and delivered in September. This was the 16th motorized fire apparatus. The truck also contained a 750 gallon booster tank, a Class A foam system and hose bed capable of carrying 1,250' of 5' supply hose. The vehicle was purchased at a cost of \$296,921.



2012 – A Pierce 100' Aerial Platform was purchased. This was the 17th motorized fire apparatus protecting Delaware. The apparatus has a 2,000 gpm pump, 300 gallon booster tank, in-line foam system, ground ladders and a 15 kW generator. The vehicle was purchased as part of the 2010 Fire EMS Levy and a costs including equipment of \$1,200,000.



2013 – A Pierce 1,750 gpm pumper was purchased and delivered in January. This was the 18th motorized fire apparatus protecting Delaware. The apparatus has a 750 gallon booster tank, in-line foam system, ground ladders and a 10 kW generator. The vehicle was purchased as part of the 2010 Fire EMS Levy at a cost of nearly \$600,000.



2017 – A Pierce 1,500 gpm 107' Quint was purchased and delivered in November. This was the 19th motorized fire apparatus protecting Delaware. The apparatus has a 500 gallon booster tank, in-line foam system, ground ladders and a 10 kW generator. The vehicle was purchased as part of the 2010 Fire EMS Levy at a cost of nearly \$990,000.



FIRE STATION LOCATIONS

Formal housing of apparatus and equipment came with the first organization of Delaware's Fire Protection in 1834. The space needed in the beginning was small but soon grew.

1831 – First mention of Fire Department, June 17, nothing accomplished.

1834 – Home of Henry Moore, Captain #1 District north of Winter Street. One hand engine.

1834 – Home of Ed Potter, Captain #2 District south of Winter Street. One hand engine.

1838 – Southwest corner of William and Sandusky Streets

1838– Northwest corner of Central Avenue and North Franklin St.

1846 – West end of the Market House in the center of West William St., about 20 feet west of S Sandusky St. This location was used to house the new Hunneman hand engine and hook and ladder.

1858 – New brick structure built at Franklin and North St. (Central Ave). Cost was \$1,500.

1858 – New Brick structure built at South Washington St. and Hill St. (University Ave.) This is the same land on which Fire Station 301 is located at (99 S. liberty St.). Cost was \$1,500.

1868 – New structure built for the east side at the southeast corner of Lake St. and Central Ave. Cost was \$3,300.

1882 – Old City hall was constructed with a three bay fire station facing South Sandusky St. The building and fire station was destroyed by fire in 1934. When this fire station was built, all fire equipment for the city was located in one fire station.



Old City Hall

1908 – The east side fire station was built on Potter Street. A two-family residence was located on the property facing E. Central at the corner of Potter Street. The building consisted of one bay. The two firefighters assigned to the station were required to live in this residence. The horse-drawn hook and ladder and hose reel operated from this fire station.



Cost of buildings was \$3,767. The building was abandoned in 1924 to bring all equipment to City Hall. The building is still present and being used as a business.

1924 – The Potter St Fire Station was abandoned with all apparatus and equipment transferred to the City Hall Fire Station. This resulted in the last horse drawn piece of equipment being abandoned.

1934 – Old City Hall destroyed by fire, February 1934.

1934 – First temporary Fire Station in Paul B. White’s garage at 17 W. William St. This is the former Office Supplies Unlimited.

1934 – 1937 – Second temporary Fire Station was in the Erlay Hatchery Building, 27 Spring St. This is presently occupied by NAPA Auto Parts.

1937 – New City Hall (1 S. Sandusky St.) completed on the site of the old City Hall which was destroyed by fires three years to the day of occupancy. A two-bay fire station, with living quarters above. The cost for the entire building was \$90,000.



New City Hall Fire Station

1972 – A new Central Fire Station was completed on S. Liberty St between University Ave. and Park Ave. The building was occupied on January 29, 1972. It contained 13,000 sq. ft.

with living quarters, communication center, officers office, hose tower, storage space, four drive through bays and two single bays for the Chief's car and Emergency Squad (ambulance). The cost was \$340,000.



New Central Fire Station – 99 S. Liberty Street (Station 301)

By proclamation of City Council on April 22, 1980, Fire Station 301 was named the “Wilbur Bills Fire Station”. In 1989, the name was installed on the south side of the building by Captain Steve Frentsos and Firefighter Charlie Cooperider. In 1997, the Fire Station was remodeled. The two original bays on the west side of the station originally designed for the Chief's car and emergency squad, were converted into office space for the Fire Chief and Administrative Assistant. The area previously used for the offices of the Fire Chief and Administrative Assistant were converted to the conference room. The cost for the renovation was \$280,000. In 2004, the exterior trim color was changed from yellow to red.



1997 – A new substation located at Pittsburgh Dr. and London Rd was built. This was the main entrance into the industrial park. The fire station was constructed with living quarters, officer’s office, fitness area, storage space, and two-drive through bays.



2011 – With the passage of the 2010 0.3% Income tax for Fire and EMS, the city purchased property for a third and fourth fire station.

2013 – Construction on Fire Station 303 began October 31, 2012. Construction was completed and the Fire Station was fully operational in September 2013.



2017 – Construction on Fire Station 304 is expected to begin in 1st Quarter 2018. Construction is expected to be completed in late 2018. Fire Station 303 is being used as a template for this new Fire Station.



