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Title: Membership rosters, officers and history of Tornado Hook and Ladder Co., No. 3 of Ithaca, New York from 1831-1956.

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Ithaca (N.Y.) Tornado Hook
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officers and history of
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A & P Store—1920 LaFrance 75' Aerial
February 27, 1940

FOREWORD

In 1931, on the occasion of the One Hundredth Anniversary of the founding of Tornado Hook & Ladder Company No. 3, there was published a history of the company, including a list of its officers, and its retired and active members. It is the purpose of this booklet to bring these lists to date and to make them a permanent record; also to describe briefly the history of the company during the past quarter century, necessarily including some comment on the history of the City of Ithaca and of its Fire Department during that period.

THE ITHACA FIRE DEPARTMENT

1931

Board of Fire Commissioners

Ernest D. Button, Chairman

Edwin S. Gillette

Raymond R. Frear

Officers

Bernard J. Reilly, Chief

Raymond Travis, Ass't. Chief

1956

Board of Fire Commissioners

Raymond B. Wheaton, Chairman

Kenneth F. Flynn

James L. Otis

Officers

Raymond Travis, Chief

Charles M. Weaver, Ass't. Chief

Frank R. Stamp, Ass't. Chief

Lawrence C. Daniels, Lieutenant

Robert D. Tarbell, Lieutenant

TOMPKINS COUNTY PUBLIC LIBRARY

312 NORTH CAYUGA STREET

ITHACA, NEW YORK 14850

MEMBERS
of
TORNADO HOOK AND LADDER CO. NO. 3
JANUARY 15, 1956

MEMBERS	ELECTED
ADAMS, ARMAND L.	October 6, 1937
ALLICK, GEORGE	March 3, 1922
BAKER, RICHARD S.	April 4, 1934
BARR, DAVID T.	May 5, 1948
BARR, JOSEPH S.	May 5, 1915
BENSON, HORACE H.	April 4, 1945
BLANCHARD, PAUL W.	December 4, 1935
BRADSHAW, PAUL D.	December 3, 1952
BRYANT, FREDERICK B.	February 5, 1947
BUCKINGHAM, WALTER W.	March 3, 1943
BURNS, JOHN C., JR.	March 4, 1953
BUSH, ROBERT	April 1, 1950
BUTTON, JOHN L.	May 7, 1919
BUYUCOS, JAMES V.	March 6, 1945
CARVER, JOHN R.	December 1, 1937
CHANDLER, JOHN C.	February 4, 1942
CLEAVELAND, ARTHUR N.	April 7, 1948
COLE, HAINES W.	February 3, 1932
COOK, LOUIS E.	March 1, 1923
COOK, ROBERT W.	November 2, 1955
CRAWFORD, LELAND R., JR.	April 1, 1942
DAHMEN, ERNEST A., JR.	March 6, 1945
DEAN, BRUCE G.	March 6, 1945
DILLON, WILLIAM A., JR.	March 6, 1945
EVANS, WILLIAM A.	April 4, 1934
FARNSWORTH, W. ROBERT	December 4, 1946
FELTON, GARRETT J.	June 5, 1940
FERNOW, HOWARD	December 5, 1951
GALLAGHER, JOSEPH D., JR.	December 3, 1952
GERE, RICHARD O.	October 5, 1949
GILLETTE, DOUGLAS G.	May 1, 1921
GILLETTE, EDWIN S.	February 4, 1914
GRANT, ROBERT S.	March 3, 1943
HALL, EDWARD F.	December 7, 1932
HARING, HOWARD W.	January 10, 1950

MEMBERS	ELECTED
JONES, RICHARD O. III	April 7, 1948
LARKIN, CLARENCE C.	May 7, 1952
LARKIN, LEO P.	January 7, 1931
LYNN, DONALD E.	March 2, 1949
LYNN, EMMET E.	May 3, 1939
McALLISTER, JOHN H.	December 6, 1933
McCONNELL, JOSEPH A.	May 7, 1952
McELWEE, ANDREW W.	March 6, 1945
METZGER, RICHARD E.	May 3, 1939
MILLER, THOMAS G., JR.	November 6, 1946
MOORE, NORMAN S.	December 11, 1929
MYERS, ROBERT W.	December 3, 1952
NARAGON, VERNON E.	November 5, 1947
NARAGON, VERNON H.	June 13, 1950
O'CONNOR, JAMES F.	December 1, 1943
PIERCE, ROBERT N.	May 7, 1947
POWERS, TRUMAN K.	December 6, 1933
ROBB, JAMES D.	May 7, 1952
ROBINSON, RAY W.	December 1, 1943
ROBINSON, ROBERT W.	March 3, 1927
ROGALSKY, FRED A.	April 1, 1931
SCOTT, LESLIE N. (JR.)	June 2, 1948
SCOTT, WILLIAM S., JR.	March 1, 1944
SMITH, SHELDON M.	September 7, 1938
SPENCER, HERBERT L.	November 3, 1937
STARNER, WILLIAM S.	May 6, 1925
TARBELL, ROBERT D.	October 7, 1936
TOWNSEND, LESLIE B.	June 3, 1926
TREMAN, ALLAN H.	January 6, 1927
WILCOX, FREDERICK T.	February 4, 1920
WILCOX, HAROLD E.	December 6, 1933
WILCOX, READ	March 2, 1955

