

GREEN BAY METRO FIRE DEPARTMENT



For 123 years the Green Bay Metro Fire Department has proudly served the community. There have been good days, bad days, big fires, lives saved. The consistent theme is that our citizens know that on their worst day they can count on us to do everything in our power to aid and assist them.

In 1991 the first ever Fire Department Legacy Album was produced. A lot of work went into it and it has become a treasured keepsake for those of us that were here at the time.

This book is our effort to follow the earlier Album with a timely update. For those who have joined us since 1991 is a chance for them to share in our history and have a keepsake of their own. For those nearing the end of their careers, it gives us something to take with us as we move on to the next phase of our lives.

Thanks go out to the Album team who invested many hours of their own time to make this happen. We greatly appreciate all of your hard work.

This Album is dedicated to the honorable men and women of the Green Bay Metro Fire Department.



2675 Peachtree Square
Atlanta, GA 30360
(770) 934-2277

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FIRE ADMINISTRATION



David Litton
Fire Chief



Michael Nieft
Assistant Fire Chief



Melissa Spielman
Division Chief



Brent Elliott
Division Chief

FIRE ADMINISTRATION



Sean Linssen
Fire Training Captain



Dustin Ridings
EMS Training Captain



Lynn Beno
Administrative Assistant



Gail Josephson
Clerk III



Jacqueline Coron
Clerk III

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Paul Arvey
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Mark Plate
Battalion Chief



Edward Jarosz
Battalion Chief



Robert Wiegert
Battalion Chief



Robert Goplin
Battalion Chief



Steve Sellin
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Captain



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Captain



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Captain



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Captain



Richard Mercier
Captain



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Captain



William Ruggles
Captain



Michael Saduske
Captain



Jon Schnell
Captain



Glen Sherman
Captain



Peter Sponholtz
Captain



Mitchell Warner
Captain



William Zehms
Captain

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Lieutenant



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Lieutenant



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Lieutenant



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Lieutenant



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Lieutenant



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Engineer



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Engineer



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Engineer



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Engineer



David Baumgart
Engineer



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Engineer



Chad Bronkhorst
Engineer



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Engineer



Daniel Chatham
Engineer



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Engineer



Jim DeQuaine
Engineer



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Engineer



Ryan Gibbons
Engineer



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Engineer



Michael Ireland
Engineer



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Engineer



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Engineer



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Engineer



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Engineer

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Engineer



Michael Miller
Engineer



Shannon Mobley
Engineer



William Mobley
Engineer



Kevin Pischke
Engineer



Mark Polomis
Engineer



Todd Santoro
Engineer



Todd Schadrie
Engineer



David Siegel
Engineer



Drew Spielman
Engineer



Kurt VandeKolk
Engineer



James VanDyck
Engineer



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Engineer



James Weeks
Engineer



Barry Wiegert
Engineer



William Wiegert
Engineer



Lawrence Wohlwend
Engineer



Andrew Zimonick
Engineer

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Firefighter



Justin Bauer
Firefighter



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Firefighter



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Firefighter



James Bourgeois
Firefighter



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Firefighter



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Firefighter



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Firefighter



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Firefighter



John Crabbe
Firefighter



Gerald Cravillion
Firefighter



Nate Daul
Firefighter



Cory Day
Firefighter



Chad Decker
Firefighter



Curtis DeQuaine
Firefighter



Gregory Dougherty
Firefighter



Keith Dougherty
Firefighter



Timothy Everson
Firefighter



Brian Farr
Firefighter



Joseph Fitzpatrick
Firefighter

FIREFIGHTERS



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Firefighter



Raymond Fuiten
Firefighter



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Firefighter



Kurtis Gunn
Firefighter



Shane Hanson
Firefighter



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Firefighter



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Firefighter



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Firefighter



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Firefighter



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Firefighter



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Firefighter



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Firefighter



Richard Longcore
Firefighter



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Firefighter



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Firefighter



Matthew Maleport
Firefighter

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Firefighter



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Firefighter



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Firefighter



Brian Norton
Firefighter



Timothy Nowak
Firefighter



Nicholas Ott
Firefighter



Robert Paul
Firefighter



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Firefighter



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Firefighter



Chad Pfeffer
Firefighter



Jacob Plennes
Firefighter



Dustin Quilling
Firefighter



Kyle Rentmeester
Firefighter



Ernie Robb
Firefighter



Jerame Schueler
Firefighter



Luke Schuster
Firefighter



Ryan Searer
Firefighter



Michael Searls
Firefighter



Scott Selissen
Firefighter



Lukas Semrau
Firefighter

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Firefighter



Trevor Sorge
Firefighter



Christopher Stangler
Firefighter



Randy Stocker
Firefighter



Matthew Stremer
Firefighter



Michael Tedeschi
Firefighter



Brent TeKulve
Firefighter



Joseph Thompson
Firefighter



Joseph Thomson
Firefighter



Nathan Timm
Firefighter



Adam Tomasko
Firefighter



Michael Tomaso
Firefighter



Michael VandenAvond
Firefighter



Adam Vandenbush
Firefighter



Luke VanGompel
Firefighter



Nicholas Verstoppen
Firefighter



Jordan Waack
Firefighter



Shauna Wachholz
Firefighter



Ryan Waldinger
Firefighter



Andrew Watt
Firefighter

FIREFIGHTERS



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Firefighter



Richard Wienke
Firefighter



Chad Wolf
Firefighter



Keith Zaidel
Firefighter



Cory Zegers
Firefighter



Steven Zich
Firefighter

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Mark Cox
Chaplain

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Trevor Janiak
Senior Mechanic



Mark Retzlaff
Mechanic

RETIREES



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Battalion Chief



Thomas G. Albers
Captain



Thomas Atkinson
Battalion Chief



David Champeau
Captain



Thomas R Depas
Captain



Thomas Greely
Captain



Dan Gunn
Division Chief



April Kocken
Captain



Gary Kraszewski
Firefighter



Michael Lepak
Captain



Tim Madden
Battalion Chief



Andrew Malecki Jr
Captain



Dennis Metz
Captain



David Parmentier
Captain



Don Phillips
Assistant Chief



Ronald Phillips
Assistant Chief



Robert Rose
Captain



Larry Schauer
Battalion Chief



Jay Selissen
Captain



Jeff Stauber
Chief

RETIREES



Tom Thorpe
Captain



Mark Ulmer
Captain



Keith Vieau
Captain



FORCES OF CHANGE

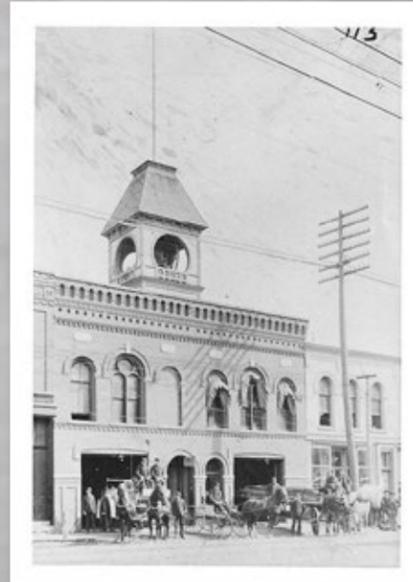
EVENTS THAT LED TO THE DEVELOPMENT OF THE GREEN BAY FIRE DEPARTMENT

For over 150 years, organized firefighting in the City of Green Bay has been affected by a series of landmark events. As is typical of Midwestern cities, these events include calamitous conflagrations, equipment innovations, municipal development and economic realities. Presented here is an examination of these historical events and forces that led to the creation and development of the Green Bay Fire Department.

Green Bay was the earliest of Western settlements in Wisconsin. Established on the east side of the Fox River at the Bay of Green Bay, fur trading and lumber were the principal industries. The settlements of Navarino and Astor were consolidated in 1838 to form Green Bay, an area on the east side of the Fox River from modern Mason St. to the East River (1). Green Bay was a typical frontier town, sparsely populated, wooden building and dirt streets. Rudimentary fire protection was first established in 1839 by a local ordinance compelling building owners to have at least two dedicated fire buckets available (2). There was no organized firefighting force so citizens would cooperate to fight fires, which eventually proved to be entirely inadequate.

On November 1, 1853, a conflagration struck Green Bay that directly led to the first organized firefighting units. About 30 buildings in the business district along Washington St. and Adams St. from Cherry St. to Pine St. were destroyed (3). The fire had spread from each wooden structure to the next leaving a "burnt district" that remained to the end of the decade (4). Clearly, the spontaneously organized, community efforts were insufficient. As a result, in 1854, a group of German immigrants formed the Germania Fire Company No. 1, the first volunteer firefighters in Green Bay (5). Part civic service and part social, this bucket brigade crew was so successful that a second group, the Guardian Fire Company No. 2 was established in 1856 (6).

The value of these firefighters, as coordinated bucket brigades, was quickly realized. To improve firefighting capabilities, the City of Green Bay purchased a hand pumper for the Germania Fire Company in 1858 and a second hand pumper for the Guardian Fire Company a few years later (7). These technological innovations consisted of a wagon mounted pump that was powered by crews of men pulling handles of a see-saw lever mechanism, drawing water supply from a cistern or the river and giving one or two fire streams with a range of up to 200 feet (8).



Station 1, 111-115 S.
Washington St.

