

# SHORT HISTORY OF LANCASTER

## FIRE DEPARTMENT SINCE 1882

Early in the history of Lancaster we find references indicating that prominent citizens of the growing town were concerned over fire protection; among the first acts of the borough fathers following the incorporation of Lancaster as a borough in 1742 was the acquisition of fire ladders, hooks and buckets. In 1744 the Corporation, as the borough government termed itself, met to consider the condition of these items. Records show that the first volunteer fire company organized in Lancaster was the Union Fire Company No. 1 whose beginnings stem from the desire of the borough officers to have a group responsible for the maintenance and operation of the fire equipment. At first the borough fathers themselves more often than not were the firefighters. From these informal volunteer efforts came the perfection of a formal organization, the Union company, in 1760. We do not celebrate the conception of the Union company in 1742 but the official "birthdate" of 1760 is observed assiduously annually. Union Fire Company No. 1 was exempt from fire fighting upon the creation of the Lancaster Fire Department, a paid organization, at high noon, 31st March 1882. The Union company has survived to the present as a combination civic group—historical society—emergency task force; it has remained a volunteer company.

From 1760 and the Union company, we find the growing borough having need for additional volunteer firemen, and in 1763 the Friendship Fire Company was formed; on the same day, 10th December, the Sun Fire Company organized. In 1791-2 the Active Fire Company joined the ranks to volunteer fire companies. Nearly thirty years later, on 4th March 1820, the Washington Fire Company was formed. In January, 1826, the Lancaster Axe, Hook and Ladder Company was organized. Most of its equipment was borrowed from the Union Fire Company. This company disbanded after a short time. The American Fire Engine and Hose Company was founded 27th December 1834, and later became the first company to use the new water system installed by the city in 1837. With the rapid expansion of the city in the Eighth Ward, better known as Cabbage Hill, need for fire protection in that area resulted in the formation of the Humane Fire Company in 1839. In the early 1850's a group of teen-age boys, none of them over eighteen, gathered at the corner of Howard Avenue (then Middle Street) and Rockland Street for the purpose of playing

games, swapping stories and discussing firefighting. At a meeting held at the home of John Swenk on Middle Street, organization of the Shiffer Fire Company was perfected, and they made plans to purchase a hose carriage from the Washington Fire Company of Philadelphia. Apparently their service was not entirely welcome insofar as firefighting alongside the established companies was concerned. This company had adopted its name in honor of George Shiffer, a young man who was killed as he carried the American Flag during a meeting of the Native American Party in May, 1844, in Philadelphia. A riot broke out when Irish members of the Hibernia Hose Company fired shots into the assembled meeting on a nearby lot. Young Shiffer was regarded by zealous patriots of those troubled times as "a Protestant hero and martyr who died trying to protect the American Flag against foreign desecration."

For some reason the boys changed their company's name to Independent, then Fulton, then Conestoga, and finally back to Shiffer. In 1855 Congressman Thaddeus Stevens was elected to membership and soon became president, in which office he served until his death in 1868. He was followed by his congressional successor, Oliver J. Dickey and later by George M. Franklin, Esq.

Lancaster's buildings were growing taller, and a ladder company seemed necessary. In June, 1856, the Empire Hook and Ladder Company was formed. This was the last of the volunteer fire companies. The foregoing is a brief background of Lancaster's volunteer firefighting companies prior to the establishment of the "paid" fire department. In Lancaster County Historical Society *Papers*, Volume 40, pages 20-36, Bertha Cochran Landis describes more fully these companies and their organization.