FIRE TRUMPETS

Fire trumpets were used in the early days for the Chief Officers to shout orders to the firefighters at the scene of a fire. The department still has three of the original trumpets in its possession. One is engraved "Chief Engineer – Delaware Fire Dep't". Another is engraved "Ass't Engineer – Delaware Fire Dep't" and the third is engraved "Rough & Ready Hook and Ladder Co." They are made of nickel and silver. Council minutes in 1868 indicate that approval was given to purchase two such trumpets for the Chief Engineer and Assistant Engineer for \$24.00 each from the Adam Price and Co. They were located at 20 John Street, New York City. Attempts were made to trace these trumpets by writing the International Silver Co. in Meriden, Connecticut since one had a Meriden trademark on it. The Company was able to confirm that all three trumpets were made in the 1860's. The Meriden Britannia Co. had been the predecessor of the International Silver Co. These trumpets and the confirmed information provide valuable heritage to the Delaware Fire Department.



FIRE PREVENTION/RISK REDUCTION

Efforts were made in the early days of the Village of Delaware to regulate hazards that might cause fire. An ordinance was passed on July 19, 1835 banning the explosion of fire crackers and gun powder within the corporation except on Muster Day (July 4th). On July 20, 1835 an ordinance was passed making it unlawful to keep in any house, store or building more than eight pounds of gun powder.

Fire Wardens and theft duties were established by ordinance by the Village Council on Dec. 30, 1853. The Village was divided into four Fire Districts using William and Sandusky Streets as the dividing lines. A fire warden was appointed by the Council for each district. The following were theft responsibilities:

“It shall be the duty of each of the Fire Wardens and they are hereby authorized to enter any house or building lot, yard or premises in the corporation on any week day between the rising and setting of the sun, for the purpose of examining any fire place, stove, hearth, chimney, kettle, boiler or apparatus, which may be dangerous in causing damage by fire and when they or any of them shall in writing direct the owner agent or occupant of any premises containing any of the said dangers or apparatus aforesaid to remove, alter or amend the same in such manner and within such time as he or they may deem reasonable and just; and they may also adopt general rules and regulations and publish the same in the newspapers of the Village in relation to the manner of constructing and regulating all manner of stoves, chimneys and fire places with a view of making them safe and secure from fire; and any person or persons who shall resist the entrance of the Fire Wardens into any premise or shall refuse or neglect to attend to and comply with the directions given for altering or amending or removing any of the dangers or any regulations published by the Fire Warden shall be fined not more than twenty dollars and for each second offense not more than forty dollars with costs. Each and every day that it continues shall be considered a second offense.”

“It shall be the duty of the Fire Wardens to examine all places in his district where fires are kept and to see that the same is constructed in a safe manner as often as every thirty days. For the performance of his duty each Fire Warden shall be paid \$1.50 for each day he is engaged in actual service, allowing ten hours for each day of service.”

A Nov. 6, 1865 ordinance made it unlawful to cast or throw any fire ball or other thing saturated with spirits of turpentine or any other combustible matter within the Village limits. Violation could result in a \$10 fine or imprisonment of 24 hours.

A fine of \$25.00 and imprisonment of 10 days was established by ordinance Jan. 6, 1873 for willfully giving a false alarm of fire. Also an ordinance prohibiting the taking of water from a fire cistern was passed 12/21/1 872.

Ten Fire Guards were appointed May 8, 1871 with full police powers.

It appears that any fire prevention inspections that took place from 1874 up until 1951 were done by the Chiefs on an as-needed or hit and miss basis.

In 1951 Chief Jerry Pliickebaum passed the first formal Fire Prevention Code for the City of Delaware. The ordinance included the adoption by reference of the 1947 edition of National Fire Prevention Code by the National Board of Fire Underwriters. James Gatton who had transferred from the Police Department in January of 1951 became the first Fire Prevention Inspector. In the absence of any vehicle he enforced the Code primarily in the downtown area. Subsequent editions of the National Fire Code in 1951, 1953, and 1956, by the National Board of Fire Underwriters were adopted to update the local ordinances. Other codes such as the National Electrical Code, American Insurance Association and many National Fire Protection Association standards followed.

After Chief Wilbur Bills was appointed in 1957 the codes, and their enforcement, were expanded. A Firefighter was appointed each day to increase the number of inspections. In the mid 1970's two additional full time inspectors were hired with vehicles for all three, to better cover the city. All inspectors and officers completed a course offered by the State Fire Marshals Office and became Certified Fire Inspectors. All high-value structures were inspected four times yearly and low-value buildings twice yearly. By this time the number of inspections exceeded 2,000 annually and the Fire Prevention section of the Insurance Underwriters was recognized as a Class 3 division which was a very high rating. The rank of Captain had been assigned to the Fire Prevention offices in 1969, and remained until 1986 when the rank of Lt. was assigned. In 1989 the rank of Captain was restored.

The enforcement of local and state fire prevention codes, flammable liquid, electrical and life safety codes are among the local state and national standards enforced. Captain Lee Vanderbosch headed up that division having assumed those duties in 1986. The use of three full-time inspectors was abandoned in 1982 in favor of using one person from shift each day.

Fire Prevention has risen to receive the respect it deserves. Its importance to the overall purpose of the Fire Department is held in high regard.

During 1989, a second fire prevention officer was assigned to the bureau.

Fire Inspectors

Captain Lee Vanderbosch, Retired September 15, 2009, after 35 years of service

Bob Garey Retired in 04/22/2003

In 2004 – Two additional full-time inspectors were added,

Rocky Lawrence – Retired May 25, 2010 after 30 years of service

Charlie Cooperider – Retired July 12, 2016 after 28 years of service

Alan Matteson filled the open position on September 15, 2010. Alan left the office after being promoted to the rank of Captain September 24, 2012.