HONORARY

WESTERLUND, ONNIE A.	December 3, 1952
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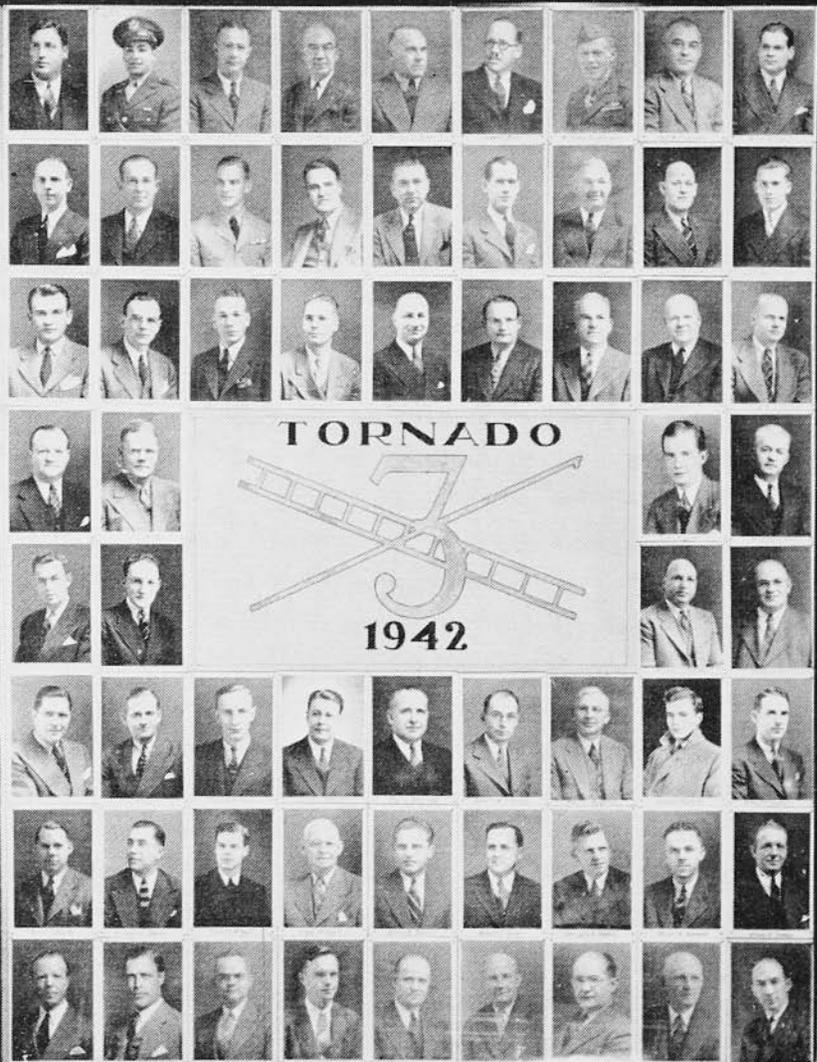
RETIRED MEMBERS
of
TORNADO HOOK AND LADDER CO. NO. 3
JAN. 20, 1931 - JAN. 15, 1956

Member	Elected	Retired
Albanese, Frank	Jan. 8, 1941	Dec. 1952
Atkinson, Earl E.	July 1, 1910	Jan. 8, 1942
Bangs, Manley R.	April 3, 1940	April 2, 1947
Batterson, Richard B.	June 5, 1940	Oct. 10, 1950
Baxter, Ralph W.	April 7, 1920	Dec. 2, 1931
Bool, Lawrence E.	April 3, 1929	Sept. 3, 1947
Bostwick, Charles Lee	Jan. 7, 1931	Dec. 4, 1940
Brockway, Horace E. M.	May 6, 1942	April 2, 1947
Brown, Arthur B.	April 7, 1920	Nov. 4, 1931
Brown, Fred D.	Dec. 1, 1911	Dec. 2, 1931
Bulche, Nelson H.	Jan. 8, 1941	May 4, 1949
Button, Ernest D. (H)	Feb. 3, 1943	Dec. 11, 1945*
Card, Donald W.	Dec. 1, 1920	Nov. 1, 1939
Carpenter, William N.	June 2, 1937	Oct. 1, 1941
Causser, Robert L.	Dec. 1, 1920	May 15, 1955*
Chamberlain, J. Mark	Feb. 4, 1920	Dec. 2, 1931
Collier, Erford C.	Feb. 4, 1920	Dec. 2, 1931
Comfort, Melvin G.	Feb. 4, 1920	June 9, 1949*
Cornell, William Ezra	Jan. 5, 1938	Oct. 1, 1941
Coville, Luzerne	Nov. 1, 1905	Dec. 2, 1931
Crawford, Leland R.	Feb. 4, 1920	Sept. 6, 1939
Crowly, Arthur W.	Dec. 1, 1920	Jan. 6, 1932
Dates, Harris B.	Oct. 6, 1937	Dec. 1952
Davis, Sam E., Jr.	March 4, 1926	March 4, 1936
Delavan, Samuel A.	Feb. 4, 1920	Jan. 4, 1933
Dixon, J. Edward	April 7, 1920	Feb. 4, 1942
Durland, Lewis H.	April 4, 1934	Jan. 4, 1939
Dykes, Charles E.	Jan. 8, 1941	Dec. 3, 1952
Egbert, John P.	Nov. 1, 1916	Jan. 6, 1932
Emerson, Eugene	Nov. 5, 1924	March 4, 1936
Eustance, Harry W.	April 4, 1934	Oct. 6, 1937
Fenton, Russell	May 6, 1945	Sept. 7, 1949
Fields, William J.	May 1, 1944	Dec. 7, 1949
Gee, Walter F.	May 3, 1928	May 9, 1950
Gray, Rollin	Nov. 2, 1921	Feb. 1, 1933
Guilfoyle, Daniel E.	Feb. 5, 1947	May 4, 1949
Gutenberger, Charles W.	Oct. 6, 1937	March 6, 1946
Gutsell, Robert S.	Feb. 8, 1927	Sept. 6, 1939
Hadlock, Roland H.	May 1, 1940	June 1, 1949
Hauenstein, Barton F.	Jan. 7, 1931	Sept. 7, 1938
Herron, Paul V.	March 4, 1926	Jan. 10, 1950
Holland, Arthur G.	Feb. 6, 1907	Sept. 6, 1939
Holman, Clarence J.	Dec. 27, 1911	Dec. 2, 1931
Houghton, George	March 2, 1904	Oct. 4, 1939
Howe, Carl F.	March 4, 1914	March 7, 1934
Hutchinson, Robert A.	April 6, 1915	Jan. 6, 1932
Illston, John W.	June 7, 1905	March 4, 1936
Jeffrey, Joseph O.	June 8, 1930	Sept. 6, 1939
Jones, Richard O.	April 3, 1929	Oct. 10, 1950
Kane, Robert J.	May 6, 1945	Oct. 10, 1950