While the hand pumpers were innovative for the day, the severe drawback was that all operations required human power. First, the firefighters themselves had to pull the pumpers to the scene. Then, handles were operated by teams of firefighters providing the power to generate the pressure for the fire stream. The physical exertion was extreme and effectiveness was limited by the number of firefighters available.

To overcome the limitations of the hand pumpers, the next development was the introduction of the steam fire engines. These wagon borne pumpers used a coal or wood fired boiler to drive a pump which provided greater water pressure. A first was purchased in 1868 for Germania and a second in 1873 for Guardian (9). The original two hand pumpers were then passed down to two newly formed volunteer groups, Astor Fire Company (established 1868) and Franklin Fire Company (established 1873) (10).

While the steamer engines were technological advancements, the fire hoses of the day could not withstand the increased pressure and frequently burst (11). In fact, the Germania and Guardian Companies, equipped with steamer engines, suffered frequent hose bursts and as a result were outperformed by the Astor and Franklin Companies using the lower pressure hand pumpers (12). However, in 1875, improved hoses were purchased rendering the hand pumpers obsolete. By the end of that year there were only steam fire engines in Green Bay (13).

The steam fire engines were substantially heavier than the hand pumpers so were even more difficult to haul by the firefighters. However, having horses dedicated to the fire companies was prohibitively expensive. To address this issue, a bounty system was established that paid civilians who supplied a team of horses when the fire alarm bell sounded (14). In fact, an oral history from a former volunteer Green Bay firefighter, taken in 1936, included the statement that horses would be confiscated, without explanation, from surprised civilians to pull the steamer engines and a bounty later given to the confused owner (15). Finally, in 1875, the Guardian Fire Company purchased their own set of horses with other companies soon following suit (16). Curiously, these first horse teams were only available at night because during the day they performed money-earning tasks such as pulling buses from the train stations to hotels (17). With organized firefighters using modern equipment, fire protection in Green Bay was becoming sophisticated and successful.

Along with technological innovations, the number of organized units increased. In addition to the four engine/hose companies (Germania, Guardian, Astor and Franklin), the Washington Hook and Ladder Company was established in 1875 (18). Furthermore, the City of Fort Howard, an entirely separate municipality on the west side of the Fox River, saw similar developments with formation of an initial volunteer fire company in 1858 and then a second in 1891 (19). Mutual aid across the river between the two cities was well established (20). The extent and organization of firefighting in Green Bay was advancing.

On September 20, 1880, a fire devastated Green Bay, eventually leading to changes in Green Bay firefighting. That summer had been hot and dry. At 2:30pm, a fire broke out at the Astor Planing Mill located at Mason St. and Washington St. on the river. The fire spread from the mill to the adjacent structures and was fanned north by strong winds igniting the residences along Washington St. and Adams St around current Station 1. The fire advanced north along Adams St. destroying



Station 2, 1018 Main St.

the homes there. All the volunteer companies were engaged in containing this fire. The conflagration continued northeast and was stopped at Jackson Square through the efforts of firefighters and civilians. Simultaneously, several blocks to the northeast of the first, a second fire started on Cherry St., between Quincy St. and Jackson St. As with the southern section of the conflagration, the northern section fire raged from house to house, unimpeded, until reaching Webster St and the East River, ending only when there was nothing more to burn (21).

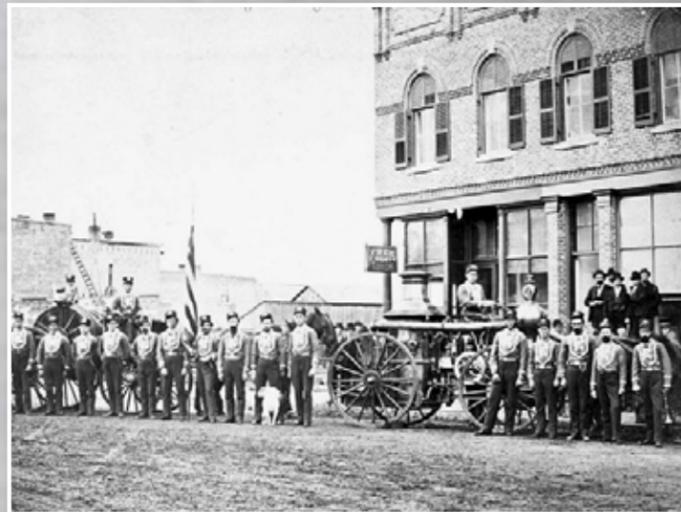
It is unknown if the second, northern, fire on Cherry St. was due to fire brands from the first or a completely separate but simultaneous cause. What is certainly known is that the volunteers were overwhelmed. All organized firefighting efforts were committed to the southern section, the first fire. No volunteer companies operated in the northern section of the fire. However, structures and belongings in both sections of The Great Fire of 1880 were saved but, only through the spontaneously organized efforts of civilians and by 7:30 pm "the worst was over" (22).

Overall, The Great Fire of 1880 was devastating. About 60 buildings, almost all residences, and 40 horse barns were destroyed with total damage of \$130,000 (over \$3 million in 2014), one firefighter sustained a foot laceration and there was one reported death from fright (23). While the fire was not the great swaths of destruction seen in Chicago or Peshtigo in 1871, the result was diminished confidence in the volunteer system in Green Bay, mostly due to a reported delay in assembling (24). This was the beginning of a drive for a career, full-time force.

Although concerns existed about the volunteer system, no changes were made during the next decade. However, a major fire in 1890 rapidly doomed the volunteer system. Located at the East River at Monroe St., the D.W. Britton Cooperage, which builds wooden barrels, covered 15 acres and employed 130 workers making this a major employer in the city (25). Additionally, the owner, D. W. Britton, was a former three term City alderman, member of the Health and School Boards and had served as a volunteer firefighter with the Guardian Hose Company No. 2 from 1863 to 1873 (26). Suffice to say, D. W. Britton was a prominent person in the community. In the early afternoon of Thanksgiving, November 27, 1890, a fire started in a pile of staves, the wooden pieces used to make barrels. The fire alarm was sounded at 1:05 pm and initially cooperage employees used



Station 3, 118-120 S. Pearl St. Light horse is "Ned" and dark is "Bob".



Guardian Fire Company No. 2 with steam fire engine and hose cart, 1876.

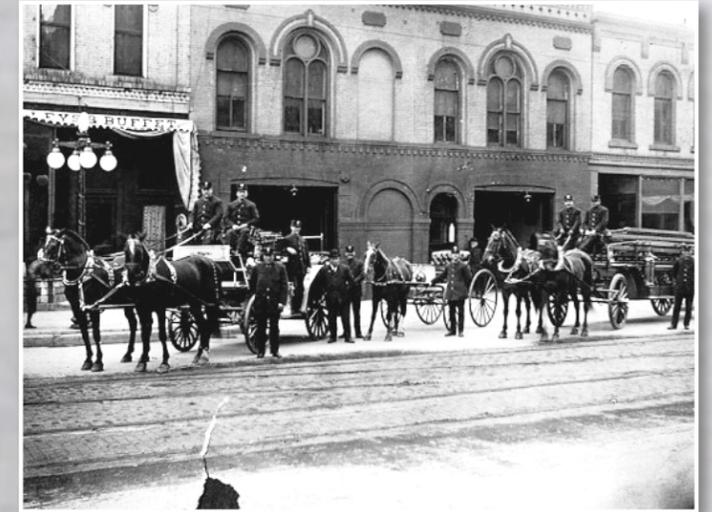
their own fire hoses in an attempt to douse the flames. The volunteer companies responded but problems occurred. First, the Guardian Company No. 2 (closest to the cooperage) did not arrive until 2:00 pm (27). Also, the Fort Howard steamer arrived but was not functional (28). Most significantly the water pressure was reported to be severely inadequate (29). In fact, D. W. Britton was reported in the Green Bay Advocate as stating that \$15,000 (over \$380,000 in 2014) of uninsured stock could have been saved if firefighting efforts had been better (30).

Events developed very swiftly thereafter. The very next day, November 28, 1890, a special session of the Green Bay Common Council was held to "investigate the cause of the low pressure of water at the fire of D.W. Britton's" (31). This special committee reported on December 5 that the machinery was sufficient "but that the [Water] company was unprepared for the sudden and unusual demand made upon it" and that the "Water works company claim not to have received prompt official notice of the fire" (32). These early water supply systems required increased pump activity to supply fire pressure above domestic pressure. Then, in early January 1891, a surprise test of the water supply system, supervised by Mayor James Elmore and Fire Chief Carl Hermann, showed that the Water Works could supply more than enough pressure for twelve hose streams using every Green Bay and Fort Howard pumper (33). The water supply system was absolved of responsibility.

At the same time, attention also turned to the volunteer firefighters. On December 5, 1890, the Common Council "resolved that the secretaries of the different Fire Companies be requested to report to the council the names of all active members in their respective companies and their attendance at fires during the last year" (34). On January 2, 1891 Fire Chief Hermann provided a report though the contents are unknown (35). The report must have been critical as the Germania Hose Company No. 1, the first fire company in Green Bay established in 1854, was reported at a March 6, 1891 Common Council meeting to have resigned (36). Even the Green Bay Advocate newspaper, previously very complimentary of the firefighters, began to accuse the volunteers of mistakes (37). During the exchanges between the Common Council and the Fire Chief, an initial response by the City was to employ full-time a single engineer to man the steamer at Station 1 and maintain the fire station. As a result, by the end of December 1890, John E. Kittner, a volunteer with



Washington Hook and Ladder Company.