Aaron Jennings – December 2012 – April 2013

Terry Marks – February 26, 2013 – June 17, 2014

Mark Huston – April 23, 2013 – October 6, 2015

Kurt Kaelber – August 13, 2014 – June 15, 2016

Zachary Schaeffer – December 2, 2015 – January 24, 2018

Eric Wells – July 13, 2016 – January 24, 2018

Bill Jones – November 28, 2016 – Present

Keith Simon – December 26, 2018 – Present

Blaise Stojkov – March 6, 2019 – Present

EMERGENCY MEDICAL SERVICES

Early emergency medical services in the Delaware Fire Department began around 1940 and very minimally. The training consisted of a 10-hour Red Cross first aid course. The only equipment was a portable E & J resuscitator carried on the ladder truck and used primarily for the benefit of the firefighters and any potential victims at the fire scene. On occasions the public would call for help for difficulty breathing, respiratory problems and drownings. A local funeral home would stop by the fire station and pick-up one man and the resuscitator and go to the scene. In some situations, the trip with the firefighter would be made in a police car. A second resuscitator was donated to the department in 1951. Also, a portable iron lung was donated to the department during the mid-1940's by the local Moose Club. This was at the time that Infantile Paralysis was at its peak.

The service did not change until the 1960's when a donation of \$1,400 was received to begin a more comprehensive approach to emergency medical services. A used 1956 station wagon was purchased, repainted, equipped with lights and siren, and equipped with a cot, splints, oxygen and other medical equipment. The Department went through a 30-hour emergency victim care course offered by the State of Ohio. All department members completed the course and were called emergency medical technicians (EMTs). This course was repeated every three years and eventually became a 60-hour course by 1965. In that first year, a total of 108 runs were made. Operation in the vehicle was cramped for space and because there was no garage space available, the vehicle was parked outside.



The first ambulance used by Delaware Fire Department for emergency transport. A converted 1956 Ford station wagon was purchased and outfitted in 1960 with donated funds.

In 1965 a Chevrolet panel truck was purchased. The firefighters built and installed cabinets, placed additional medical equipment and for the first time, had adequate room to provide care. The vehicle still remained outside due to the limited space.





In 1969, the first van-type vehicle was made and purchased from the Horton Co. It had piped oxygen, room for two patients and stand-up room to work. The training had risen to 90 hours by this time and the number of emergency responses totaled around 800 annually. The vehicle continued to be parked outside, making it uncomfortable in the winter for the patient and for the crew to be able to work.

By 1972, the Funeral Directors had given the County and City notice of their intentions not to continue their response to any medical emergency. Federal funds had become available to set-up services and provide funding for emergency vehicles. The County set-up a system utilizing the Delaware County Sheriff's Office to provide ambulance cruisers for the County and applied for funding. They also implemented a ½ cent sales tax to support the system. With the City and Liberty Twp. already providing emergency medical service, the county also reimbursed the City and Liberty Twp. for each medical run from the sales tax. This was considered a reimbursement to the City and Liberty Twp. residents who were also being taxed for a service that was already being provided. This also provided the necessary support from the City and Liberty Twp. for the federal grant. The funding, and means to determine how to reimburse the agencies, has been adjusted several times since the reimbursement was implemented. The funding application was approved and included a new 1972 van-type ambulance for the Fire Department. This was the fourth ambulance used by the City for emergency medical service.



In 1975, Chief Wilbur Bills applied for federal funds to establish a Paramedic Program with a more advanced level of trained personnel who could provide IV therapy, and cardiac monitoring and defibrillation. This was turned down; however, the City agreed to ½ the amount needed, provided the other ½ of the funding was privately funded. A funding drive was started that included a radio-thon, private and public donations and support from the medical community. The response soon exceeded the \$17,500 needed and a paramedic vehicle was ordered. This was the fifth emergency medical vehicle that served our community. Pictured



with the vehicle from left to right are Chief Wilbur Bills, Captain Richard Ward, Lieutenant Donald Morris, David Fish, Fred Moyer, Max Flahive and Ron Nist.

The first paramedic training was completed in conjunction with Columbus Fire Department's paramedic program with over 200 hours of training. The first six firefighters to complete the paramedic program were; Steve Robinson, Donald Morris, Larry Milligan, Donald Snyder, Mike Olney and David Fish. With the training complete and the delivery of the medic unit, the delivery of service began. A Medical Advisory Committee was established to monitor all runs and activities. Dr. Judy Held acted as the medical advisor and signed the pharmacy license. The implementation of this service was undoubtedly the greatest example of total community involvement and support ever displayed. The service continues to the present time having improved many times over while providing emergency medical service to hundreds of people.

In 2012, the department has over 38 paramedics assigned to providing care to the public. In addition, the remaining firefighters are trained as EMTs. With the continued demand on the department for medical service, all new personnel are required to either be a paramedic or become a paramedic during their career with the Department.

In 1978 and 1987, new van-type ambulances were purchased. These purchases along with subsequent purchases of vehicles and equipment show the commitment of the Delaware Fire Department in serving the medical needs of our community for over 70 years. In addition to providing the medical service, it has allowed the department to continue to provide the community with an effective and cost efficient service, as all personnel is cross-trained to be capable of providing all the emergency needs of the community.



In 1998, Medic 301 was purchased from Horton with an F-E 350 Super Duty with a Ford Chassis and a Horton Box. Cost \$110,000.