During the long era of volunteer companies a great amount of rivalry occurred between the several companies which erupted frequently into serious battles. At times the firefighting operations were suspended midway through a fire while the rival firemen drenched each other in attempts to decommission one another. Realizing such actions were improper, efforts were made occasionally to weld the volunteers into a coordinated albeit individually responsible unit. In September of 1826 the Union Fire Company proposed that committees from each company meet "to form a system of rules and regulations for the government of the different fire companies." Apparently nothing came of this idea. The firemen were able to pool their talents and apparatus for a gala parade to honor the introduction of water into Lancaster in 1837. Once more, on 24th January 1838, the fire companies formed a "Firemen's Association of the City of Lancaster" but it went the way of the previous efforts. On 10th April 1852 Lancaster took its first serious steps to create a city fire department within the jurisdiction of the city government, but the Union company declined to enter the department because it was not accorded the premier rank to which its seniority entitled it. Later, in 1860, several of the Union's officers attended a meeting of arbitrators to uphold their claim of seniority over the Sun and Friendship companies. The Union's participants were denounced and repudiated by their fellow members for having

anything to do with the matter inasmuch as the Union company knew it was the *first* fire company; so far as the Union company was concerned there was nothing to arbitrate. Failure of the dedication committee of the Soldiers' and Sailors' Monument in Centre Square to invite the Union Fire Company No. 1 to lead the parade of fire companies in 1874 resulted in that group refusing to march in the procession at all. Not only was the Union company miffed that they were not given the honor position, but their pride in supplying the Union Guards, Company B of the 1st Pennsylvania Reserves, was dealt a serious blow. Two years later the Union company sat out the centennial of the American Independence for the same reasons, being content to hold their own ceremonies. Eventually the city employed a chief engineer who was elected from one of the several companies; his duty was to oversee and direct the firefighting activities.

So long as the volunteer companies remained the only source of fire protection their frequent requests to the city Councils for appropriations were a matter of much debate. The larger the city grew the greater the need for new and larger equipment — and the larger the demands for funds. On 9th July 1881 at a meeting of Lancaster's volunteer companies — in assembly called the "The Firemen's Union" — it was resolved that the fire companies would stop going to fires effective 1st February 1882 if the city Councils would not increase the appropriations to \$800 per company. Although the majority of the companies approved this drastic "knife in the ribs" action, the Union Fire Co. No. 1 lashed out vigorously against the decision and announced that its services would be available to the city as long as they were needed. Proposing its own resolutions at a meeting on 14th July 1881 the Union company petitioned the Select and Common Councils of Lancaster to organize a paid fire department, to which suggestion was added an offer to donate the Union steamer, hose cart and all their hose to such a paid department. The resolutions were adopted, with 26 yeas, 11 nays and 2 abstaining. The city fathers, now armed with the Union proposal and irritated by the majority of the volunteer firemen, began the study of a paid department. After much debate, on 21st December 1881, the Councils voted for paid firemen, and notice was given to the several fire companies that at high noon, 31st March 1882, they shall "cease and desist." Rumbblings of anger and discontent were heard among many of the volunteers, but the companies could not afford to sever relations with the city lest they find themselves in a bad position to bargain for the absorption of their equipment into the city department. The volunteer companies ceased to fight fires on the appointed day.

### TRANSITION AND DISPOSITION

**UNION FIRE COMPANY No. 1** offered its house on the northwest corner of West Grant and Market streets, along with all its firefighting equipment, to the city with certain lease conditions. The city purchased the equipment and used the house temporarily.

**FRIENDSHIP FIRE COMPANY** sold its equipment to Duncannan Borough and its house at 215 North Duke Street has been converted into an apartment house.

**SUN FIRE COMPANY** was thought by the city to have an unnecessarily heavy engine and a poorly located house, which was next to the Zion Lutheran Church on East Vine Street, midway between Lime and Duke streets. The city apparently took over the equipment.