Station 1, 1910, Chief's horse "Little Billy" in center attached to buggy.

Germania Hose Company No. 1, was hired as the first full time, paid Green Bay firefighter (38).

A few months later, in April of 1891, Mayor James Elmore was re-elected. In his first inaugural address, about six months before the D. W. Britton fire, he was very complimentary of the volunteer fire department (39). However, in his second inaugural address, about five months after the D. W. Britton fire, Mayor Elmore clearly suggest the need to re-organize the fire department so as to “insure the greatest efficiency” (40). As a result of Mayor Elmore’s proposal, on May 22, 1891, less than six months after the D.W. Britton fire, the Green Bay Common Council approved the formation of a paid fire department. The career Green Bay Fire Department was born: two hose companies and one hook and ladder company with a paid Fire Chief and Assistant Fire Chief, nine full-timers and twelve on-call men (41). One hose company and the hook and ladder ran out of Station 1 on Washington St. at Walnut St. while the second hose company was at the old volunteer station on North Adams St. but in 1892 moved to a newly built Station 2 on Main St. near Webster Ave. (42). With a paid department, the glamorous company names were lost as a numbering system was adopted.

Four months later, on September 17, 1891, the annual review of the volunteer firefighters was held. Although a routine event held to demonstrate and celebrate the volunteer firefighting proficiency, this year was a major celebration of the volunteers, past and present. Recognizing the impending end of the volunteers, Mayor Elmore made many comments thanking the volunteers but acknowledged that the Green Bay Fire Department (GBFD) was taking a “last step from an embryo to a complete metropolitan, city fire department” and that “[t]he operation of fighting fires has been reduced to a science in America, and the men who would do the best service, must be constantly employed for such service, and have special instruction and experience, and instead of being scattered about the city at their various places of business, must be with the apparatus and in readiness to respond to alarms in an instant” (43). From this, it is reasonable to suggest that Mayor James Elmore was the Father of the Green Bay Fire Department.

Also at the Final Review, Mayor Elmore acknowledged that “the complete change to the paid department may not occur for several months” (44). From the City Directory and Franklin and Washington Company log books, the volunteers continued at the two GBFD career stations and at Franklin Hose Company No. 3 on Main St. at Irwin Ave. for some months but were soon phased out (45). Early in 1892, the Green Bay Fire Department was exclusively career.

Firefighting efforts in Green Bay also benefited from improved water supply. Early bucket brigade and hand or steamer pumpers were supplied either directly from the river or from cisterns filled via springs, rain run off or below-grade pipes connected to the river (46). By 1887, the Green Bay and Fort Howard Water Works Company was formed providing hydrant supply in the city (47). As the City grew, the water main and hydrant system continually expanded.

Similarly, an improved alarm system was necessary. Proposed at the same time as conversion to paid department following the D.W. Britton Cooperage fire, an alarm system using pull-station



Headline, Daily State Gazette after The Great Fire of 1880.

boxes connected to the fire stations was recommended in late 1891 and implemented in 1892 (48). A bid was accepted from Gamewell Alarm and through the years the number of boxes located on the sidewalks increased (49).

A few years later, in 1895, both Green Bay and GBFD grew substantially through consolidation with Fort Howard. By then, Fort Howard had a one station career fire department that was combined with GBFD (50). The Gamewell Alarm system was extended to the West Side of the Fox River (51).

As the City grew, so did the force. By 1900, a few years after consolidation with Fort Howard, GBFD had 17 men, nine horses, four steam fire engines, three hose wagons with 7000 feet of 2 ½ inch hose, one hook and ladder, 286 hydrants and 42 alarm boxes (52). Three stations existed: Station 1 at 111-115 S. Washington St (Daily Planet in 2014), Station 2 at 1018 Main St (empty lot next to PDQ Car Wash in 2014) and Station 3 at 118-120 S. Pearl St (addition to vacant Bay Undercar Distributors in 2014). These were elegant, classical brick fire stations with narrow bay doors and two with prominent towers.

A major innovation seen in the early 20th Century was the introduction of motorized fire apparatus. Well after formation of a career GBFD, all equipment continued to be horse drawn. In fact, Fire Chief Sweeney, would respond to fires with a horse named Little Billy (53). Station 3 had horses named Ned and Bob (54). In 1914, the first motorized chief car was purchased, an Oneida pump in 1920 and a tiller aerial in 1921 (55). By 1921, the last horse was retired and the Green Bay Fire Department was fully mechanized (56).

Along with vehicles, the stations were modernized as well. Station 1 was moved to Washington St. and Adams St. in 1929 and Station 3 moved to Shawano Ave. at Hazel St. in 1937. New Station 4 on Ninth St. at Maple St on the West Side was opened in 1949. The fire department also continued to grow to 60 staff in 1934 and 97 by 1957 due to more stations and companies (57). Further personnel expansion occurred with implementation of the three platoon system (58). In 1964, the annexation of Preble into Green Bay gave the fire department a fifth station on Deckner Ave at Henry St. (59). At the time, Preble was a combination fire department and the career members joined GBFD (60). This same year, new Station 2 opened on University Ave at Webster Ave. With the closing of Old Station 2 on Main St., the last of the original stations was gone. In 1969, Station 6 opened on West Mason St. and in 1982 Station 7 opened on Humboldt Rd. In 1997, the old Preble Station, Station 5, was moved to Finger Rd. As the City grew westward, Station 4 on Ninth St. closed after a half century and relocated in 2001 to Westpoint Rd. near Packerland Ave. The most recent change was the merger with Allouez Fire Department in 2013 giving the modern Green Bay Metro Fire Department an eighth station on Dauphin St. off Webster Ave.

From the beginning days of the mid-19th century, firefighting in Green Bay has changed tremendously. These changes were due to forces affecting the community. Major fires, technological innovations, city growth and economic realities have formed, developed and molded what is today the Green Bay Metro Fire Department. Our predecessors would scarcely recognize what they established so many years ago.



Map of The Great Fire of 1880, Daily State Gazette. Lines show areas of destruction.

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Mary Jane Herber, Brown County Library, Local History and Genealogy Department.

Louise Pfothenauer, Neville Public Museum.

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Endnotes

Abbreviations

BCL-Brown County Library, Central Branch, Green Bay, Wisconsin.

BCLH- BCL, Local History and Genealogy Department.

GBPG-Green Bay Press Gazette, BCLH.

HH-Heritage Hill collection, Green Bay, Wisconsin.

NPM-Neville Public Museum collection, Green Bay, Wisconsin.

PCC- Proceeding of the Common Council, 1853-, 1886-1892, City of Green Bay, City Clerk, University of Wisconsin Green Bay, Area Research Center, Brown Series 34, box 7, Green Bay, Wisconsin.

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CHANGING TIMES

1991 - PRESENT



9 - 11 Firefighters

The Fire Service is constantly evolving and Green Bay Metro is certainly not immune to this. Because the changes are often gradual and incremental a person can lose track but if you look back over the course of your career it becomes obvious. Rubber boots, open cabs, District Commanders, Deputy Chiefs..... The list goes on.

In the early 1990's Green Bay Fire realized the importance of EMS and the need to provide a professional service to our community. Prior to this we had a number of licensed Paramedics; some of the earliest in the State of Wisconsin, but the majority of us had no EMS certification. Over the fall of 1990 through spring of 1991 the entire department went to EMT school. This was primarily conducted in the evenings while on shift. While not everyone was thrilled to do this, most found the training to be interesting and exciting. After the final written and practical exams we had a department full of EMT-B's ready to roll.

In addition to providing a valuable service to our citizens, this change helped solidify our role as a vital piece of the puzzle in the City. As fire codes get more stringent and buildings safer, fire calls have gradually declined and EMS is about 80% of our call volume on an annual basis.

Fire Chief John Troeger arrived from Illinois in 1990 and one of Chief Troeger's initiatives was to upgrade our equipment. Many of us remember the thrill of an open back Engine or Ladder.

While it did offer the opportunity to smell the fire sooner, there were many cold nights of snuggling under a blanket on the way to a call. Today's modern rigs provide a level of comfort and security that we could only dream of 20 years ago. The functionality of the trucks has greatly improved and the safety of the firefighters has been a leading factor in cab design. Air bags and anti-lock brakes are commonplace and we are even starting to purchase rigs with...wait for it...AIR CONDITIONING!

In addition to EMS, the fire service continues to identify other areas of need in the communities that we serve. Hazardous materials incidents, urban search and rescue calls, confined space rescues are a few of the specialty areas that GBMFD could respond to. Often our members are part of a County or Regional team. The trend is toward more and more cooperative arrangements in order to better disperse the cost of training and equipment.

While fire protection systems are advancing there remain numerous threats to the safety of citizens and firefighters. Lightweight construction has greatly decreased the amount of time that it takes for a fire to compromise a structure. This has led to changes in attack strategies as we continue to aggressively fight fire while protecting our crews and minimizing the risks that we take. As always, we seek to correlate the risk we take with the situational benefit of taking it.

Another increasing threat is the make-up of the products in our homes. The man made materials and products of today create a toxic atmosphere when burned that lingers long after the fire is out. This has led to the need for increased air monitoring during salvage and overhaul operations. We must be aware of not only carbon monoxide, but also the more deadly hydrogen cyanide. In the past six years studies have shown that HCN may be present in even the most modest of fires. The GBMFD is a leader in the region by bringing this issue to the forefront and providing monitoring equipment and carrying antidote kits that can reverse the effects of this deadly poison.