In 2003, the department purchased two vehicles from Horton Emergency Services, Medic 302 and Squad 301. Both vehicles are identical with an F-E 350 Super Duty, a Ford Chassis and a Horton built box. Paint and striping are the same except Squad 301 is not lettered on the



outside of the vehicle with “Squad 301” as seen above on Medic 302. Cost \$110,000 each.



In May of 2005, Horton delivered a 2004 model Ford 553-3SD Chassis with a Horton box costing \$122,597. The 1997 model M-301 will be retired to storage and used as a spare EMS vehicle.

In 2012, the Fire Department took delivery of a new Braun Paramedic Unit. This was the first transition for the Department to the medium duty style chassis. This move was done due to on-going maintenance problems with the Ford chassis, changes in EPA requirements related to diesel engines, and the desire for a longer and more durable unit with the increase in demand for emergency medical care.



2012 Braun Ambulance

In 2016, the Fire Department took delivery of three new Braun Paramedic Units. This move was done as a result of our aging fleet of paramedic units. The identical units will be rotated periodically to distribute the work load and prolong the use within the City.



2016 Braun Ambulance

RESCUE SQUAD/SPECIAL OPERATIONS

In addition to Emergency Medical Service, the department has been blessed in that interested citizens donated money to purchase various tools for the extrication of victims trapped in accident situations.

The early tools consisted primarily of axes and pry bars. Later years brought on more sophisticated equipment. The early hydraulic jacks were replaced by porto-powers which consisted of various adapters and greater tonnage capability. An acetylene torch was donated by the Eagles Lodge in 1948, but was replaced by air chisels which were capable of cutting, ripping and tearing away metal at the scene of an accident. Gasoline powered saws with various blades for metal, wood, and other materials were added. When the Jaws-of-Life tool came on the scene in the early 1970's, the local C.B. club took upon themselves the task of raising nearly \$6,000 to purchase one for the department. It consists of a gasoline powered compressor which operates various expanding adapters and cutter's which operate at high pressures to open jammed doors and/or removing tops of cars making safe access to victims.

In 1983, the Pierce Rescue/Pumper was purchased and much of this equipment was placed on it to respond to accident scenes adding the extrication capabilities to that of fire protection. This was of particular importance with flammable liquid spills resulted on these same incidents.

The 1980s also saw a focus on Hazardous Materials. Delaware Fire Department has been a countywide leader in hazardous materials and been an active agency in the Delaware Area Response Team (DART). Delaware has numerous Hazardous Material Technicians and all personnel are certified to the Operations level.

In 2003, the Department began looking a more globally to the issues of Rescue. This field expanded to what is currently known as Technical Rescue. The department added the Trench Rescue Trailer. Personnel were trained to the Trench Rescue Technician level. Since then, the program has been expanded to include all facets of Technical Rescue and has numerous personnel certified as Technical Rescue Technicians.

In 2006, the Department added a Heavy Rescue/HazMat Unit to its fleet. Much of the equipment housed on the 1983 Pierce and the 1988 HazMat Trailer was transferred to this new vehicle. The new vehicle also had additional equipment purchased prior to placing it in-service. Through grant and other means of funding, additional technical equipment has been purchased and placed on this vehicle, including the HazMat ID. In 2011, the Department added a light tower through a Homeland Security Grant.





Hazardous Materials Trailer



Mass Decontamination Unit
(Stored at Grady Memorial Hospital)



Water Rescue Boat



Trench Rescue Trailer

WATER SUPPLY FOR FIRE PROTECTION

Early water supply for fire protection consisted of wells with hand pumps to fill buckets which were passed along a line of men to the hand fire pumps. The empty buckets were then passed back by a second line to the source to be refilled. The fire pumps consisted of a rectangular box with levers on each side, which 3-4 men would raise and lower. This action would suck the water from the box and direct it through a fire hose and nozzle onto the fire.

In October of 1834, four wells were constructed for the use of the fire department and supplied with hand pumps. The locations of these hand pumps were:

- One at North Sandusky and North (Central Ave.) Sts.
- One at N. Sandusky and Winter Streets
- One at Sandusky and William Streets
- One at W. Winter and N. Washington Streets

An ordinance passed by the town council on March 29, 1841 required each resident to furnish themselves with as many fire buckets as was deemed necessary. In his report on Feb. 1, 1869, the Fire Chief expressed concern over the scarcity of water for fire protection. Most depended on private wells and cisterns. There were only nine public fire cisterns, many of which were in poor condition. They were located at:

- North Sandusky and Central Avenue
- North Sandusky and Winter Streets
- Sandusky and Williams Streets
- S. Sandusky and Third (Park Ave.) Streets
- N. Franklin and Griswold Streets
- W. Winter and North Washington Streets
- S. Washington and Hill (University Ave.) Streets
- E. Central Avenue and Lake Street.

By 1876 improvements were made in the system by adding six more cisterns for a total of 15 that contained 200-1200 barrels of water:

1. William St. in front of City Hall
2. Corner of Winter & Sandusky Sts.
3. Front of Court House at N. Sandusky St.
4. N. Sandusky St., in front of Carper Property
5. N.E. Corner of Monnett Lot in intersection
6. E. Central Ave., South of Big Four paint shop
7. E. Winter St. North of East School
8. Milo St. North of E. Central Avenue
9. Railroad St. (Bernard Aye) and Liberty Sts.
10. Sandusky and Park Ave.
11. Webb and Chamberlain Sts.
12. Oak and Channing Sts.

13. Henry and F. William Sts.
14. Washington and University Ave.
15. Lincoln Ave. and N. Liberty St.

Two reservoirs were made by dams placed on the Delaware Run; one of these was on S. Washington Street - 30x60 feet by 3 ft. deep, the other at S. Sandusky Street 25x30 ft. and 18' deep.