**ACTIVE FIRE COMPANY** appears to have gone out of service some time before the transfer to the paid department.

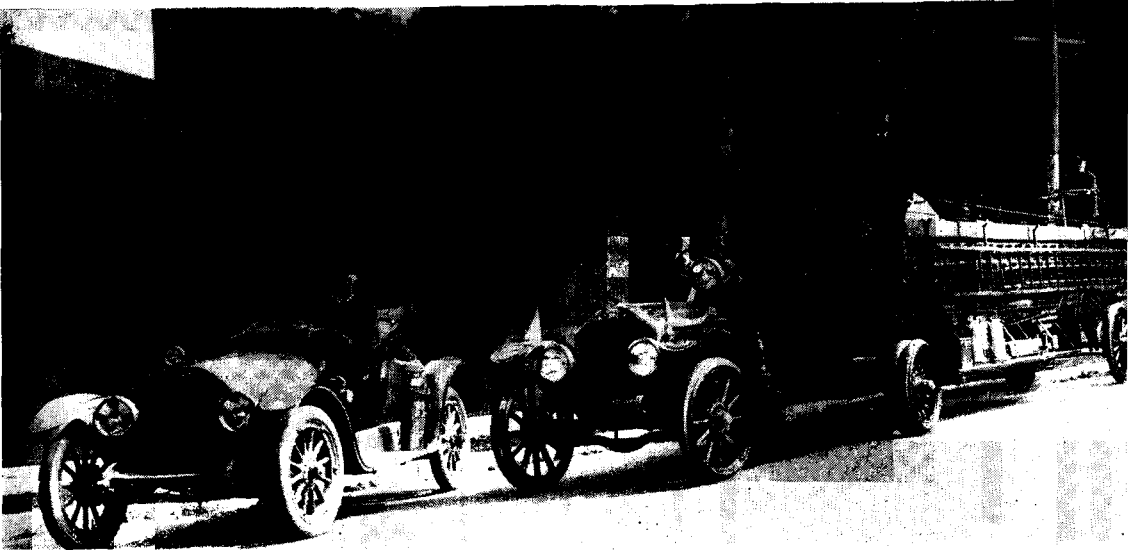
**WASHINGTON FIRE COMPANY** was taken over by the city in 1882 and became house No. 4. Its North Queen Street building, erected in 1852, was razed in 1958 after the completion of the new fire house on North Duke Street, now No. 5, replacing No.'s 5 and 6.

**AMERICAN FIRE ENGINE AND HOSE COMPANY** was taken over by the city in 1882 and became house No. 3. It is located on East King Street. The American's engine, an Amoskeag 3rd Class, served from 1869 until 1909 when it was sold to Rocky Springs Park.

**HUMANE FIRE COMPANY** was not taken over by the city. Its house became Bitner's Tobacco Warehouse until the city decided in 1885 to purchase it for house No. 1. It is located on West King Street above Charlotte Street.

**SHIFFLER FIRE COMPANY No. 7** was located on South Queen Street. Its equipment was sold to Ocean Grove Camp Meeting Association. In June, 1883, the city took over the house for establishment of firehouse No. 2.

**EMPIRE HOOK AND LADDER COMPANY**, located on North Duke Street alongside the railroad cut and opposite the Friendship Fire House, was taken over in 1882 by the city and it became house No. 5 and 6.