Few will forget where they were on September 11, 2001 when news of the attacks on New York and the Pentagon started coming in. These attacks and the resulting devastation led to the greatest single day loss of firefighters in American History. Emotions varied from astonishment to sadness and anger. Three Hundred and Forty Three firefighters proved to the world what we are willing to do for the people that we protect and what the cost of that commitment can sometimes be.

As departments seek ways to provide essential services and effective response levels while coping with decreased funding, mergers and/or consolidations are gaining traction as a possible solution. Across the country there are numerous models for how this might look. In many cases a



Ladder Apparatus in 1991



Ladder Apparatus in 2014



MABAS Rehab Trailer

consolidation can lead to efficiencies with no loss in coverage. The recent merger of Green Bay Fire and Allouez Fire is an example of how this can be done successfully. Mergers and consolidations will continue to be a topic of conversation; however each situation is different and will present its own set of hurdles to overcome.

Another example of cooperative success is the Mutual Aid Box Alarm System or MABAS. The Green Bay Metro Fire Department is a member of MABAS 112 which includes all departments in Brown County, large and small. The GBMFD has responded to calls for assistance and has requested assistance for larger events, none larger than the Hilltop Apartment fire in May of 2013 where up to 40 departments and 238 firefighters participated. The leadership of MABAS 112 will continue to assess and refine the system to ensure that it meets the needs of area departments.

With Fire Departments responding into each other's districts on a regular basis, communication is vital. Prior to 2013 there were multiple dead spots within the radio system in the City of Green Bay and Brown County. It was unthinkable that departments would be able to communicate with each other across Brown County.

All departments in the county made a coordinated grass roots effort to secure a new system that would provide a safe working environment for all firefighters. In 2013 a \$20 million dollar digital radio system was brought online. The system has been tested and proven to work clearly throughout the County and beyond. The new radio system has necessitated training and repetition to eliminate old habits and establish best practices when communicating. The end result is a system that enhances the ability of Firefighters and EMS personnel to communicate with each other and with different agencies during large events.

Change will always be a part of the Fire Service. It is said sometimes that the Fire Service represents one hundred years of tradition unimpeded by change. In reality it will be our ability to learn, adapt and grow that will determine our future success and ensure that we are able to meet the needs of those we protect now and in the future.

Contributed by Assistant Chief Mike Niefert, Ladder 1 Photo by John Degenhardt

EMS



Since its inception, the fire service has answered the call to assist the public for most any need. In the beginning those needs centered around fires and rescues of an assorted nature. As communities and the lives of citizens evolved, a new variation of request arose. With increasing frequency, firefighters were attending to medical issues. GBMFD was no exception and in the 1970's the first organized efforts to provide emergency medical services began.

From the onset, field EMS focused on rapid transport; little if any patient care was performed at the scene. Care in the field amounted to scarcely more than applying oxygen, hoisting the patient onto a cot, and aggressive driving to get them to a nearby hospital. To be sure, it was better than nothing. That said, those involved soon realized a need to increase their abilities in the interest of providing a higher level of care to the citizenry. Over time, CPR became common and many progressed through various iterations of first aid. While medical care efforts can be traced back as early as 1927, it wasn't until the 1970's that things changed significantly.

Like most programs, someone generally gets the proverbial ball rolling. As there was no formal training program to prepare firefighters to function as paramedics, the department created its own. With the help of local nurse Delores Collins, a course of study was undertaken. Class sessions were taught by her and local physicians with expertise in the topical areas pertinent at the time. To further bolster their studies, time was spent in a clinical setting at Bellin Hospital. That time spent allowed the students to engage in live patient care scenarios under the watchful eye of physicians. After graduation, they were able to apply their newly learned craft in the streets, giving city residents the best possible care available outside a hospital.

That first year of emergency medical service accounted for 2,879 rescue calls. While minimal compared to present day numbers, it was the first step in a long walk. It wasn't long before that number rose, so much so that in 1988 a third ambulance was added to the fleet.



As of this writing, the department utilizes five ambulances, responding to over 9,000 medical calls per year. Additionally, the scope of practice has increased dramatically. Gone are the days of first aid and rapid transport as the sole mechanism of lifesaving efforts. Modern emergency medical services provide care in the field that was once thought only possible within the walls of a hospital. Aggressive training programs held at local technical colleges, quality medical direction by area physicians, and highly dedicated personnel have made this department a model system; one that city residents admire and other departments aspire to.

As with all things yet to come, one can only imagine what the future holds for the department's emergency medical services program. Perhaps response needs will dictate additional ambulances or advances in medical care will drive the skill sets of responders higher yet. One thing is certain however. Whatever the need, wherever the alarm, the men and women of the Green Bay Metro Fire Department will answer the call for emergency medical services with the utmost of pride, honor, and compassion.

Contributed by Captain Dustin Ridings

FIRE MARSHAL'S OFFICE

The Fire Marshal's Office is located at 501 South Washington St. at the Green Bay Metro Fire station one. The Fire Prevention Bureau was moved from old Fire Station Five to Green Bay Fire station One in 1997 after old Fire Station Five had been closed. The Fire prevention Bureau had taken up offices on the old mezzanine at Fire Station One after moving out of old Fire Station Five.

In 2006 the Fire Prevention Bureau was moved to the second floor west offices of Fire Station One where they remained until 2012. In 2012 the east side fire inspector was moved to an office at Station Five and the west side inspector moved to an office at Fire Station Three. The Fire Prevention Captain remains at Station number One with the rest of the day staff personnel.

The Fire Prevention Bureau was renamed The Green Bay Fire Marshal's Office in 2010 to come more in line with the combined duties of Fire Inspectors, Public Educators, and Fire Investigators.

The present day Fire Marshal's Office now consists of one Captain, and three Lieutenants. The Captain is located at Station number One and conducts administrative duties along with fire inspection and fire investigations. Two Lieutenants which are station at Station #3 and Station #5 are at the fire stations to be more available to assist the fire crews. The third Lieutenant is the Public Educator and Public Information Officer for the Department who is also located at Fire Station One.

In 2009 the Fire Marshal's Office switched from the NFPA #1 Fire Code, to the International Fire Code which is a sister code of the International Building Code.

In 2010 the State Fire Code Comm. 14 allowed fire departments to go from semiannual fire inspections to annual fire inspections with a language change of their Municipal Ordinance. In 2011 the Green Bay Metro Fire Department changed the Municipal Code to allow the City of Green Bay to conduct once a year inspections. The Green Bay Metro Fire Department currently conducts over 5000 fire inspections a year, with the Fire Marshal's Office conducting approximately 800 inspections a year not including construction site visits and complaint inspections.

Fire marshal's office is been involved in many large construction projects when it comes to plan review and fire protection systems such as the new Aurora Bay Care Hospital project, perpetual Lambeau Field renovation projects, Schreiber Foods world headquarters building, and many other new downtown building projects since the 1990's. The Fire Marshal's Office now reviews over 100 construction site plans annually. The Fire Marshal's Office also conducts fire protection and alarm site visits for sprinkler systems, fire alarm systems, and other types of engineered extinguishment systems.

In 2013 the Fire Marshal's Office was able to obtain an old GBFD ambulance to use as a City Fire Investigation unit named FM-411. The unit was fitted with a new generator, lights, and camera equipment.

The new fire investigation unit allows for interviews to be conducted in a quieter, climate controlled environment while still allowing for the ability to utilize equipment without requesting the fire investigation task force for the use of their equipment.

The Fire Marshal's Office has been involved in many large fire investigations such as the 1990s including Leights Warehouse fire (1998) and the Hilltop Apartments fire (2013). All Members of the Fire Marshal's Office are currently investigators or interns on the Brown County Fire Investigation Task Force which serves to assist with Fire Investigations within other communities located in Brown County that may not have the resources available to conduct more complex fire investigations.

PUBLIC EDUCATION



Fire Prevention Coloring Contest Winner Billboard.

In December of 2004, a full time Public Educator/Public Information Officer Lieutenant position was created by Chief Jeff Stauber. This position was assigned to the Fire Prevention Division and Mike Link was the first Green Bay Firefighter to step into this role. Lt. Link was tasked with overseeing the department's fire prevention education programs and also working with local media to get safety messages out to the public. In 2006, Lt. Mike Link retired due to a medical issue. The position sat vacant for several months but was eventually filled in February of 2007 by Nick Craig.

In 2012, the title of Public Educator/PIO was changed to Life Safety Educator/PIO to better describe the position. The Life Safety Educator (LSE) visits over 35 elementary schools per school year seeing over 3,000 children during these visits. Many of these visits include the Brown County Fire Safety House where all 1st and 2nd grade students receive fire safety education and practice a



Johnson Bank employees and their children give back to the community by helping wash the rigs at Station 1

fire drill. Preschool fire safety education is also given in the classroom setting to many daycares, 4K, and Kindergarten students. Elementary students are also encouraged to participate in a program called Hydro's Helpers to keep fire hydrants in their neighborhoods free of snow during winter months. An ice cream social with a presentation of certificates is done in the spring at one of the Green Bay Metro stations. Over 250 students sign up for this program annually. The LSE has also helped produce several Public Service Announcements that have aired on local TV stations to raise awareness on fire safety.