Additional flow could be provided for the one at South Sandusky Street by opening the dam at Washington Street. Another dam was placed on the Delaware Run at the Female College (Old Monnett Hall on Elizabeth Street). There were also dams on the river at Winter and William Street and a large wooden dam was north of Central Avenue near the present day Municipal Swimming Pool.

This form of water supply for fire protection remained until 1889 when the Delaware Water Co.(privately owned) was constructed by Moffett Hodgkins and Clark on the present site of the Municipal Water Plant. The water system consisted of 16 miles of cast-iron water mains and 206 fire hydrants. Water supply was obtained from a well sunk through gravel beds and into rock 20 feet in diameter and 25 feet deep. Later, a 16 inch test well was sunk near the large well through various rock, to a depth of 255 feet giving a natural flow of 65,000 gallons and an air compressor for forcing water from deep wells to the surface.

More wells were added and additional water mains had expanded to 24 miles by 1908. By 1923 demand caused the plant to cease using wells and to turn to the Olentangy River for supply. Water had to be treated necessitating the completion of a filtration and treatment plant. Steam driven pumps were used to provide the pressure to force the water to the City through one 16 inch supply line which then divided into various size lines throughout the city. In 1936 the City of Delaware purchased the Water Co. With the city's ownership the water supply began a slow but steady line of improvements resulting in greater fire protection for the citizens of Delaware.

The following significant events were listed in a brochure distributed at an open house held at the Water Plant in 1989:

- 1889 - Plant and distribution system went on line
- 1889 - Water standpipe was constructed on Rt. 23 south of plant
- 1923-24 - Switched from wells to Olentangy River with treatment works constructed.
- 1936 - City of Delaware purchased the Water Company.
- 1935-37 - Water tower constructed at City Park behind the present fire station.
- 1950-51 - Conversions from steam power to electric.
- 1960 - New 16" main constructed from plant to the city paralleling Euclid Avenue.
- 1965 - Route 42 elevated storage tank (1 million gal.) constructed.
- 1974-76 - Major plant reconstruction
- 1978 - Route 36 and Route 37 elevated storage tank (1 million gal.) constructed.

- 1979-80 - 16" cross town connection added from east to west along Central Avenue.
- 1984 - Water tower at City Park demolished.
- 1987 - Pigging activity (cleaned old 16" supply line from the water plant to the city.
- 2007 – 2 million gallon water storage tank on Cheshire Rd.
- 2011 – Replacement of the US 23 Water Main
- 2012 – Raw Water Line installation from Penry to the Water Treatment Plant
- 2012 – Water Treatment Plant – Planned expansion

Future Plans:

- Upground reservoir to be constructed to hold 250,000,000 gallons of water.
- One million gallon elevated storage tank to be constructed on the northwest side.

Recent improvements to the system have included the replacement of many of the old fire hydrants which were original 1889 hydrants, and the replacement of some old mains as well as the placement of mains on streets that never had large supply lines.

Delaware has made great strides in providing adequate water supply for both consumption and fire protection. Since 1997, the Water Treatment Plant oversees all water levels in above ground storage tanks. Currently, in 2010, the City of Delaware has approximately 2,000 hydrants. Many industries place their own fire pumps within their plants to boost the pressure for sprinkler systems and some have additional ground storage supplies.

MANPOWER/HOURS OF WORK

The department hired full-time paid drivers with the change to horse drawn apparatus in 1874. The paid members were supplemented with 10-20 volunteers called Minute Men. The manpower remained relatively stable until 1960 when the number increased steadily from 8 to 29 in 1991. This increase was attributed to shorter working hours, a steady increase in fire calls and, most of all, to the advent of the Emergency Medical Service (EMS). With the EMS added to the fire protection duties and the increased training requirements for both, the need for more personnel was easily justified. Along with manpower increases, came the need for more officers for supervision. In 1957 the officers were a Chief and one Captain. This number increased when, in 1971 there was a Chief, four Captains, and three Lieutenants. In 1989, reorganization took place resulting in the department having a Chief and five Captains. The position of Lieutenant was abolished. In 2011 and 2012, the Department refocused on the internal infrastructure. The Department re-established the Lieutenants position and created the Assistant Fire Chief position.

Below is a summary of the manpower changes that took place:

1874-1901 - 4 paid personnel	1966-1969 - 17 paid personnel
1901-1908 - 5 paid personnel	1969-1971 - 20 paid personnel
1908-1924 - 6 paid personnel	1971-1973 - 20 paid personnel
1924-1930 - 5 paid personnel	1973-1974 - 23 paid personnel
1930-1939 - 6 paid personnel	1974-1978 - 24 paid personnel
1939-1951 - 7 paid personnel	1978-1980 - 28 paid personnel
1951-1960 - 8 paid personnel	1981- 1986 - 27 paid personnel
1960-1962 - 11 paid personnel	1986-1991 - 28 paid personnel
1962-1966 - 15 paid personnel	1991– 2004 - range of 29-35 paid personnel
2005- 39 paid personnel	2009 - 45 paid personnel
2012 – 56 paid personnel	2016 – 61 paid personnel, 4 Part-Time

The Minute Man program was suspended in 1965 when many of the members became paid members and the outside interest in the program decreased. With the number of off-duty members available for recall, the system was really not needed. This resulted in a full-time, full-paid department.