Member	Elected	Retired
Kingsley, Ralph E., Jr.	March 3, 1937	Oct. 7, 1942
Lent, Charles B.	April 7, 1948	March 1951
McIntyre, Douglas M.	Nov. 5, 1947	Jan. 1952
McKinney, James F.	May 2, 1917	June 1, 1938
Mack, George N.	April 1, 1925	Jan. 5, 1938
Marble, Thomas F.	April 4, 1934	Jan. 3, 1940
Marshall, William L.	Oct. 6, 1937	Oct. 1, 1941
Merrill, Jesse C.	March 3, 1927	March 4, 1936
Miller, Thomas G.	Nov. 2, 1921	Dec. 16, 1955*
Mungle, Ralph W.	Jan. 2, 1929	March 4, 1931
Neddo, Robert	May 2, 1923	March 7, 1934
Ogden, John	March 4, 1926	Jan. 2, 1935
O'Neil, William E., Jr.	May 2, 1934	Sept. 10, 1945
Parsons, R. Scott	Nov. 2, 1932	June 6, 1951
Pierce, Leslie R.	Sept. 2, 1914	Dec. 2, 1936
Pond, James D.	April 4, 1945	Feb. 7, 1951
Pritchard, Gordon	May 7, 1952	Aug. 1, 1954*
Read, Gordon M.	Nov. 6, 1935	April 2, 1947
Reilly, Bernard J. (H.)	April 7, 1943	Nov. 18, 1943*
Reulein, Clifford	Jan. 6, 1927	April 3, 1940
Rhoode, Fay G.	Dec. 6, 1933	Feb. 4, 1948
Richards, Roman B.	Nov. 6, 1935	Oct. 1, 1941
Robinson, James R.	Dec. 3, 1908	May 1, 1935
Robinson, John A.	June 7, 1933	Sept. 7, 1938
Rockwell, Rex M.	Dec. 1, 1920	Jan. 8, 1936
Ross, Wilson	May 3, 1928	Jan. 2, 1935
Sanford, Benjamin E.	Jan. 3, 1912	Dec. 4, 1936
Sargent, Edward H., Jr.	June 5, 1940	Oct. 6, 1954
Sanders, James (H.)	Dec. 3, 1952	Oct. 25, 1953*
Scott, Leslie N. (Sr.)	Nov. 1, 1916	April 29, 1932*
Sheffield, William C.	Feb. 4, 1942	Jan. 6, 1943
Squier, David C.	June 3, 1936	Nov. 3, 1948
Stilwell, Francis	June 7, 1939	April 2, 1947
Stilwell, Tracy	Feb. 4, 1920	April 2, 1947
Sutton, Henry B.	Oct. 7, 1926	April 5, 1939
Taylert, Carl V.	Jan. 3, 1924	Jan. 2, 1935
Teeter, Harold C.	Jan. 7, 1920	Jan. 12, 1952*
Tinker, Charles D.	Nov. 4, 1926	Jan. 6, 1937
Tompkins, Kenneth	Feb. 2, 1921	Sept. 6, 1939
Tompkins, Maurice L.	Jan. 5, 1916	March 4, 1931
Tompkins, Warrington R.	June 2, 1917	Nov. 14, 1950
Treman, Arthur B.	Dec. 4, 1923	March 5, 1947
Treman, Charles E., Jr.	April 4, 1934	May 6, 1942
VanEpps, George	March 1, 1944	Oct. 6, 1954
VanOrder, John A.	Jan. 7, 1931	May 30, 1938*
VanOrder, Norbert H.	May 5, 1937	March 6, 1940
Vaughn, Frederick L.	Oct. 7, 1925	May 4, 1949
Vivian, George W.	Jan. 4, 1922	May 7, 1941
Whiting, Edgar A.	May 2, 1934	Feb. 4, 1948
Wilcox, Fred A.	April 1, 1925	April 2, 1947
Williams, J. Walter	June 7, 1905	Aug. 17, 1948*
Wilson, Hudson J.	March 6, 1912	Dec. 2, 1931
Wilson, Leslie L.	Nov. 3, 1915	Feb. 1, 1933
Wilson, Stuart F.	May 7, 1947	May 7, 1952
Winding, Charles C.	June 4, 1941	Oct. 3, 1951
Woodruff, Harrie F.	March 1, 1923	March 4, 1936

(H.) indicates honorary members.

* indicates died in service



TORNADO

1942

OFFICERS OF THE COMPANY

1932 - 1956

1932

Captain—William C. Starner; First Lieutenant—Harrie F. Woodruff; Second Lieutenant—Allan H. Treman; Secretary—Harold C. Teeter; Treasurer—Benjamin E. Sanford.

1933

Captain—Harrie F. Woodruff; First Lieutenant—Allan H. Treman; Second Lieutenant—Richard O. Jones; Secretary—Harold C. Teeter; Treasurer—Benjamin E. Sanford.

1934

Captain—Allan H. Treman; First Lieutenant—Richard O. Jones; Second Lieutenant—Jesse C. Merrill; Secretary—Harold C. Teeter; Treasurer—Benjamin E. Sanford.

1935

Captain—Richard O. Jones; First Lieutenant—George W. Vivian; Second Lieutenant—Haines W. Cole; Secretary—Harold C. Teeter; Treasurer—Benjamin E. Sanford.

1936

Captain—George W. Vivian; First Lieutenant—Haines W. Cole; Second Lieutenant—Edwin S. Gillette; Secretary—Harold C. Teeter; Treasurer—Charles D. Tinker.