Other duties of the LSE include managing the department's website, Facebook, and Twitter accounts, business fire safety visits, evacuation planning, bike helmet safety, falls prevention, and Juvenile Fire Starter Interviewer. The LSE also manages the department's fire safety home inspection program which includes the installation of smoke and CO alarms in over 100 homes per year. Since 2010, the department has added Car Seat Technician to the LSE's responsibilities. GBMFD is a registered car seat fitting station in Brown County fitting over 200 seats annually.

The Public Information Officer works with local media outlets about safety concerns and also speaks on the department's behalf about fire, hazmat, and EMS incidents. Annually, the department averages nearly 100 interviews which, in most cases, convey valuable safety information to the public.

Firefighters also conduct many fire safety visits with or without the LSE. They assist with the fire safety house, conduct more than 90 station tours, and are present at over 120 events annually. With their hard work, GBMFD makes contact with over 28,000 children and adults throughout the year.

Some of the things that the LSE has coordinated over the years are as follows. In 2008, with help from Firefighter Bernie Carwardine, we were able to work with the Green Bay Packers to have several players help us go door-to-door to install smoke alarms. The players rode on Engine 2 and Ladder 2 and then ate a meal at the station afterwards.



Green Bay Packer player Charlie Peprah helps to distribute smoke alarms

In January of 2009, after many discussions with "Wild Bill Stanton", a Safety and Security Expert with ABC, he came and did a story with us at the Bay Beach Wildlife Sanctuary about ice safety. Bill purposely fell through the ice and was able to pull himself out. The story was aired on Good Morning America and EMS Captain Corey Bereza became famous.

In August of 2011, we received a message from Pierce Manufacturing asking if we wanted to fly a special flag in Green Bay for a couple of hours. By the time we listened to the message it was too late. The flag was called the Patriot Flag. It was a flag that was donated to a group of veterans and firefighters that wanted to renew patriotism in our country. The size of the monstrous flag was 30'X57.5' and weighed in at 75 pounds. The goal of the group was to fly the flag in all 50 states in 50 weeks and on the tenth anniversary of 9/11, fly it in Times Square in New York, in Arlington, VA, the Pentagon, and in Shanksville, PA all on the same day. They teamed up with Fed-Ex and Uhaul who moved the flag across the country for free.

We spoke with retired FDNY Lieutenant Joe Torillo who arranged for the flag to come to Green Bay for a day. Joe was part of the World Memorial Foundation that was coordinating the flag's journey. We were fortunate to have Joe come with the flag to spread the message of patriotism and tell his story of being buried twice in both tower collapses on 9/11. Green Bay was one of the last stops that the Patriot Flag made before being retired on October 2, 2011. The flag was flown at the Neville Public Museum and at Lambeau Field on September 28, 2011.



Retired FDNY Lieutenant Joe Torillo speaks with the Patriot Flag at Lambeau Field in 2011



The Patriot Flag comes to Lambeau Field in 2011

FIRE DEPARTMENT SHOP



The Green Bay Metro Fire Department Shop had its beginnings in March, 1972 when Interim Chief Selissen commissioned the design and construction of a building to house the shop. The building was erected at 108 N. Henry Street behind what was then Green Bay Fire Station #5.

The shop was built at 108 N. Henry on Green Bay's East side. The purpose of this shop was to better maintain the various pieces of apparatus and equipment the department possessed which by this time had become increasingly mechanically and technologically complex. This shop was outfitted with the tools and equipment necessary to maintain the fleet of this growing city.

From the grand opening of the shop in 1972 through 1989 the shop was staffed by qualified sworn on duty personnel. This suited the department's needs quite well and was mutually beneficial to both the department and the member/mechanic. The department was able to capitalize on the knowledge and experience of its members outside the realm of typical firefighter duties and the member was able to make their hobby a part of their job.

The Green Bay Fire Department hired its first civilian mechanics were hired in 1989 due to the increasing job responsibilities and the changing climate of the fire service. It became very clear to the City that the position of Fire Apparatus Mechanic was a highly specialized position and that it was unrealistic to continue expecting members to fill both the role of Firefighter and Mechanic.

In the years leading up to 1989 the fleet operated by Green Bay Fire Department had swelled to roughly 55 pieces of equipment that ranged from Engines and Ladders to Chief Officer's cars and Ambulances. The first mechanics worked 8 hour days, 5 days per week. This schedule is still maintained by the fire department mechanics today.



Though the faces of those that keep our fleet operational have changed over the years, their mission is still the same: Fix what's broken and keep what works operational. Today our mechanics do everything from testing of equipment, body work on our apparatus, major mechanical work on our apparatus, fire fighting tool repair, and preventative maintenance to every piece of equipment on the Green Bay Metro Fire Department. Our mechanics go through regular schooling with the end goal of becoming Certified Emergency Vehicle Technicians.

Over the years, the mechanics of the Green Bay Fire Department and later the Green Bay Metro Fire Department have had some very remarkable achievements. Though these achievements were never awarded a medal or other award, the members of the department would never have been able to carry on serving the Citizens of Green Bay without their efforts.

During the Leichts Warehouse fire in April of 1999 the mechanics of the Green Bay Fire Department successfully kept engines, ladders, ambulances, and chief's cars running and operational for four full days until the incident began to de-escalate. Upon de-escalation of the incident, these very same apparatus were sent to the fire department shop for complete cleaning and maintenance which in some cases took days of very hard and dirty work.

On May 23, 2013 the Green Bay Metro Fire Department found itself fighting a stubborn fire in the Hilltop apartment complex in the Village of Allouez. Once again the mechanics were at the ready to keep our fleet operational throughout the duration of this large scale fire but due to an excellent fleet maintenance program not one piece of apparatus suffered a mechanical failure. As the flames went out, it was our mechanics once again that went to great lengths to maintain and return to service a fleet that was pushed to its breaking point and beyond.

The mechanics of the Green Bay Metro Fire Department have a proud history and tradition of service to the Citizens of the City of Green Bay, the Village of Allouez, as well as to the members of the Green Bay Metro Fire Department. Our mechanics are constantly striving to not only keep our fleet in service at top performance levels, but also keeping themselves at the cutting edge of a rapidly changing and evolving fire service.

Contributed by Division Chief Brent Elliott

SPECIAL EVENT OPERATIONS

GBMFD plays a significant role in many special events that are held in the City of Green Bay and Village of Allouez. Special events in our area include marathons, half-marathons, 10Ks, and 5Ks. The Cellcom Green Bay Marathon is held annually in May and brings in participants and spectators from all over the world. In 2012, the event was cancelled by race coordinators mid-race due to rapidly increasing air temperatures and humidity levels. GBMFD was the command center to manage over 50 patient contacts and nearly 20 patient transports to area hospitals. On average, the Cellcom Green Bay Marathon will bring in over 5,000 full marathon participants and 10,000 half-marathon participants. Along with these runners, an estimated 15,000 spectators also attend the annual event.

In addition to the Cellcom Green Bay Marathon, GBMFD also provides medical and command coverage for the Bellin Run, another international event that hosts over 27,000 participants and 30,000 spectators every June. This annual run began in 1977 to promote cardiovascular fitness and is now one of the biggest 10K events in the U.S.

The department provides medical and fire coverage for numerous festivals and gatherings such as the seasonal outdoor Farmer's Markets held twice weekly from May thru October. Medical coverage is provided to the Tall Ships Festival which brings in approximately 25,000 spectators daily and over 75,000 spectators over the course of the 3-day festival.

The largest festival that GBMFD covers is the annual Fire on the Fox event. This is the 4th of July celebration that brings an estimated 105,000 spectators to downtown Green Bay for food, music, and of course, Northeast Wisconsin's largest fireworks display.

GBMFD has also been instrumental in providing services for large music events. In 2011, Kenny Chesney was welcomed to Lambeau Field for one of the tour stops. This large-scale concert series brought over 50,000 spectators to



Cellcom Green Bay Marathon



Farmer's Market



Tall Ships



Lambeau Field

Lambeau Field for a rare opportunity to party with a county music favorite. In addition to hosting the Kenny Chesney tour, GBMFD also provided coverage for the NFL Kickoff event that same year. Over 75,000 people attended the NFL concert for the 2011-2012 season-opener. The concert included Lady Antebellum, Maroon 5, and headlining was Kid Rock.

Finally, GBMFD provides extensive coverage to the fans of America's favorite football team, the Green Bay Packers. Ten games a season, 27 personnel are dedicated to the safety of the 80,750 spectators. The coverage includes 3 fully equipped medical first-aid rooms, 4 ALS bike teams, 2 fire teams, and a haz mat team. GBMFD is also part of the command structure which is unified to include law enforcement and Packer facility representatives.

Special Event Equipment includes 8 ALS-equipped bicycles that include cardiac medications, automatic external defibrillators, oxygen, and advanced respiratory equipment. Two medical gators are equipped with the advanced equipment mentioned, but also have a patient transfer cot mounted to the back to assist with transferring people from crowded areas. GBMFD has 3 fully-stocked reserve ambulances that can be used for transport during the City's special events.