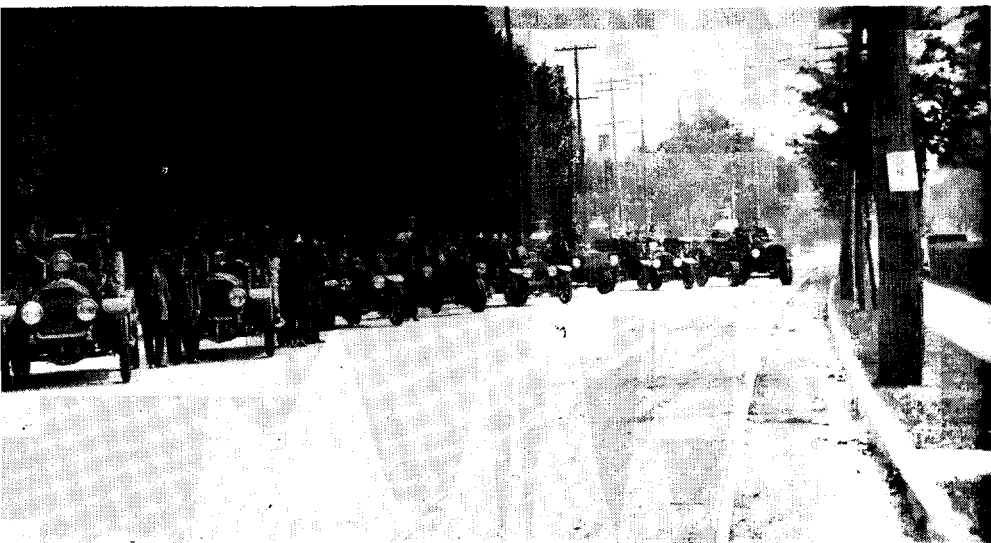


The new "paid" department did not have long to wait to prove its worth, for just a few hours after its "birth," it was called upon to fight a vicious fire in the old match factory located east of North Christian Street and above the Pennsylvania Railroad tracks, later the site of Hotel Lancaster. The four engine companies and one truck company, in place since 7 o'clock in the forenoon, were beginning to make themselves "at home," and the firemen were admiring their new uniforms, when the alarm sounded at eleven o'clock. It promised to be a spectacular and destructive blaze. Friends of both the volunteer and paid systems watched with interest the work of the paid department under its new chief, Harry N. Howell. It was a strange twist of fate that the new firemen were called upon to demonstrate their ability even before they had discovered the location of all their equipment. The fire in the match factory was even a more serious test of their worth than they imagined for had they failed to check it quickly, not only would a very destructive blaze result but the old volunteers would have been up in arms, shouting for the removal of the paid fire system and the restoration of the volunteer companies. However, the firemen, resplendent in their new uniforms, plunged into their work with the vigor of doing a new job efficiently and well. They halted the dangerous flames with a small loss of property damage, and returned to their houses, serene and happy, ready for the next alarm. They had passed the test with flying colors!

The first firefighting force of 1882 was a small unit: one engineer, nine drivers, one tillerman, five foremen, four engineers and nineteen hosemen who doubled as laddermen when necessary. From these thirty-nine firemen Lancaster has come a long way to its current force of ninety-one firemen, but the path upward has not been without struggle. Intelligent,

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Lancaster Fire Department apparatus in line for inspection on East King Street at Broad Street about 1919. Chief William Johnson is at far left, next is the motorized aerial truck, followed by motor pumpers, supply wagons and motorized steamers.





American Lafrance 1914 steamer and 1916 supply wagon in front of No. 1 House at 411 West King Street. L. to R. Henry Horner, Sr., Jacob Shindle, David Shindle, Robert Busser, Sr., Calvin Eshleman, Captain Frank Deen, Andrew Mullins, Harry Horner, and Curwin Snyder.

capable firemen and adequate equipment cost more dollars than some taxpayers wished to approve. But considering the protection to real estate and valuable property, the cost of efficient fire protection is not only small, but it is a wise investment. Nevertheless, every added piece of apparatus and the addition of more firemen could be expected to engender the highly vocal wrath and condemnation of some citizens who had their own plans for fighting fires cheaply! More often than not, a loss of life — including the lives of firemen — and substantial property damage were the deciding factors, rather than intelligent recognition of the needs of the fire department by the citizenry, which resulted in the acquisition of adequate equipment.

The new department began with second-hand apparatus and housing, some of it in a deteriorated state. Late in 1882 the old Empire's ladder truck was so badly wrecked answering an alarm that it had to be replaced. A sixty-foot Hayes aerial ladder truck was secured, and this vehicle remained in service until 1909 when it was replaced. The Union's Button Steamer was the first steam fire engine in Lancaster. Drawn by a single

horse, it was a thrilling sight for the citizens to watch as it rumbled through the streets, belching smoke and sparks. The steamer had been purchased in 1865 and it had been christened formally "H. E. Slaymaker" to honor the president of the Company. By 1882 the seventeen year old steamer had seen "better days." The old machine would rattle off to fires behind its clippity-clopping horse, when the outfit would hit a gutter or an out-of-focus crossing and then the grate would bounce out of the engine, dropping all the fire down on the street. This happened several times but more annoying to the firemen was the long wait until the grate cooled sufficiently to be handled, restored, and the fire rekindled. By that time the steam pressure in the boiler would have fallen to the point where the engine would not be effective for some time after it arrived at the fire scene. Meanwhile, the fire blazed away gaily, gaining headway all the time while the engineers would storm and swear in their efforts to keep up the steam. Finally a Clapp and Jones steamer, 3rd class, was bought to replace the old Button engine.