1937

Captain—George W. Vivian; First Lieutenant—Haines W. Cole; Second Lieutenant—Truman K. Powers; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1938

Captain—Haines W. Cole; First Lieutenant—Truman K. Powers; Second Lieutenant—Richard S. Baker; Secretary—Harold C. Teeter; Treasurer—Lawrence E. Bool.

1939

Captain—Truman K. Powers; First Lieutenant—Richard S. Baker; Second Lieutenant—Gordon M. Read; Secretary—Harold C. Teeter; Treasurer—Lawrence C. Bool (resigned Jan. 4, 1939). John H. McAllister elected to fill unexpired term.

1940

Captain—Richard S. Baker; First Lieutenant—Gordon M. Read; Second Lieutenant—David C. Squier; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1941

Captain—Gordon M. Read; First Lieutenant—David C. Squier; Second Lieutenant—Harold E. Wilcox; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1942

Captain—David C. Squier; First Lieutenant—Harold E. Wilcox; Second Lieutenant—Herbert L. Spencer; Secretary—Harold C. Teeter; Treasurer—John C. McAllister. Captain Squier resigned upon leaving the city; Gordon M. Read was elected Captain on January 8, 1942.

1943

Captain—Harold E. Wilcox; First Lieutenant—Herbert L. Spencer; Second Lieutenant—Paul W. Blanchard; Secretary—Harold C. Teeter; Treasurer—Harris B. Dates (resigned May 5, 1943); Paul V. Herron elected to fill unexpired term. (Herbert F. Spencer resigned as First Lieutenant upon entering armed service and Truman K. Powers was appointed to act for the balance of the year.)

1944

Captain—Harold E. Wilcox; First Lieutenant—Paul W. Blanchard; Second Lieutenant—Robert W. Robinson; Secretary—Harold C. Teeter; Treasurer—Paul V. Herron.

1945

Captain—Paul W. Blanchard; First Lieutenant—Robert W. Robinson; Second Lieutenant—Leland R. Crawford, Jr.; Secretary—Harold C. Teeter; Treasurer—Paul V. Herron.

1946

Captain—Herbert L. Spencer; First Lieutenant—Robert W. Robinson; Second Lieutenant—Leland R. Crawford, Jr.; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1947

Captain—Robert W. Robinson; First Lieutenant—Leland R. Crawford, Jr.; Second Lieutenant—George VanEpps; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1948

Captain—Leland R. Crawford, Jr.; First Lieutenant—George VanEpps; Second Lieutenant—Thomas G. Miller, Jr.; Secretary—Harold C. Teeter; Treasurer—John H. McAllister.

1949

Captain—George VanEpps; First Lieutenant—Thomas G. Miller, Jr.; Second Lieutenant—Nelson H. Bulche; Secretary—Harold C. Teeter; Treasurer—John H. McAllister, Nelson H. Bulche resigned upon leaving the city; Vernon E. Naragon was elected to fill the unexpired term.

1950

Captain—Thomas G. Miller, Jr.; First Lieutenant—Vernon E. Naragon; Second Lieutenant—Robert N. Pierce; Secretary—Arthur N. Cleaveland; Treasurer—John H. McAllister.

1951

Captain—Vernon E. Naragon; First Lieutenant—Harold C. Teeter; Second Lieutenant—Richard O. Gere; Secretary—Arthur N. Cleaveland; Treasurer—John H. McAllister.

1952

Captain—Harold C. Teeter; First Lieutenant—Richard O. Gere; Second Lieutenant—Emmet E. Lynn; Secretary—Arthur N. Cleaveland; Treasurer—John H. McAllister.

Upon the death of Captain Teeter, the following were elected to fill the unexpired terms: Captain—Richard O. Gere; First Lieutenant—Emmet E. Lynn; Second Lieutenant—Howard W. Haring.

1953

Captain—Emmet E. Lynn; First Lieutenant—Robert N. Pierce; Second Lieutenant—Howard W. Haring; Secretary—Howard Fernow; Treasurer—John H. McAllister.

1954

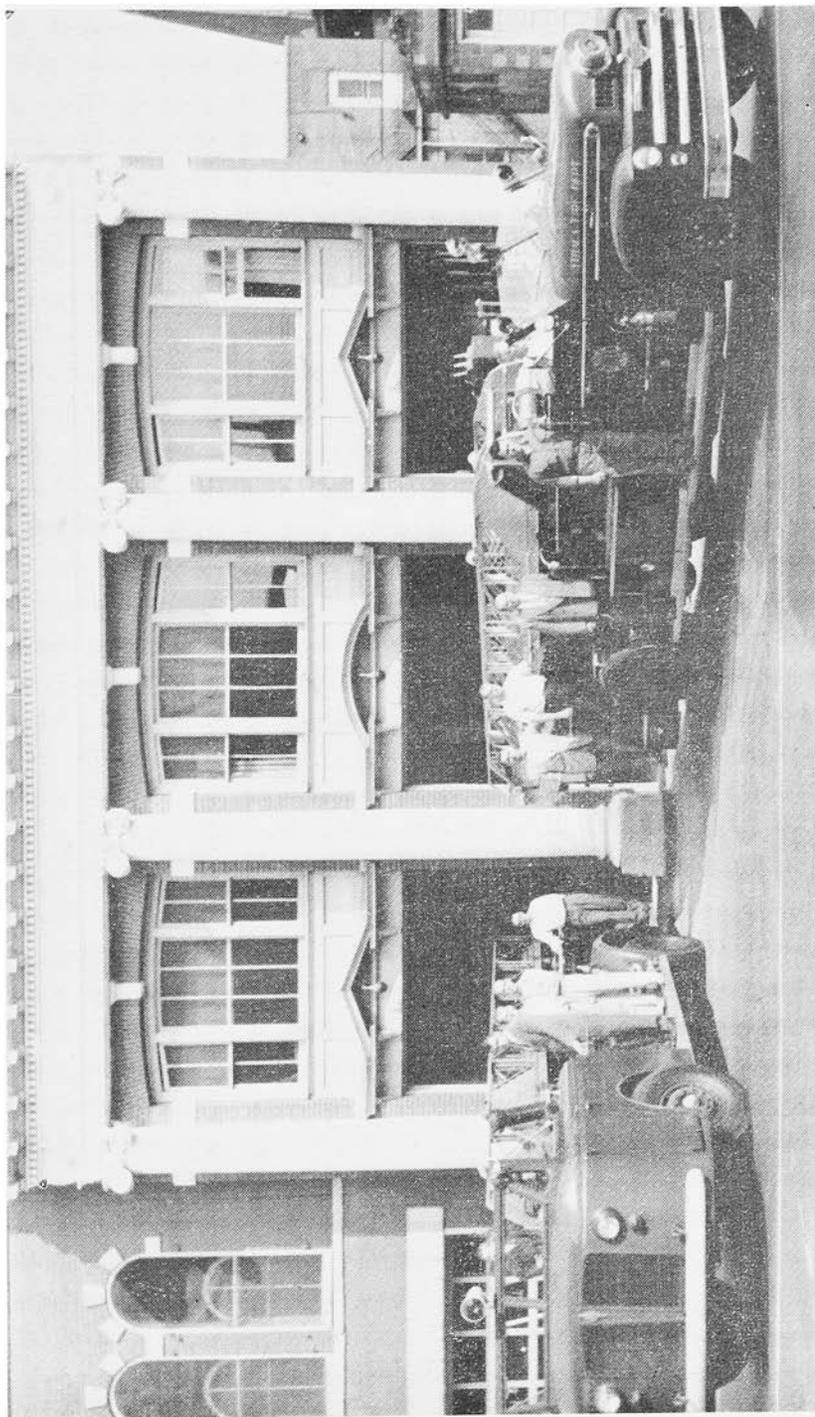
Captain—Robert N. Pierce; First Lieutenant—Walter W. Buckingham; Second Lieutenant—Arthur N. Cleaveland; Secretary—Emmet E. Lynn; Treasurer—John H. McAllister.