Presidential Visit

Contributed by Division Chief Melissa Spielman

USAR

TECHNICAL RESCUE AND URBAN SEARCH AND RESCUE TEAM



Technical Rescue refers to using tools and skills that exceed those normally reserved for firefighting and emergency medical services. The multi-disciplines of Technical rescue include: High and Low Angle Rope Rescue, Confined Space Rescue, Trench or Excavation Rescue and Water or Swift water Rescue. These disciplines require very specialized equipment as well as hundreds of hours of additional training for the personnel involved on the team. Technical Rescue skills are utilized to support and enhance our day-to-day firefighting and emergency medical responses so that we can provide the highest level of care to the victims of these emergencies, as well as providing safe operations for our members. The Green Bay Metro Fire Department has provided these skill sets in the past, in a less formal structure. Unfortunately, world and national events of the past twenty years have brought new and horrifying aspects to the profession of firefighting that triggered the need to formalize these response capabilities. One of the advances we have incorporated is the concept of Urban Search and Rescue.

Urban Search and Rescue (USAR) uses the same skill set as Technical Rescue, but adds structural collapse shoring as well as specialized breaching techniques. USAR involves the location, extrication and initial medical stabilization of trapped victims in confined spaces. Collapsed structures are most often the cause of victims being trapped, but victims may also be trapped in transportation accidents, collapsed trenches or industrial confined spaces. USAR is a multi-hazard discipline, as it may be needed for a variety of emergencies or disasters whether they are natural, accidental or manmade. The Green Bay Metro Fire Department's USAR Team is the initial response for what can be expanded to include State as well as Federal USAR assets.

Five members of the Green Bay Fire Department USAR Team also serve on Wisconsin Task Force One (WI-TF-1). WI-TF-1 is deployed when the scope of the incident or disaster overwhelms local capabilities. WI-TF-1 provides specialized assets to help mitigate an incident and has the capability of sustained operations for 72 hours without outside resources.

The original concept of USAR was born on the east coast in the early 1980's to develop skills for rescuing people from collapsed buildings. In 1985 these initial teams began to deploy internationally to devastating incidents such as earthquakes in Mexico City, Luzon and Leninakan. Their exemplary performance at these incidents did not go unnoticed by the Federal Emergency Management Agency (FEMA). In 1989 The FEMA USAR System was established, and added to the National Response Plan in 1991.

FEMA-USAR deployments were most often in response to large-scale earthquakes or hurricanes, two natural disasters not normally associated with Green Bay, though tornado's can wreak as much destruction. The chances of a large-scale disaster requiring the deployment of Federal assets seemed remote for a small city in the Midwest such as Green Bay. All that changed on April 19, 1995.

On that day a disillusioned ex-soldier, Timothy McVeigh, loaded a rented Ryder truck with homemade high explosives and detonated it in front of the Alfred P. Murrah Federal Building in Oklahoma City, Oklahoma. The explosion killed one hundred sixty eight people and injured hundreds more. The blast destroyed the Alfred P. Murrah building as well as damaging three hundred twenty four buildings in a sixteen-block radius. Eleven FEMA-USAR Teams were deployed to Oklahoma City, six hundred sixty five USAR members operated. The actions of the USAR Teams in Oklahoma City were nothing short of heroic, yet analysis of the response revealed holes in the National Response Plan.



In the aftermath of a building collapse, statistics show that survivability for victim's drops drastically after 24 hours of being trapped. Therefore, to affect the most good for the most people, rescue operations must be able to make as many rescues as possible in the first 24 hours after an incident. FEMA-USAR Teams by virtue of being federal assets, dispersed around the country, take at least 24 hours to arrive on scene to begin operations; moving those operations outside of that golden 24 hour rescue mark. This realization caused a discussion amongst local Fire Departments nationwide, as well as the Green Bay Fire Department; what can we do locally to affect those rescues in the first 24 hours?

These discussions began internally in the Green Bay Fire Department and then began to include Appleton and Oshkosh Fire Departments as they too were starting their own teams. The need was clear; the hurdle was that equipment and training for USAR operations comes with a big price tag. The cost was more than small city departments like ours could afford on its own, and State and

Federal governments were not quite on board with funding local operations. Then came September 11, 2001. In the post 9/11 worlds, all levels of government began to assess how we protect our citizens in this time of war. The United States had been attacked on our own shores, that realization shook us to our core and changed our lives forever. Fire Departments were now on the frontlines, fighting the war in our streets.

The lessons learned from Oklahoma City could no longer remain on a back burner. In 2003, the Green Bay Fire Department began training members on its own, in basic collapse shoring and rescue. In 2004-2006 Federal monies were allocated to the State of Wisconsin through the Office of Justice Assistance to create a statewide system for USAR. Under the original plan, Green Bay was a member of WI-TF-3 along with Appleton, Neenah/Menasha and Oshkosh. The four departments were given similar caches of equipment, and began training. In late 2006 the State of Wisconsin centralized all USAR Training to a new training ground being built at Volk Field in Camp Douglas WI, The REACT Center. The State of Wisconsin then made the decision that its original plan of four task forces spread throughout the state was too large, it was at that time that the reorganization to WI-TF-1 was created.



If a major incident were to occur in Green Bay, terrorist attack or other major disaster, Green Bay Metro Fire Departments USAR Team would begin the task of mapping the incident, and begin searches and marking locations of viable victims. Stabilization of the affected structures would commence in order to affect rescues. At approximately the nine-hour mark, WI-TF-1 would arrive. The full task force is ninety plus people, and would take over the search and rescue operations for the next several operational periods. Depending on size and scope of the incident, FEMA-USAR Teams would be on site in approximately twenty-four hours. This plan affords us with uninterrupted rescue operations for not only the key first twenty-four hours, but for days afterward when victims may still be viable for rescue.

Today, The Green Bay Metro Fire Department Technical Rescue/USAR Team continues to train and is looking for ways to expand our capabilities. New members of the department come to us with training in areas of technical rescue through their Associate Degree Programs, highlighting the importance of technical rescue in a post 9/11 world. This influx of new blood gives us stability locally into the future and hopes we can expand our presence on WI-TF-1.

Contributed by Battalion Chief Steve Sellin

HAZMAT

BROWN COUNTY HAZARDOUS MATERIALS RESPONSE TEAM

The Brown County Hazardous Materials Response Team was established in 1989 to provide specialized emergency response capabilities within Brown County and surrounding parts of Wisconsin. The Hazmat Team is prepared to mitigate emergencies involving a vast range of hazardous materials such as industrial chemicals, petroleum fuels, radioactive chemicals, unknowns and illicit drug labs. In fact, a specific contract with Kewaunee County provides for Brown County Hazmat Team response to potential nuclear power plant incidents. Because of the range of potential materials, team members train on a diverse variety of response scenarios, protective equipment, detectors and mitigation tools.

The Hazmat team has been part of a Wisconsin-wide system. Through the years, Brown County Hazmat has been partnered with teams from Appleton, Oshkosh and Marinette to provide regional and statewide response. The most significant regional event was the Weyauwega propane rail car incident in 1996.

Significant change was seen following the terrorist attacks in 2001. Within the area, numerous white powder incidents required Hazmat team response. Furthermore, increase focus on weapon of mass destruction attack on Lambeau Field led to increase capabilities for detectors and mass decontamination capabilities.

Numerous members from GBFD have been Hazmat team members through the years. Other team members have been from Ashwaubenon Public Safety, DePere, Hobart, Howard and Lawrence Fire Departments.

Contributed by Engineer David Siegel



IMT

NORTHEAST WISCONSIN REGIONAL INCIDENT MANAGEMENT TEAM

The Northeast Wisconsin Incident Management Team (IMT) was the first regional IMT established in the State of Wisconsin. Its initial development was initiated by a group of dedicated individuals from the NE region. A few GBFD personnel had a significant role in that early development process. The team is comprised of trained professionals from many different disciplines including fire, EMS, Department of Corrections, public works, finance personnel, law enforcement and many others. This allows the team to have experience in the all-hazards arena.

An IMT assists a local, regional, or tribal Incident Command structure with the management of an incident or an event in an efficient manner, considering the safety of the public and incident personnel, effective use of resources and agency administrators' direction.

The Northeast Wisconsin Incident Management Team has been involved in many large-scale incidents providing support to both the Emergency Operations Center (EOC) and the Incident Command structure in the field. Resource accountability, damage assessment, filling command roles and developing Incident Action Plans are just a few of the numerous ways that the IMT support the Command structure to mitigate the incident.

GBMFD has fifteen members on the regional IMT and GBMFD senior officers serve as the Duty Chief for the team's deployment. IMT members continue to take some of the most advanced training available to provide the best service to the citizens and responders in Wisconsin.

Contributed by Captain Bob Conrad

CISD

Since 1990 specially trained members of the Green Bay Metro Fire Department, along with other emergency services personnel, have donated their time providing support to fellow firefighters, police, and emergency medical services following calls that exceed the normal coping mechanisms professionals in this field have developed. The North East Critical Incident Debriefing team (NEED Team) uses peer support to provide counseling and education on the form of debriefings to facilitate healthier coping mechanisms. Emergency service professions are exposed to psychological trauma in peace time much like soldier experience in wartime.

Significant exposure to human suffering, civil tragedy, and personal risk come with the profession. Having peers who possess the skills and knowledge to help their comrades deal with processing emotions assists in the recovery process which in turn lessens the impact to the workers personal and professional life.

The NEED Team has always had a strong connection with Green Bay Metro Fire Department even though it is a free standing entity. This professional courtesy is extended to requests made by police, fire, and EMS departments in the northeast region of Wisconsin. Requests can also deploy members anywhere in the state or nation if the need arises. Team members do so without pay or compensation of any kind.