The hours of work for the firefighters in the early department were very long. From the first paid personnel in 1870, the tour of duty consisted of almost continual presence at the Engine House. This was evidenced in Rule #5 in 1895 which read: “Each member of the department shall have the privilege of being away every fourth night and every fourth Sunday (but no more than one to be away the same night) provided they leave a suitable substitute to be approved by the Chief.” In 1914 they were given one day and night a week off until the early 1920’s when an extra night

off was added. These working hours remained in effect until 1930 when the two-platoon system was instituted. This consisted of two three-man units. They worked 24 hours on and 24 hours off for an average of 84 hours per week. In 1939 the “Kelly Day” was added which resulted in an extra day off every fourteen days. The shifts were still 24 hours on and 24 hours off but with the extra day off the work week was 72 hours. In 1960 the 63 hour work week began with an extra day off every eighth day with two-platoons.

In 1969 the three-platoon, 56 hour work week was implemented resulting in a 24-hour work day followed by 48 hours off. This work week is still being followed except that by Federal law, a firefighter is not permitted to work more than 53 hours without overtime compensation. Rather than adding additional personnel to comply with the 53 hour work week, the City chooses to pay overtime. In 1991, the 53 hour work week changed to a 50 hour work week and remains the same today.



THE BILLS AND PLIICKEBAUM YEARS

Two family names held the title of Fire Chief in the Delaware Fire Department from January 1, 1941 until April 16, 1986. Fred Bills became the first Fire Chief, on January 1, 1941 to be named to that position as a result of a civil service examination. He remained Chief until October 1, 1950 when he retired after 36 years of service. He had started with horse drawn apparatus in 1914.

On January 1, 1951, Chief Fred Bills was succeeded by Jerry Pliickebaum, who remained Fire Chief until December 1, 1956 when he was forced to retire after suffering a heart attack. He served a total of 17 years with the Fire Department and three and one-half years as a Police Officer for the City of Delaware.

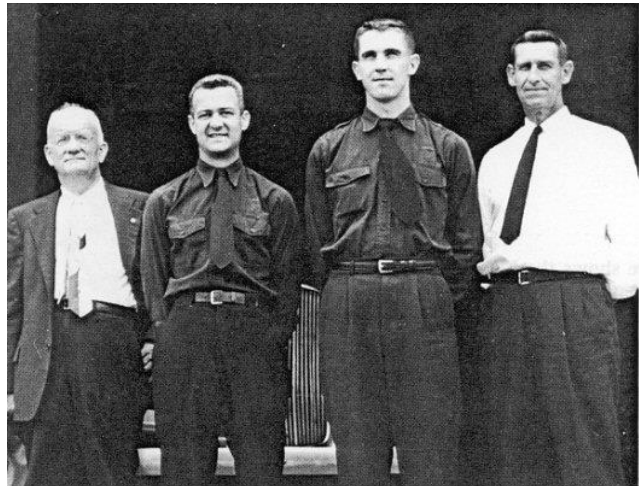
On February 9, 1957 Chief Pliickebaum was succeeded by Wilbur Bills, son of Fred Bills. He remained as Fire Chief until April 22, 1980. This was a total of 23 years, 3 months and 13 days and the longest tenure of any Fire Chief for the City. Chief Wilbur Bills had a total of 32 years of service with the department.

Fire Chief James Pliickebaum, son of Jerry Pliickebaum, began as Fire Chief on April 23, 1980. He remained as Chief until April 16, 1986 when he retired with more than 26 years of service.

This ended more than 45 years of continuous service as Fire Chief by the two families, and over 111 years of service to our city.

Pictured from left to right

- Fred Bills - 10 years as Chief
36 years of service
- Wilbur Bills - 23 years as Chief
32 years of service
- Jerry Pliickebaum - 6 years as Chief
7 years of service
- James Pliickebaum - 6 years as Chief
26 years of service



TRAINING/PROFESSIONAL DEVELOPMENT

Training requirements for the early fire department was not extensive. Being strong and willing were the most important attributes. As the steamers came into being having knowledge of boilers and their operation was necessary. Having great stamina and willing to work long hours was a requirement. Not much change took place until about 1950 when a more serious approach to training gradually came into being. Red Cross first aid classes of 10 hours were taken every three years. A 36 hour course in Fire Training sponsored by the State Department of Education began and was repeated every three years. The Minute Men were brought in monthly for training which the paid men also participated in.

By 1960, with the delivery of the first Aerial Ladder Truck and the beginning of the Emergency Medical Services more extensive training became necessary. The recruit level training was now 160 hours and the EMS training was 90 hours. Also, it became necessary to spend part of each day in some phase of training. The department began to expand in size from 8 to eventually 28 which meant that a continual level of training was necessary. Fire Prevention had begun and the need to qualify officers and men in Fire Prevention practices and the understanding and enforcement of Fire Codes was needed. The Insurance Services Offices who inspected the cities fire protection capabilities were requiring more training documentation by good record keeping. Delaware had an insurance rating of class 7 in 1950, went to class 6 in 1950, class 5 in 1960 and class 4 in 1975. Many items were inspected to determine this classification, water supply, Fire Protection, Fire Prevention, equipment and training. As a result 220 hours per man per year for fire training alone became necessary.

In 2010, the following training requirements were necessary for all Firefighters:

- Delaware Fire Department Recruitment Level – 200 hours
- State of Ohio EMT Training – 110 hours
- State of Ohio Firefighters II – 240 hours
- State of Ohio Paramedic Level – 1,000
- National Incident Management System, 700, 800, 100 & 200



HONOR GUARD

For several years, members of the Department volunteered their service to the Delaware County Honor Guard. The Honor Guard provided services for calling hours and funerals for fallen brothers and sisters throughout the county. They also participated in various parades and observances upon request.