1955

Captain—Arthur N. Cleaveland; First Lieutenant—Walter W. Buckingham; Second Lieutenant—Clarence C. Larkin; Secretary—Emmet E. Lynn; Treasurer—John H. McAllister.

1956

Captain—Arthur N. Cleaveland; First Lieutenant—Clarence C. Larkin; Second Lieutenant—Vernon H. Naragon, Jr.; Secretary—Leland R. Crawford, Jr.; Treasurer—John H. McAllister.



LaFrance 85' (1944)

Seagraves 75' (1955)

THE HISTORY
of
TORNADO HOOK AND LADDER CO. NO. 3
1931 - 1956

This fifth quarter-century of the existence of Tornado Hook and Ladder Company No. 3 began in the midst of the depression, ushered in by the stock market crash of October, 1929. The greater part of the first decade of this quarter century was a time of foreclosures and unemployment, of relief rolls and bankruptcies, of W.P.A. and other projects designed to bolster the sagging economy. But the hazards of fire continue without regard to national economics, good or bad, and it was therefore a time of "business as usual" for the Fire Department, regardless of the personal fortunes of its individual members.

But before discussing the fire fighting activities of No. 3's in the '30's, it may be well to supplement the previously published record with a brief note on some of the important fires in the first part of the century.

The fire at Morse Hall in 1916 was mentioned in the Hundredth Anniversary booklet. This building was repaired "temporarily" following the fire and is once again in the news because now it is finally being demolished after forty "temporary" years of useful, but not particularly aesthetic, existence.

The most disastrous fires of the early 1900's included the following:

- Chi Psi—1906 (described in the "Hundredth" booklet)
- Ithaca High School—February 14, 1912
- Central School—April 29, 1912
- Treman, King—May 4, 1921
- Ithaca Savings Bank—December 23, 1921
- Alpha Delta Phi—February 10, 1929

Each of these fires demonstrated the fallacy of enclosing wood frame construction in brick or stone veneers, thereby creating a furnace-like arrangement favorable to the complete destruction of the interior.

In connection with the Treman-King fire, the late "Mel" Comfort (a past-captain of the company and Ithaca's Mayor during World War II) reported that he was bunking at the company rooms and tilled the old "apple picker" to the fire with Mel still half asleep on arrival. He was fully awakened, however, when a back draft showered the entire street with broken window glass.

It is reported by those present at the Savings Bank fire, fought in bitter cold weather, that great difficulty was encountered in maintaining a toehold on the slippery metal roof of the Trust Company building adjoining on the south. This problem was solved by the simple expedient of freezing the hose crews to the roof and then chopping them loose in order to freeze relief crews in their places. It is also rumored that the belabored firemen were fortified against the rigors of their duties when one of the law enforcement agencies liberated a quantity of recently confiscated spiritous beverage. (These were Prohibition days). While the use of such beverages may be decried under other circumstances, most volunteer firemen will defend their use under certain conditions of heat, cold and/or smoke—and in moderate amount—as being almost medically necessary.

The drill tower back of No. 6's, completed in 1930, was the school house where many of the present members of the company learned their fundamentals—rope and ladder work—cranking the hand operated aerial ladder of the 1920 LaFrance truck—scaling ladder work (mostly for fun)—even smoke mask practice in the base of the tower with a smudge bucket stoked with a miscellaneous assortment of paper, sticks, rags, grass and old motor oil.

The fires of the 30's were numerous but generally less destructive than these mentioned above. On March 30, 1932, an early morning fire at Pritchard's Style Shop presented firemen with several hours of smoky labor and resulted in heavy damage to building and merchandise. In October of the same year, a mid-day fire at the White & Burdick Pharmacy found a large crowd of spectators watching firemen battling the flames through

a cloud of smoke and fumes generated by an assortment of miscellaneous and badly overheated drugs and chemicals.

The fire-fighting of the 30's came practically to an end on the morning of October 18, 1939 when fire severely damaged the New York State Electric & Gas plant at Plain and Court Streets, destroying many records and supplies, which were well protected from the efforts of firemen by the thick concrete walls that once contained the coal bunkers of the old gas plant.