Contributed by Engineer Corey Bereza

LEIGHT'S DOCK AND TRANSFER FIRE

The call came in for a report of a fire at Leichts Warehouse around 02:15 on April 21, 1999. The crew at 3's that day was Battalion Chief Rodger Piontek, Captain Jack VandenAvond, Engineer Steve Zasada, and Firefighters Darren Krueger and I.

While waking up en-route to this call we were hearing reports that made us aware that this will probably be a working fire. We two FFs riding backward in E3 were both turned around looking forward heading down Dousman St. It wasn't until we passed Tiletown Brewing that we knew we were in for a long night. With the building in view I believe all four of us at the same time said the same thing, the phrase "Oh Sh#t." In front of us was a large warehouse storing Tons of paper products. Initially we had heavy smoke and fire showing from the Southwest corner of the building. Jack's initial plan was to hit the fire from the doorway located in this area of the structure. With the orders given Darren and I began pulling the Blitz line for attack.

While we were initially setting up, Chief Piontek did a drive around size up of the building. On the East end at the train track the Chief found an area with both an overhead and service door. Panels from the overhead door had been kicked out. The Chief had us relocate to this area for fire attack.

So with those new orders we hastily threw the hose we had off the Engine back on, and relocated to that corner. While this was going on we could hear the transmissions of the other incoming units. Some of the incoming units were held up by a long train. Super.

E3 again pulled our Blitz line at this new location for our attack. The service door was unlocked and we made entry into it, next raising the overhead door. The call was made to charge the 2.5" Blitz, and into the smoke the three of us went. At this point we had moderate smoke banked down to waist level. We moved the line to the halfway point of the building, the infamous Fire Doors. At this point we could hear the fire ahead of us, but could not see it yet.



On the radio came the call by Command to retreat from the building, heavy fire showing from the S/W corner. Jack acknowledged the order and grudgingly the three of us again began to drag the charged Blitz line out of the building. Before leaving I looked at the fire doors and tried to close them. We thought we may be able to hold the fire to that side of the building. Upon observation of the doors I found that they were tied open. I took out my Gerber tool and cut the rope, then closed the doors. This was found in past fire inspections to have been a violation in this building.

So the doors were closed and we were again outside. Jack made the case to Command that we may be able to make a stand at the fire doors with the Blitz line. Command agreed and sent us back in. So in the three of us went again, dragging the charged Blitz line. Thank goodness this occurred during the years Darren was a bulked up weight lifter.

Upon this entry, with the fire doors closed, the smoke was completely gone from the East section of the building. We made it to the Fire doors again, our spot to make a stand.....or so we thought. What we had now on the other side of the fire doors was a fully involved section of paper storage warehouse. Both the area where the fire doors met, and underneath the doors, was solid orange free burning fire. Cracks had now formed in the block walls and fire was visible through them. Jack informed command of our findings, and the order was given by Battalion 3 to evacuate the building. At this time the incident became a defensive operation.

Crews were outside already setting up to go defensive. Engines were drafting from the river, Trucks were positioning themselves and raising their ladders, yet all we really did the rest of the night was watch and spray water into the largest dollar loss fire in GB history. The west side of Green Bay looked like it was snowing out with all the ash falling from the sky. People were finding burnt paper placemats and large chunks of burnt debris miles away from this fire.

The rest of that night and several days after was a nonstop flow of millions of gallons of water being directed into the building. Rookies got to sit on hose lines for hours during their recruit academy. Over timers were called in for days to help. For a month straight areas of the warehouse would flare up or start smoking, and the crew of Engine 3 would have to go back and extinguish it. Every day for a month, day or night, whenever someone driving by would see an area of smoke they would call it in. We requested that front end loaders be brought in and product be removed, but that didn't happen. Lawyers were arguing about whose insurance was going to pay for the millions of dollars lost. And what was the biggest argument about? Fire doors that were tied open.

Contributed by Lieutenant Matt Gerber

415 OAK STREET

3/19/2001

It was a late foggy evening when the power mysteriously went out on the west side. Later reports indicate that it was the result of a car pole accident. Ladder 6 was dispatched to a CO detector going off. Upon arrival we found a middle aged man living with at least 12 ferrets, his Co detector exhibited the classic "LB" display. We changed his battery and were about to clear the call when a fire call was dispatched about 6 blocks away.

My Captain put us on the call and when we arrived we found a fully involved 900 sqft one story house. Engine 3's crew had started a defensive attack through the front door, when we were made aware of two children still inside a north side bedroom. Captain Cheslock and myself removed the window and prepared to vent enter search.

We took the hoseline from the first in crew and darkened down the bedroom before entering. The window was very narrow and I was the only one able to make it through. I dropped to the floor and landed on a soft pile of cloths, I thought for sure was a child. After determining it was not, I did a right hand search and came upon a bed. The mattress was empty and you're always taught to look under the bed. As I shined my light under the bed I saw golden brown hair. I grabbed the child and delivered her to my waiting Captain. I then exited through the window and again darkened down the room with the hose line.

I reentered the room and searched until I ran out of air, but was unable to find the other child. I later found out the second child was wedged between the mattress and the wall, Firefighter Scott Allen found him. The little girl I rescued was Samantha; she passed away two days after the fire.

Contributed by Lieutenant David Lucier

Ladder Two was heavy that night, with Captain Tim Smits, Engineer Chris Heil, myself and Firefighter Sean Linssen. We were dispatched on the second alarm, though we were already on our way. Listening to the fire on the radio, we knew the neighbors rescued a baby, and 6's had found the daughter. Captain Smits told us to gear up, and we started rolling before the tones.

Once we crossed the river, it was a surreal scene. I believe it was a car accident that took out all the power on the west side, so the streets and houses were completely dark as we made our way to the fire. Once there, the first alarm was already in place and at work. There was a heavy police presence as well, for the neighbors were partying beforehand and were pretty restless. Captain Smits, Firefighter Linssen, and myself got to the front of the house, where we face-to-faced with Battalion Chief Steve Wolford.

BC Wolford was quick with his directions, search the bedroom (AB corner) and bring out the missing boy. He was clear that this was a recovery, but the police were having a difficult time with the parents and neighbors, so he had to be found. I had the nozzle and the Argus Thermal Imaging Camera, with Firefighter Sean and Captain Smits backing me up. We quickly found our way to the entrance of the children's bedroom.

When we reached the doorway, it was obvious that the room had flashed over. The first due crews had done a great job knocking down the fire, but the room was hot and steamy. I handed the nozzle back to Sean, and crawled in on a left hand search. The Camera proved useless in the post Flashover conditions, so I handed it off before I started my search. I couldn't see anything without my flashlight and bringing objects up to my mask, but quickly found the bed. It was a bunk bed, with a bigger bottom bed than top bed. I slid my hand over the top of the bottom mattress from left to right, and at the end, hit a foot. The boy had wedged himself between the mattress and wall. I pulled him up and out from the wall, onto the bed. I tried to see what I found, not sure if it was him due to the conditions of the room. Still not completely sure, I scooped him up in my arms, yelled to my crew to go, and we exited the building.

I was sure of what I found when I exited the front door. I couldn't see the boy, but I could see the faces of the guys outside. I turned to shield the boy from the media who had arrived, and Chris Heil laid down a tarp for me to set him in. When I laid him down, Captain Smits grabbed my air pack and pulled me away. Sean and I were pretty new guys at the time, and Captain Smits was wise to corral us away from the scene.

This was my first fire ground fatality that I experienced, and I am eternally grateful for the steady hand and leadership that BC Wolford and Captain Smits showed Sean and I that night, and the following days. I found out later that the boy's name was Eric, and he was 5 years old. The Medical Examiner informed us that he passed away due to carbon monoxide poisoning, which would also be the cause of death for his sister, who Firefighter Dave Lucier rescued on a vent-enter-search that night.

Contributed by Engineer Scott Allen

I was sitting at station 3 when the lights went out and the backup generator kicked in. I will never forget how foggy it was outside when I looked out the T.V. room window right after the power went out. Very soon thereafter we heard that there as a car accident on Broadway where a car hit a power pole and knocked the power out to most of the west side of the city. It wasn't long after that the tones went off for a house fire with people trapped. I recognized the street as being one that is very close to the station and I could tell by the tone of the dispatcher's voice that this was going to be a real fire. We dressed and mounted the apparatus. As soon as the station door opened I could smell the smell of house fire. We hadn't even left the apron of the station yet and I had a sick feeling in my gut that this was not an ordinary house fire.

We turned off of Shawano Avenue south onto Oak Street and drove nearly to the end to find a very small house fully involved on my side of the apparatus. Since I was sitting in the Senior Private seat, which was on the driver's side of the apparatus behind the Engineer, I was the closest to the scene and first off the apparatus. I had my face piece on and ready to go because of the feeling I had that this was going to be the real thing from the time we left the station. I dismounted Engine 3 and was immediately confronted by a hysterical lady (who turned out to be occupant of the home). She grabbed my facemask, got right in my face and shook me. She screamed in a way that I can't even describe in words "my kids are in there, oh God, my kids are in there! You have to get them out of there!" Those words and the raw emotion are etched in my mind forever.