As the Delaware Fire Department grew in size, it became possible to provide an Honor Guard of its own. On February 16th, 2005, FF Mark Huston approached Chief Tom Macklin about creating an Honor Guard. A sign up sheet was posted for all members interested. On March 3rd, 2005 the sign up sheet was turned in to Chief Macklin, and approved. Members of the initial Honor Guard were:

FF Mark Huston	FF Tim Pyle
FF Aaron Jennings	FF Terry Marks
FF Tom Armentrout	FF Jeremie Barr
FF Dave Coleman	FF Ben Miller

Several meetings were held over the next few months to establish a protocol, select uniforms, and start practicing marching and drilling. A protocol was established by reviewing several existing Honor Guard protocols from around the country to identify what best suited our needs. The Class A uniform, with a long sleeve white shirt, was chosen as our uniform, with the addition of epaulets on the shoulders, and a red braid on the left shoulder. It was determined that we would take part in any parade or observance, upon request, provide service as wanted or needed for all current or retired members, and assist any outside agency as needed.

With a donation from IAFF L-606, the Honor Guard purchased an American flag with pole, Ohio flag with pole, 2 around the neck flag pole holders, and 2 parade axes. On September 19th, 2006 FF Huston, with the direction of the Honor Guard, approached Chief John Donahue about expanding the Honor Guard from its current 8 members to 12. A sign up sheet was posted for all members interested on November 15th, 2006. Members added to the Honor Guard were:

FF Jason Rodocker	FF Clint Archangel
FF Jeremy O'Mealia	

In an effort to create some structure to the Honor Guard, and provide a point of contact for the Chief, or any outside agency, it was determined by the Honor Guard that we needed to establish a Commander and Asst. Commander. On August 22nd, 2007 FF Mark Huston was selected as the first Honor Guard Commander, and Terry Marks was selected as the first Asst. Honor Guard Commander.

Since inception, the Honor Guard has taken part in several parades, all 9/11 observances, department open houses, and the calling hours and funerals of retired firefighters.

DFD Honor Guard roster, as of January 1, 2018:

Commander Brian LeMaster
Lt Clint Archangel
Lt Jason Rodocker
FF Jared Drenik
FF Mark Huston
FF Terry Marks

Capt Jeremie Barr
Lt Dave Coleman
Lt Tim Pyle
FF Mike Gamble
FF Lantz Kehlmier
FF Ben Miller



HISTORICAL FIRES



Old City Hall Fire

February 24, 1934

The building including the Fire Station was totally destroyed. It is believed that the fire was set while all equipment was at another fire which was also arson. The initial fire was set to draw the firefighters away from City Hall.



The picture shows the blasting of the City Hall in order to remove the building. The photographer from Manchester Studio took the picture of the tower just as it was breaking from the blast.

William St. Methodist Church
January 20, 1971



The building was total destroyed despite the cooperative efforts of all fire departments in Delaware County. Loss was estimated at \$400,000.

Bun's Restaurant
March 4, 2002



The arson fire caused an estimated \$1,125,000 in damage,



Affordable Reliable
September 22, 1998



2 South Sandusky St.
Estimated loss was
\$400,000.

Delaware Hotel
July 25, 2009

Delaware Hotel (Vacant), 351 S. Sandusky St.
\$900,000 in estimated damage. Cause was Arson, 1
juvenile was charged and convicted.



**Downtown Fire – Former Rodman-Brown Funeral Home
September 11, 2010**



Little Bo Peep Day Care (Old Rodman Brown Funeral Home), 92 N. Sandusky St.
Picture taken the roof of the SW corner of N. Sandusky St and W. Central Ave.



Little Bo Peep Day Care (Old Rodman Brown Funeral Home), 92 N. Sandusky St.
\$2,000,000 in estimated damage. Cause remains Undetermined, ATF and SFMO assisted
in the investigation.