So the 1930's finally drew to their dreary end. This had been largely a time of hanging on and waiting for the good times "just around the corner." The population of the City remained substantially static. With few exceptions, major construction was limited to P.W.A. and W.P.A. projects of a public or semi-public nature. Home construction came nearly to a standstill. Only toward the end of the decade did the economy begin the upswing that led to the war-born prosperity of the '40's.

The last fifteen years of this quarter-century must be considered together, since they constitute a period of continual growth and prosperity beginning with Pearl Harbor on December 7, 1941 (and the preparation for war that preceded it) and extending through World War II, the Korean difficulty and the Cold War years of the early '50's, with only temporary recessions marring the general upward trend in the economy. True, the economy was somewhat controlled in the early days by the rationing of food and the critical materials necessary to the successful prosecution of the war. But with the end of the war and the release for civilian use of the war-augmented productive capacity of the country, all of the pent-up demand for home, commercial and industrial development, throttled during the '30's and controlled during the early '40's, finally manifested itself.

Fire fighting in the '40's got off to a flying start when, at 1:19 A.M. on February 27, 1940, the tower bell rapped out box 12 to summon firemen to the A & P Store in the 100 block of East State Street. The building and its contents were a complete loss. Heavy fire walls contained the fire but did not pre-

vent water and smoke damage to adjoining properties. Dawn found the aerial ladder erected in the middle of State Street with a ladder pipe directed at the dying embers and the thermometer recording an even zero degrees.

Military service claimed the attention of many members of the department, particularly the younger men who normally would have provided the bulk of the fire-fighting force. Twenty members of No. 3's entered the armed forces and saw service in all four corners of the world. Fortunately, all returned safe and sound.

Those in No. 3's lucky enough to retain their civilian status set about to insure adequate fire protection for the "duration." Retired members returned to the active roll; others continued in active fire fighting beyond the normal period. A call system, originating in the Police Department, was set up to insure prompt notification of all fires. As a result of all these efforts, No. 3's was never caught short during the entire war without an adequate fire fighting crew.

Since fire is no respecter of war, or shortages, or priorities or rationing, business went on almost as usual. On the afternoon of October 30, 1942, fire, fanned by a strong southwest wind, destroyed the old Burns Bakery in the 100 block of North Corn Street, and involved buildings on State, Corn and Seneca Streets. In all, eight structures suffered varying degrees of damage.

During this period the department lost the services of its long time chief, Bernard J. Reilly. Chief Reilly was appointed to that office on October 1, 1914. In the fall of 1941 he was appointed Director of Civilian Defense for Tompkins County and undertook his duties with the same care and seriousness that always characterized his firemanic activities. At the time of Pearl Harbor, he was taking instruction in civilian defense at Edgewood Arsenal, Maryland. Upon his return, he worked tirelessly in putting together the sprawling civilian defense organization, directing its activities and conducting classes of instruction. In the fall of 1942 he suffered a heart attack from which

he never fully recovered. He retired from the department on January 15, 1943 and died on November 18, 1943. In recognition of his outstanding service to the department and the City, he was elected an honorary member of this company on May 5, 1943.

Assistant Chief Raymond Travis, who first joined the department March 1, 1915, was appointed Chief April 29, 1943.

The new 85-foot LaFrance ladder truck was delivered on the day of the annual meeting in 1944—December 6—and received its baptism seventeen days later when fire seriously damaged the old C. E. Treman house at 625 University Avenue.

January 24, 1945 was a day of snow, so much so, in fact, that several members of the company, doubtful of the ability of their own cars to negotiate even down-town streets, decided to bunk in, "just in case." Shortly after midnight (January 25th) an Ithaca Gun Company guard reported a fire "somewhere in the west end." Immediate investigation located the fire at Johnson's Boat Yard and a hurried alarm brought the department on the double. The scene will long be remembered by those present—weird light from the flames and from a silver dollar moon overhead—a stiff north wind off the lake whipping the roads and high spots bare and depositing waist-high drifts through which firemen floundered to reach some of the burning boat houses—zero temperature, and hose lines that froze solid as soon as the hydrants were finally shut down and had to be hauled in a dump truck to the drying racks, where the couplings were thawed with hot water.

In 1945 came the end of the war, and the next year the destruction of the huge Novidor barn on Floral Avenue and, on April 5th, 1946, a stubborn, smoky blaze that damaged the old Parochial School beyond repair.

On February 9, 1947, fire started in the old Seely Feed Store on State Street, just west of the Inlet bridge, and spread to the adjoining Tri-State Egg building, destroying both. This fire is memorable not only because of the fierceness of the blaze or for the yeoman work of No. 6's hose crew in preventing heavy

damage to the Wheaton metal shop on the west. It was also a frightening demonstration of the conflagration potential present in every major fire. Embers the size of billiard balls were carried by a strong southwest wind directly toward the Champaign Coal Yard just across the Inlet. It is reported that the company assigned by Chief Travis to patrol this area extinguished two or three small fires started by flying embers. Had this large frame structure become seriously involved, it would have been but a stone's throw across Fulton Street to the densely populated northwest section of the City, with what consequences can only be imagined.

The Wool-Scott Bakery was severely damaged by fire on June 1, 1950.

In 1951, the department put on two major—but unprogrammed—demonstrations for the Central New York Firemen's Convention. Just before midnight on July 20th, a fire was discovered at the Lynch Coal Company on West Buffalo Street. By sun-up, the structure had been nearly demolished. Its owner, "Pete" Egbert, forgetting that he had retired from No. 3's some twenty years earlier, was one of the most active firemen on the job.

The following afternoon, just as the Convention parade was getting under way and members of the department were still recovering from the previous night's workout, a smoky fire started on the stage of the Ithaca College Theater and quickly worked its way to the roof. Weary firemen, battling hot weather, flames and smoke, collapsed right and left, and the oxygen equipment was kept busy. These two fires were the last of a series, including several others at the College, whose origin has always been a matter of mystery and suspicion.