In 1883 the old pumper of the Sun company, second oldest in service, folded up completely, and was replaced by a Clapp and Jones steamer, 2nd class, which was placed in No. 2 Engine House on South Queen Street. Within two years the city had to replace all but one of the engines it had purchased from the volunteer companies — and the taxpayers were asking questions! The only woodburner was the old engine of the Washington company. It was a peculiar-looking affair because of its special grate and boiler; it too had the unhappy reputation of losing its grate on the way to fires due to the condition of the streets. Those were the days before concrete and macadam streets. It answered its last alarm in 1865 and was replaced with another Clapp and Jones steamer, 2nd class. Steamers cost plenty of money, and taxpayers had the ability to remember the purchase of three steamers and a ladder truck all within three years. This equipment was not augmented until 1896 when another Clapp and Jones steamer was bought and placed in Engine Company No. 5, which was newly-created and housed in the old Empire Hook and Ladder House on North Duke Street. When Company No. 6 was established, it, too, was placed in the same structure.

In 1909 a seventy-five foot aerial truck with an automatic lift was purchased to replace the Hayes truck installed in 1882. Horses pulled all of Lancaster's apparatus until 1915 when the first move to motorize the fire department took place. However, the last horse was not retired until 1st September 1919 when the motorization became complete. In February of 1915 a roadster was purchased for the fire chief. In July 1915, contracts were given to the American-LaFrance Company to motorize Engine No. 5 and for two motorized combination hose and chemical wagons. The hook and ladder truck was motorized in 1915. The hook and ladder truck and the steamers were motorized by the removal of the front wheels and axle, fifth wheel assembly and shafts, and in place of that horse-drawn mechanism, gasoline engines mounted on front wheels with integral drive were installed. The hook and ladder truck became a tractor-trailer assembly pow-

ered by an American-LaFrance engine. By 1916 the fire department was beginning to look ultra-modern! Engines No. 1 and No. 3 were motorized in 1916, and in the next year and 1918, two more triple combination 1000 gallon pumpers were purchased and placed in Engine Houses No. 3 and No. 5. Another ladder truck (B) was added in 1918. Companies No. 2 and No. 4 remained horse drawn until 1st September 1919 when two more pumpers were bought to replace the horse-drawn equipment. Faithful Old Dobbin, hero of the Currier and Ives era, no longer was to be seen snorting powerfully, pawing the rough streets and heaving forward the smoking, hissing steamer. No more would the alarm's first clang bring the horses from their stalls unaided to take their places beneath the suspended harnesses. No more would the faithful Dalmatian trot along to protect the horses from other dogs and small boys. The day of the kindly beast had passed, and on the scene appeared the sputtering, coughing gasoline engine, pulling its ponderous apparatus, chain belts clicking as the wheels shod with solid rubber thumped over streets of brick, blocks and oiled earth.

During the years following, original motorized equipment was replaced when necessary. Assistant Chief Landis remembers the day when the last old steamer was driven down to Miller's Junk Yard under its own power. Several "relics" held in reserve were sold as antiques only a few years ago.

In addition to large apparatus the Lancaster Fire Department has acquired much needed tools and protective devices, such as a Foamite generator useful in fighting oil and gasoline fires, floodlighting, smoke masks, respirators, pulmotors, and communications equipment. Firefighting has become a science, and to meet the challenges of modern fire control problems, the Lancaster Fire Department has initiated many educational programs designed to train its own firemen as well as to encourage better fire safety habits on the part of local citizens whether they are householders or industrial executives. Although the Lancaster Fire Department is approaching its 78th year of existence as a paid organization, it remains to this day a pioneer among paid companies in cities of Pennsylvania.