HIGH VALUE FIRE LOSSES

January 10, 1910	Delaware High School, W. Winter St.	\$49,000
November 14, 1917	Children's Home, N. Sandusky St.	\$6,400
June 17, 1919	Neville Bros. Garage, N. Sandusky St.	\$102,000
July 18, 1925	Norwood Drug Store, 6 W. Winter St.	\$4,000
February 13, 1925	Delaware County Jail, W. Central Ave.	\$8,200
April 20, 1928	Blackford Storage & Adjacent buildings S. Franklin St.	\$23,000
March 14, 1929	Delaware High School, W. Winter St.	\$40,000
April 13, 1929	Boston Store, 43 N. Sandusky St.	\$27,000
September 18, 1929	Delaware Lumber Co., E. Winter St.	\$15,000
August 25, 1930	Children's Home, N. Sandusky St.	\$18,000
March 19, 1931	Farahay Drug Store, 49 N. Sandusky St.	\$16,000
May 24, 1931	Delaware Ideal Laundry, Park Ave.	\$16,500
May 22, 1933	Dennison Engineering, Spring St. Ext & Gruber St	\$79,000
February 24, 1934	Old City Hall, Sandusky & William Sts.	\$160,000
January 20, 1940	Humphries Motor Sales, 25 E. Winter St.	\$20,000
March 5, 1944	Allen Hotel, 38-40 N. Sandusky St.	\$56,000
July 5, 1944	Farmers Exchange Elevator, S. Sandusky St.	\$40,000
October 10, 1947	Crystal Cleaners, 29 Parsons Ave.	\$95,000
June 16, 1948	White Rose Laundry, I E. Harrison St.	\$70,000
June 24, 1949	Fairground Barns, Pennsylvania Ave.	\$7,000
August 2, 1954	Griffin Grocery, 177 E. Winter St.	\$10,000
September 24, 1954	Roundhouse (Sunray Storage), Lake St.	\$64,000
May 29, 1961	Union Fork & Hoe, Morning St.	\$26,000
June 30, 1962	Dixon Shoe Repair, 28 W. Winter St.	\$15,000
Sept. 9,	1962 O.W.U. Selby Stadium, S. Henry St.	\$28,000
May 27, 1964	L. & K. Restaurant, Sandusky & William Sts.	\$10,000
October 13, 1964	McClellan's Store, 30 N. Sandusky St.	\$12,000
June 16, 1965	General Castings, Toledo St.	\$34,000
March 19, 1966	Post Office, S. Sandusky & Spring Sts.	\$7,000
November 17, 1966	Dinovo Bros. Produce, Lake St.	\$10,000
January 11, 1969	Trans Air Co., Curtis St.	\$7,000
January 30, 1971	William St. Church, William & Franklin Sts.	\$400,000
July 28, 1971	St. Mary Church, E. William St.	\$35,000
September 24, 1971	Hughes Keenan Corp., Curtis St.	\$3,000
June 20, 1974	Penn Walt Corp., 421 London Rd.	\$850,000
November 8, 1975	Penn Lanes Bowling Alley, 451 Pennsylvania Ave.	\$21,000
January 16, 1977	Winter St. Apartments, 42 E. Winter St.	\$20,000
February 26, 1977	Western Auto, 1675 St. Rt. 42	\$16,000
October 28, 1978	Hayes St. Apartment Building	\$92,000
January 14, 1979	Norge Cleaning Village, 37 E. Winter St.	\$70,000
August 13, 1979	Imperial Maintenance, Potter St.	\$55,000
Jan. 13, 1980	Buehler's Store, 37 Troy Rd. Center	\$15,000
March 6, 1981	L. & K. Restaurant, Sandusky & Wm. Sts.	\$25,000

December 18, 1983	Zion A.M.E. Church, 140 S. Washington St.	\$150,000
May 13, 1984	O.W.U. Dorm, 75 Oak Hill Ave.	\$102,000
June 23, 1984	Pac Em In Bar, 150 S. Liberty St.	\$45,000
November 12, 1984	Winter St. Apartments, 42 1/2 E. Winter St.	\$11,000
April 10, 1986	General Castings, Toledo St.	\$15,000
February 13, 1987	Bonnetts & Britches, 77 N. Sandusky St.	\$12,000
August 27, 1989	Grace Brethren Church, 375 Hills Miller Rd.	\$20,000
October 11, 1987	T. & L. Training Center, 212 London Rd.	\$114,000
October 23, 1990	Kroger's Supermarket, 159 S. Sandusky St.	\$6,000
November 20, 1990	O.W.U. Dorm, 88 Oak Hill Ave.	\$6,500
December 8, 1991	Art Studio, 59 N. Sandusky	\$160,000
February 13, 1994	Disbennett Reality, 138 N. Sandusky	\$225,000
March 12, 1994	Londontown Apartments, 300 Chelsea St.	\$100,000
December 31, 1994	General Castings, 149 Toledo St.	\$100,000
September 3, 1995	Apartment. Building, 55 N. Liberty	\$130,000
October 9, 1995	General Castings, 149 Toledo St.	\$325,000
October 19, 1996	Phi Delta Theta, 19 Williams Dr.	\$175,000
November 2, 1996	PPG, 760 Pittsburgh Dr.	\$300,000
July 9, 1998	Jerry Palmer, 654 Governors St.	\$170,000
September 22, 1998	Affordable Reliable, 2 S. Sandusky St.	\$400,000
October 16, 1999	Delta Plex, 499 London Rd.	\$5,000,000
June 30, 2000	General Castings, 149 Toledo St.	\$175,000
October 20, 2001	DeTrey Storage, 435 Dunlap St.	\$200,000
March 4, 2002	Bun's, 6 W. Winter St.	\$1,125,000
April 17, 2002	Garage Complex, 132 Silver Maple Dr.	\$130,000
September 1, 2002	Davis Residence, 33 Perkins St.	\$117,000
April 29, 2003	Williams Residence, 218 E. Central	\$105,000
December 17, 2003	DMI, 1076 Pittsburgh Dr.	\$250,000
July 25, 2009	Delaware Hotel (Vacant), 351 S. Sandusky St.	\$900,000
November 26, 2009	Delaware Paint Co., 32 Spring St.	\$350,000
September 11, 2010	Downtown Fire (Former Rodman-Brown Funeral Home) 88 N. Sandusky St.	\$2,000,000
June 11, 2012	Liberty Castings, 550 Liberty Rd.	\$1,000,000
January 5, 2013	Car vs Gas line and House, 301 W. Central Ave.	\$262,500
June 21, 2013	Apartment Building, 61 N. Franklin	\$120,000
January 4, 2014	Residential House, 215 River St.	\$100,000
December 23, 2014	12 West, 12 W. William	\$135,700
February 11, 2016	Residential House, 147 Curtis St.	\$100,000
March 8, 2016	Church of Christ, 185 Lake St.	\$300,000
March 31, 2016	Sam Dong, Pittsburgh Dr.	\$400,000
October 7, 2016	Residential House, Aaron Dr.	\$155,000
October 17, 2017	Storage Facility, Noble St/London Rd	\$175,000