Nineteen fifty-three produced a spectacular and stubborn blaze at the Robinson & Carpenter lumber yard (July 2, 1953), and nearly resulted in the destruction of the Lehigh Valley House. The combination of these two structures, standing only a few feet apart, had given imaginative firemen the "willies" for years. A second spectacular blaze occurred on October 12 in

the same year, when the old processing plant of Lake View Dairies at 609 North Tioga Street was destroyed in a fire fed by thousands of paraffin covered paper bottles and enlivened by the explosion of a quantity of small CO₂ cartridges.

On February 16, 1955, Ithaca College was again the subject of company attention, when fire seriously damaged the Music Building at the corner of Cayuga and Court Streets.

In recent years the department has provided contract coverage in the Town of Ithaca and, until July 1955, in the Village of Cayuga Heights; at that time the new Cayuga Heights Department went into operation. Outside fires in which the department was involved included the Kline Road temporary dormitories, where No. 9 truck was almost destroyed when it developed that the hydrant to which it had laid its lines had been shut off for repairs—the high voltage lab on Mitchell Street Extension, where flowing oil from high voltage transformers literally melted the steel frame and shell of the building and cooked electrical equipment valued in the millions of dollars—the old Turner mansion on the Danby Road, converted in recent years to an apartment house, when over a quarter mile of hose was laid to the nearest hydrant at the City line, to no avail.

No attempt has been made to list all of the serious fires that have occurred—the Crawford block, the Sheeler block, the two fires at the Cornell dairy barns, a couple of runs to Trumansburg, the Dryden Fire House, where the water supply was temporarily interrupted when frogs escaping through a reservoir strainer clogged the intake screen on the Groton pumper, shoveling water soaked feed at the Lackawanna Feed Supply store, fighting a roaring blaze at the old Treman, King warehouse, while someone was touching off a little dandy in a vacant house on the "Island." Neither have we discussed the innumerable false alarms—the roasts and pork chops burned to a cinder—the excitement and noxious fumes caused by the pan of diapers that boiled dry, or the 11 alarms on February 9, 1934, when the official temperature was —24 degrees. Nor have we mentioned such extra curricular activities as the flood of July, 1935 or Hur-

ricane Hazel on October 15, 1954, when No. 3's joined the rest of the able-bodied citizenry in the rescue and salvage work incident to these disasters.

It was stated above that the recent fires have been less disastrous than those of earlier years. Yet the sum total of the few fires mentioned and the many hundreds during the past 25 years not here recorded would add up to rather astounding figures.

The following, taken from fire department records, are indicative.

Alarms	1950	1951	1952	1953	1954
In City	209	198	177	194
Outside	22	28	37	46
Total	215	231	226	214	240
*Total insured value property involved in \$...	3,857,250	2,345,350	2,280,140	1,387,325	947,280
*Total losses paid (ins.) \$....	65,022	133,067	48,114	260,092	205,686
*Persons injured					
Civilians	1	4	4	3	6
Firemen	14	12	9	11	11
*Lives lost					
Civilians	1	3	0	0	0
Firemen	0	0	0	0	0

*Includes City and Town of Ithaca and Village of Cayuga Heights.

Fire loss figures for 1955 are not yet available. In 1955, there were 242 alarms (200 in the city and 42 outside). Thirty civilians and firemen were injured, and two civilians lost their lives.

Since the success of an organization such as this is the result of many members working together, each making his own contribution, it is hazardous to single out any one person for special mention. But it would be unfortunate to close the book on this era without mentioning the outstanding efforts of Harold Teeter. "Teet" was elected Secretary in 1929 and continued in that office through 1949 when he declined re-election for reasons of health. During these twenty years, No. 3's was his principal avocation. He was a one man bunk crew, he guided the officers in matters of company policy, he rounded up the members for meetings and drills, and his meticulously kept records are the

basis for the rosters appearing elsewhere in this booklet. He was elected Captain on December 5, 1951 as an expression of the company's appreciation of his faithful service, and with the promise that his junior officers would carry the more rigorous duties at fires. He died, during his first month as Captain, on January 11, 1952.

This quarter century has been a time of change. Particularly since the war, home building has boomed to the extent that little building space remains within the City limits except on West Hill, which is now under development. Many new buildings have sprung up on the Cornell Campus, ranging from "temporary" veterans' housing units to the new six million dollar home of the College of Veterinary Medicine now nearing completion. Even the older down-town buildings have undergone face liftings and interior re-modeling, and the older houses sparkle with fresh paint, bespeaking the general prosperity of the times.

The Fire Department too, has undergone many changes. Although the same old companies hold forth in the same old places (except No. 6, whose new quarters, delayed by the war, were completed in 1953). But the change in equipment has been complete. Gone are the old soda-acid tanks of the engine companies and the old wooden aerial ladders of the 1920 LaFrance truck. As of this writing, the apparatus consists of the following (with year of purchase):

No. 1—1000 gal. LaFrance pumper	1937
No. 2—750 gal. Seagraves pumper	1946
No. 3 & 4—75 foot Seagraves Aerial truck	1955
No. 5—750 gal. LaFrance pumper	1944
No. 6—500 gal. LaFrance pumper	1941
No. 7—500 gal. LaFrance pumper	1950
No. 9E—750 gal. LaFrance pumper	1952
No. 9T—85 foot LaFrance Aerial truck purchased for No. 3 in 1944, reassigned to No. 9 in 1955.	

In 1954, No. 4's salvage and light truck wrecked its motor while being returned to Elmira for overhaul. In view of the cost

of a new motor and the age of the truck, it was decided not to repair it. In 1955, the department proposed that No. 3 and No. 4 use the same apparatus, in order to avoid the cost of a new truck and to save \$15,000 per year for operating personnel. Both companies agreed to this arrangement, on a trial basis. The present tentative City budget contains provision for a new truck for No. 4's. The final outcome is not yet known.