Firefighting in Lancaster has had to keep pace with the growth of industry and commercial buildings. Many of Lancaster's early fires involved stables. Later, with the mushrooming growth of the tobacco industry in Lancaster, and the huge warehouses and cigar factories required for that valuable industry, large fires in these structures became commonplace. The danger of falling brick walls, tumbling beams and crumpled sheet iron roofing and suffocating fumes were a serious menace to firemen. After the fires were under control, days and sometimes weeks were spent in wetting down the smouldering ruins. The Ledermann and Kendig warehouses in 1896 were destroyed completely with a tremendous loss, and the following year the immense Zook warehouse went up in flames which devoured the entire structure. The Moss Cigar Factory at Prince and Lemon streets was one of Lancaster's worst fires and the ruins burned for over two weeks. The loss of the six-story building was over one million dollars. Local citizens may compare the size of this structure with the building of the Lan-





American LaFrance 1918 City Service Truck at House No. 1. L. to R. Captain Thomas Sperling, John Stout, Michael Andes, Frank Koerkle (driver), Harry Swope and Harry Kurl.

caster Press, Inc. which rose from the Moss ruins, and was built on the same plans.

Today, with devoted and capable personnel, headed by experienced, intelligent officers, and equipped with excellent tools and apparatus, the Lancaster Fire Department is the proper heir of the wonderful and sometimes rambunctious volunteer companies of Lancaster! The horseplay disappeared before the horses; there are no hose-fights, no rivals to battle! Firefighting is now a serious profession using science, chemistry, technology, engineering, electronics, and plenty of psychology as well as brawn.

#### CURRENT ENGINE COMPANIES

Engine Company No. 1, West King Street

Pumper, 1948 model, 1000 gallon, Ward LaFrance

Aerial Truck, 1948 model, 85 foot, American LaFrance

Engine Company No. 2, South Queen Street

Pumper, 1937 model, 750 gallon, Mack (to be replaced in 1959)

Pumper (Reserve), 1924 model, 1000 gallon, Ahrens Fox

Engine Company, No. 3, East King Street

Pumper, 1952 model, 1000 gallon, Ward LaFrance

Aerial Truck, 1951 model, 85 foot, Peter Pirsch

Engine Company No. 4, New Holland Avenue near RCA plant

Pumper, 1947 model, 1000 gallon, American LaFrance

Engine Company, No. 5, North Duke Street at Public Safety Building

Pumper, 1955 model, 1000 gallon, Ward LaFrance

Pumper (Reserve), 1924 model, 1000 gallon, Ahrens Fox

Engine Company No. 6, Fremont and Prospect streets  
Pumper, 1938 model, 750 gallon, Mack

#### FIRE CHIEFS

Eight fire chiefs have ruled the destinies of the present paid fire department in its seventy-six years of existence and since it ceased to function as a volunteer group. This is a remarkable record, as it is viewed from the points of efficiency and progress and of retaining men trained to direct firefighting.

Harry N. Howell was the first chief when the city took over the firefighting duties in 1882 until 1885 when Henry B. Vondersmith succeeded him, directing affairs for seven years. In 1892 Harry Howell returned as fire chief and remained until 1895 when, by a strange turn of the wheels of fate, former Chief Vondersmith once more assumed the reins of Lancaster's firefighting organization. He stayed until 17th May 1914 when he answered his last alarm, being highly respected by his men and having become one of the most efficient directors of firefighting among paid departments in Pennsylvania.

So, for the first thirty-two years of the present department, only two fire chiefs were in office, which speaks well for the local Bureau of Fire. Following the death of Chief Vondersmith, William E. Johnson was appointed and served until 1922, when the turn of political wheels ousted him. He was succeeded by Charles T. Kegel who served the next eight years, until 1930. Thus the third and fourth fire chiefs each served eight years and lost out when the political ax fell.