In addition to major apparatus, are innumerable smaller items and tools—1½" hose with fog nozzles—portable light generating plants, self-contained masks, portable pumps and generating plants, etc.

In 1952 a new truck with special body was purchased for fire alarm maintenance, and in 1954 and 1955 the coupés formerly used by the Chief and Assistant Chiefs were replaced by station wagons, which have proved far more useful in transporting personnel and small auxiliary tools and equipment.

The paid personnel of the department now consists of the Chief, two Assistant Chiefs, two Lieutenants, Fire Alarm Superintendent, and 33 firemen variously assigned as fire alarm operators, drivers and relief men—a total of 39.

At present the active membership rolls of the companies total about 500 volunteers. In addition, there are about 27 student bunkers in the various stations during the school year.

In recent years there has been a growing criticism of the public alarm system, partly because the tower bell cannot be heard under all weather conditions and in competition with radio and television sets. For a time, an air operated horn was substituted for the bell and was promptly dubbed the "moose-call." It was very effective in raising office workers in nearby buildings out of their chairs and pedestrians in the vicinity of City Hall out of their shoes. Otherwise, its effectiveness, as compared with the old bell, was doubtful. Some time back, it was dismantled for repairs, and no one seems much concerned over its return to service. In January of 1955, a more effective system, similar to that used by No. 3's during the war, was put into effect. Central Station personnel call a designated number

of each company responding to an alarm. The notification of company crews is then a matter of company responsibility. To date the system has been effective.

Nineteen fifty-five also saw the final integration of Tompkins County's seventeen fire departments into a system of mutual aid. This system had its beginnings during World War II as a part of Civilian Defense. After the war, it was encouraged throughout the state by the Bureau of Fire in the State Department of Safety, and locally by the Fire Advisory Board appointed by the Board of Supervisors. Now 32 of the county's 53 fire department vehicles are equipped with radio, permitting communication between vehicles and with the base station maintained in the City's central station. This station also has remote control by radio of the various public alarm sirens of the other departments.

Eight of the Ithaca department's vehicles are now radio equipped, and a ninth unit is expected. With the base station in Ithaca, the department, to all intents and purposes, is fully radio equipped.

The rapid growth of the post war period has brought its problems. Our growing pains are not the temporary pains of the very young, but a sort of acute growing pain of middle age, when change is difficult, both physically and psychologically. The streets that must have seemed luxuriously spacious for the horse drawn vehicles of February 4, 1831, are pitifully inadequate for the motor traffic of the community of February 4, 1956. Space to park these vehicles in order to do business in the central business district is a critical problem. New housing, which is scattered far and wide throughout the county, has been so intense in the suburban areas immediately adjoining the City that the need for certain municipal-type service is becoming more and more urgent; this is particularly true of sewage disposal.

The bumper crop of post-war babies has necessitated the construction of new schools for West Hill and South Hill, and major additions at East Hill and Belle Sherman. Now apparently headed for final approval is a proposal to consolidate Ithaca and

43 suburban and rural school districts; if approved, the consolidated district will become effective July 1, 1956. This is expected to result in the construction of a new high school, with construction starting possibly as early as the fall of 1956, expansion of the Cayuga Heights school, a new junior high near Belle Sherman, and new elementary schools in Danby, Caroline and Enfield.

In traffic, the City is beginning to move on the Urban Arterial Plan, submitted by the State in 1949. Now under construction is the "Tuning Fork," extending Seneca and Green Streets to a common intersection with State Street at the foot of east hill. This involves the City's greatest single face-lifting operation since the "good old days" when major parts of entire blocks were destroyed by fire. Within the next few months, the wreckers will have completed the destruction of the old Aurora Street bridge, the old D. B. Stewart warehouse, the Driscoll mill and storebuildings, the Seneca Street garage and numerous other structures. The "Tuning Fork" was approved only after much study and lively controversy; even now, the merits of the project are seriously questioned by some. It is likely that the argument will continue until the "Tuning Fork" has demonstrated its success or failure; and it may even survive that event.

Parking is still in the argumentative stage. Should major parts of business blocks be cleared of existing buildings to make room for parking areas or garages? (Central Fire Headquarters and City Hall are in one such area.) These proposals have their proponents and opponents—of apparently equal enthusiasm and conviction.

When and how municipal type services are to be furnished in suburban areas still remains to be determined. These areas have thus far shown no enthusiasm for annexation to the City. The City has been equally unwilling to extend its sewer system beyond the City line. Cayuga Heights has elected to build its own disposal plant and system, but this solution may not be economically feasible in other areas.

Of necessity, these problems will be solved in time, and, we

hope, wisely. What will be the ultimate effect on the Ithaca Fire Department and its volunteer companies? Will fire fighting responsibilities so increase that reliance on volunteer effort is no longer practical? If the consolidation and/or relocation of companies in the interest of better operation should become necessary, will the pride and tradition that has been a sustaining force in all the companies become the snare that finally trips up the whole system? Will our own company survive to celebrate its 150th anniversary?

These questions cannot now be answered with certainty. Most of us feel that thus far the volunteer system, in spite of certain inherent faults, has proven itself to be a reasonably economical and efficient method of supplying fire protection to the community, and that the system should be continued as long as it can meet the basic tests of economy and efficiency. We believe further that the furnishing of an essential municipal service by voluntary citizen effort is good for the community and is especially good for those who participate in it; these men have a direct interest and stake in municipal affairs that in most cases would not otherwise exist.

In these circumstances, even though the final outcome may be in doubt, our duty as a volunteer company is quite clear. We must continue to do our job and do it well. We must continue to convince the younger men of the community that the inconvenience, hazards and discomforts of the job are offset by the fundamental necessity of doing it and by the good fun and good fellowship incidental to company membership; for unless young men continue to become interested, we will necessarily die of old age.

If the system is to fall, let it be from causes beyond our control rather than from any default on our part. Continued faithful performance of duty by ours and the other volunteer companies is the best possible insurance for the continuance of volunteer fire-fighting.