Frank Deen came into the office in 1930 and served four years, when once more, in 1934, the Democrats were swept into office and Chief Deen went out. Edward G. Shoemaker replaced him. He served until 1939 when Harry E. Miller was elected chief. Under Chief Miller's capable direction the Lancaster Fire Department came to be one of the best-equipped and managed organizations to be found anywhere. In 1958 Chief Miller retired after a remarkably long and useful career. Edward H. Koerkle stepped up to become the new chief.

Present chief officers are: (1959)

Edward H. Koerkle, Chief Engineer

William B. Landis, Assistant Chief Engineer

Bernard Santaniello, Assistant Chief Engineer

Edward Deatruck, Assistant Chief Engineer

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J. Arthur Norris, Commissioner, Director of Public Safety

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#### CHRONOLOGY OF MAJOR FIRES IN LANCASTER CITY SINCE 1882

November 5, 1883	Inquirer Building, 47 North Queen Street
April 24, 1886	E. L. Zecher Cigar Factory, West Chestnut Street
July 19, 1887	Hirsh Brothers Store, North Queen Street at N.W. Corner, Penn Square
January 29, 1896	Lederman & Sons Tobacco Warehouse, Charlotte Street and Harrisburg Avenue

March 12, 1896 Kendig Tobacco Warehouse, Harrisburg Avenue  
 April 24, 1896 Temple Shaarai Shomayim, Duke and James Streets  
 September 17, 1897 Zook Tobacco Warehouse, Tobacco Avenue  
 May 3, 1901 Kendig House Stables, Nolty Carriage Works, rear, 111-115 North Prince Street  
 November 17, 1903 Rosenstein Silverplating Works, 8 West Mifflin Street  
 September 6, 1904 Smith Stables, 133 North Queen Street  
 January 11, 1907 Moss Cigar Company, N.E. corner, Prince and Lemon Streets  
 September 18, 1907 Martin's Brick Machine Co., 550-552 Charlotte Street  
 January 8, 1909 Sayres, Scheid and Sweeton Store, 28 East King Street  
 February 4, 1909 Herman Stein Cigar Factory, Andrew and Mill Streets  
 February 9, 1909 Franklin Stables, rear, 120-122 North Queen Street  
 April 10, 1909 Charles W. Bitner Tobacco Warehouse, Mulberry Street at Harrisburg Avenue  
 December 16, 1909 Kendig Stables, rear, 111-115 North Prince Street  
 February 10, 1910 Reilly Brothers & Raub Hardware Store, 44 North Queen Street  
 May 14, 1910 Appel & Weber Jewelry Store, 40 North Queen Street  
 Eshelman's Grain Elevator and Feed Mill, 212-214 North Queen Street  
 July 3, 1910 Downey Brothers Spoke and Bending Works, 240 Harrisburg Avenue  
 September 11, 1910 Gunzenhauser's Bakery, Mulberry and Grant Streets  
 January 23, 1912 Lebzelter's Eagle Wheel & Bending Works, rear, 241 North Queen Street  
 June 11, 1913 Edgerley Carriage Works, 40-42 Market Street  
 August 23, 1917 J. Frank Bowman Box Factory, Cherry Street, rear of General Hospital  
 April 10, 1918 Sprecher-Ganss Farmers' Supply Store, 25 East King Street  
 June 8, 1919 Buchmiller Lock Works, 131 North Market Street  
 January 19, 1920 Hippodrome Theatre, 150-152 North Queen Street  
 May 21, 1921 G. W. Dunn Co., Zook Building, 46 East King Street  
 September 3, 1921 Herman Stein Cigar Factory  
 February 9, 1924 Seed Leaf Tobacco Co., 436-438 Charlotte Street  
 July 9, 1924 Jordan-Kiehl Umbrella Handle Co., North Prince Street  
 December 29, 1924 Aldine Theatre, Red Rose Candy Co., 150 North Queen Street  
 September 25, 1925 Goldberg Tobacco Warehouse, S.W. corner of Lemon and Market Streets  
 May 14, 1926 Dixon Store, 12 East King Street  
 June 17, 1926 First Presbyterian Church, East Orange and North Cherry streets  
 January 23, 1930 Kepler Hall, Y.W.C.A. Building, East Orange and North Lime streets  
 April 11, 1930 D. Miller Umbrella Handle Works, 538 Mercer Avenue  
 April 6, 1931 Musser Umbrella Handle Works, 717 North Prince Street  
 December 25, 1934 B. B. Martin Lumber Yards, 351 West James Street  
 January 4, 1936 Lancaster Iron Works, South Prince and Hager Streets  
 January 6, 1938 St. John's Episcopal Church, West Chestnut and North Mulberry Streets  
 December 8, 1938 Pep Boys Store and Apartments, Orange and Prince streets  
 January 26, 1939 Lancaster Transportation Co. Terminal  
 March 29, 1939 Redeemer Lutheran Church, Pearl Street  
 April 27, 1942 Convention Hall (formerly Western Market), Orange and Pine streets  
 February 20, 1944 Lebzelter's Bending Works, 237 North Queen Street  
 January 4, 1945 Dodge Cork Company, East Liberty Street  
 August 28, 1945 Union Stockyards, South Section, Lititz Pike at McGovern Avenue

January 18, 1946	Ranck Tobacco Warehouse, Duke and Chestnut streets
March 27, 1946	A. K. Mann Tobacco Warehouse, Lemon Street, between Prince and Market streets
May 11, 1946	Acme Supermarket, 534 North Queen Street
June 11, 1946	Grand Theatre lobby, dress shop and apartments, 127-133 North Queen Street
July 24, 1946	Y.M.C.A. upper floor of Boys' Section, Orange and Market streets
September 21, 1946	First Methodist Church, Duke and Walnut streets
June 11, 1947	A. K. Mann, Jr., Tobacco Warehouse, Mulberry Street at Harrisburg Pike
June 5, 1948	Grand Theatre, 133 North Queen Street
November 21, 1950	Maennerchor Hall, North Water Street, rear of 236 North Prince Street
September 26, 1953	Overlook Bowling Alleys, top floor of Arcadia Market, North Prince Street
July 30, 1954	Keiding Paper Products Co., 312 East Walnut Street
January 18, 1956	American Caramel Company, Church Street
November 14, 1956	Lebzelter Building, Singer Sewing Machine Store, 32-34 North Queen Street
November 16, 1956	St. George Hotel Building, Rosey Army-Navy Store, 35 West King Street

*Chambersburg, Pennsylvania*

CLAUDE A. VILLEE

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### ABOUT THE AUTHOR

Claude E. Villee was born in Lancaster, the son of Charles Adolphus Villee and the grandson of Adolphus Strine Villee, both active members of Union Fire Company No. 1. After graduating from Lancaster High School, as one of "Jack's Boys" (Principal John P. McCaskey), and taking additional courses in business economics, psychology, and sales training, Mr. Villee pursued an active business life. Continuing his ancestors' interest in firefighting, Mr. Villee became a member of the Union Fire Company No. 1 in 1917, and after 43 years of active membership, ranks second in seniority only to George F. K. Erisman, who has been a member for 49 years. Mr. Villee has served in the Pennsylvania State Firemen's Association since 1915, and has been vice president from Franklin County. His memberships include: Lancaster County Firemen's Association (since 1924), Firemen's Association of Southeastern Pennsylvania (since 1924), Friendship Fire Company No. 1 of Mount Joy (since 1926), Cumberland Valley Fire Company at Chambersburg (since 1938) and Franklin County Firemen's Association (since 1938). He has served in numerous offices in these and other volunteer fire companies and associations. Mr. Villee is an honorary member of fourteen area, county and local fire companies. Retired in 1955 with a special Service Citation as a field representative of the International Correspondence Schools of Scranton, Mr. Villee is enjoying his retirement by serving as an area representative for Keystone Services, Inc. of Baltimore, with which he mixes generous portions of baseball and travel.