I turned to my left and pulled the bottom cross lay and ran it up to the house. There was so much fire. Flames shooting 20 feet out of the front door and every window in the structure except the window that was just to the left of the front door. There was so much fire that even the tree just to the right and 10 feet away from the front door was on fire. My partner, FF Watt got on the line and I went to the window to the left of the front door because that is where the occupant told me her kids were trapped. I broke the window and did the best I could to clear the opening. I reached into the window, which had thick, heavy black smoke pushing out of it, to see if I could first feel anything. I didn't feel anything to the left of the window or straight ahead of it, but to the right of it I felt a bed. I reached in as far as I could and began to climb into the window when I became wedged in the opening. I couldn't go forward nor could I back out. I kept reaching to my right in hopes I could get my hands on one of the kids. No luck. My partner was able to help me get free of the window and we changed plans.

We went to the front door, which was only maybe 10 feet from the window that we were at and began putting water on the fire. We really knocked down the bulk of fire in the living room (which was burning so intensely that every surface of the room literally was consumed in flame) and began hitting fire in the room just behind it. We were achieving our goal of knocking down the fire but when we tried to advance any more than a couple feet into the structure, we were stopped by a hose line that we could no longer advance. It seemed as though the hose was wrapped, kinked, hung up or something. We backed out in order to regroup.

By this time Ladder 6 had arrived on scene and Captain Cheslock along with Firefighter Lucier were attempting a vent-enter-search maneuver on the room that we had tried to make entry into not moments before but through a second window on the north side of the house. Firefighter Lucier made it into the window and Captain Cheslock stayed outside the window and kept calling to his firefighter to keep him oriented. In a matter of minutes FF Lucier appeared at the window with a lifeless girl who looked to be all of 10 years old. I later learned her name was Samantha. People called her Sammy. Firefighter Lucier handed her to Captain Cheslock, and he handed her to me. There was a lot of snow still on the ground and there was no place really to put her, nor could I see the ambulance at that moment. I lay her down in the snow and began CPR as she was not breathing and had no pulse. Very shortly Lt. Mike Lepak came over and began assisting me. He gave her mouth to mouth as I performed chest compressions. I remember looking at Lt. Lepak and we decided that this was not working. I again picked Sammy up and with Lt. Lepak, ran with her to the ambulance, which was almost a block away.

The doors to the ambulance swung open and there was Engineer Jon Fredrickson and Firefighter/Paramedic Jo Brinkley. We placed Sammy on the stretcher and continued CPR. Somebody got in the driver's seat of the ambulance and we took off. I remember that Sammy got a pulse back just before we arrived at the hospital. We pulled into the ambulance garage and wheeled Sammy to a room in the Emergency Room. We transferred care and began making the cot when Captain Cal Lintz pulled into the ambulance garage. He talked to us about the patient, the fire, the incident. He said that the department would send us home if we felt we couldn't be at work. We all just wanted to get back to the fire. I'm pretty sure the ambulance returned to service and I got a ride back to the scene from Captain Lintz. I rejoined my crew and the cleanup began.

Sammy died two days later. I heard that she started breathing in the Emergency Room shortly after we left. I found out that she was transferred to Children's Hospital in Milwaukee but that her prognosis was not good. A few weeks after she passed I found out that she had levels of Carbon Monoxide that were lethal in her blood.

In the days and weeks following the fire the story started to come together. We found out that when the lights went out the occupants of the home, who were visiting with the next door neighbors, went to their house and lit candles so that if their kids were to wake up they would not be scared. They allegedly lit a candle in the living room and that is the candle that the family pet, as the story goes, knocked over and caused the fire. Upon the neighbors discovering the house on fire they ran over and entered the back of the house to get the third sibling, a baby, out of the house. They were unable to go any further into the house to get the other two kids out so they systematically went around the house and broke out every window and opened every door, except the ones for the room the kids were in. Months later the fire department presented the neighbor with an award for getting the baby out of the house. It was literally years before I could once again drive down Oak Street.

Contributed by Division Chief Brent Elliott



GASOLINE TANKER INCIDENT



On April 2, 2000 shortly before 0800 hours, the Green Bay Fire Department was dispatched for a vehicle collision that included a gasoline tanker. Initial units dispatched included three engine companies, one ladder, one ambulance and a battalion chief. A second battalion chief, along with a hazardous materials technician, self dispatched, and one of the engines responded with a foam unit from their station. The location was at the intersection of Bysby Avenue and Hurlbut Street.

Updated information while en route indicated that several explosions had occurred.

The location of the incident was unique for several reasons, which made things more challenging for the responders. The intersection where the incident occurred was also a driveway for the Pulliam Plant; a 410 megawatt coal fired electric generation facility owned by the Wisconsin Public Service Corporation. Across the street was a large warehouse storing agricultural products; fertilizers, herbicides and pesticides. To the north were protected wetlands adjacent to the bay of Green Bay. To the south were railroad tracks, supplying the Pulliam Plant with coal. Overhead were telephone cables and electric lines, burning and arcing on arrival. Also overhead was a dedicated fiber optic line for our emergency dispatch center. This was for an antenna atop the chimney at the Pulliam Plant.



A dense fog created visibility problems. Police reports indicated that a four door pick-up truck, towing a two axle trailer, did not see a stop sign in time. They collided with a semi-truck who was making a left hand turn at the time. The semi had a load of gasoline, approximately 8,000 gallons. The pick-up truck struck the middle of the tanker, and proceeded through. Upon arrival both vehicles and trailers were fully engulfed in flames. The semi driver escaped without injury. The four males in the pick-up, from a local industrial flooring company, all perished.

A 5" LDH and a Stinger device equipped with a nozzle educator started foam operations. Two 1 3/4" hand lines utilizing in-line foam eductors were also set up. Two other 1 3/4" hand lines were on hand to protect crews. The fire was under control in about twenty minutes. An estimated 160 gallons of foam concentrate, Ansul 3 X 3, was used throughout the day to maintain the protective foam blanket.

Two private companies were called in to assist with the clean up operations. The Hazardous Materials Response Team was summoned to assist with the transfer of hundreds of gallons of gasoline that did not burn.

The need for setting up a strong unified command system cannot be overstated. There were 26 agencies involved with this incident. Fire, Haz-Mat, numerous law enforcement agencies, representatives from the medical examiner's office, the companies involved with the incident, the facilities nearby, the utilities, DNR, DPW, just to name a few.

The Haz-Mat team completed their duties at 1530 hours. At 1620 hours they were notified of a plane that crashed into a large refrigerated dairy processing facility, just ten miles from this incident.

Contributed by Captain Pete Sponholtz

CAPITAL DRIVE APARTMENTS



DATE: 5-03-2006

TIME OUT:01:55

LOSS: \$1,020,000

On Wednesday May 3rd, at approximately 1:55 am the Green Bay, (WI) Fire Department was dispatched to 1515 Capitol Drive, the Georgetown Manor Apartments. The first alarm companies were Engines 6, 3, 4 Ladder 6 Rescue 6 and Battalion 3. Upon arrival of Station 6 heavy fire was showing from the second floor and through the roof. Shortly thereafter a second alarm was transmitted bringing Engine 1 Ladder 2 Rescue 10 Battalion 1 and numerous support staff.

Engine 5 was also requested further into the incident. Crews had a hard time fighting the fire due to poor access to the building. The thirty two unit garden apartment sat back off the street and had similar buildings on either side. Firefighters fought the fire for nearly six hours, and prevented it from spreading to any other structures. An off-duty call back was used to staff two reserve engines and a reserve ladder. Amazingly there were no civilian injuries, considering the time of day, but the fire did displace forty seven residents. The cause of the fire has been determined to be careless use of smoking materials.

(Firehouse Magazine 5/15/06)

In the early morning hours of May 3rd, 2006 crews were awakened to the fire tones for a structure fire at 1515 Capitol Drive. The dispatch came across as "The building is on fire", not one of alarm sounding, or smoke, but the building is on fire. I was driving Engine 6 that day, having been moved up to drive for the P.M. For me, this was the first time that I was assigned the engineer spot on an engine and my first time operating in that capacity for Green Bay. The assigned engineer went home sick and I filled in briefly until another could get to the station. The officer initially was Lt. Jeff Jansen and as we were doing rig checks, he said he had a feeling there would be something and he double checked his SCBA. I asked if he usually had such senses and he said no. Jeff was later sent to ride Rescue 2 that night and Engineer Pasterski was moved up to ride the seat, I was driving, and FF Dave Kolz and FF Brad Racine were backwards.

Smoke could be seen as Station 6 pulled onto W. Mason St and as we approached Military Ave, flames could be seen. No doubt about it, the building was on fire. We turned onto Fisk and up Capitol Dr and positioned in the parking lot adjacent to the structure. The north end had flames shooting out several windows and there was significant fire already venting through the roof. Lines were pulled off of Engine 6 and for a young and inexperienced engineer it was like the entire driver operator course coming to reality. I don't think there was a discharge outlet that didn't have a hose connected to it. Crews went in to make an initial offensive attack. FF Dave Kolz and FF Brad Racine from Engine 6 did a transitional attack first, hitting fire coming out a NW window prior to going inside. Crews from Engine 3 made an offensive attack with a 2 1/2 to back up Engine 6 while Rescue 6 and Ladder 6 went in and started doing a search, given the time of morning, there was good potential for people still inside. As additional crews arrived, more lines were pulled and eventually the operation went defensive. With so many lines out and crews switching assignments, it became difficult to know who was where. There were a few calls to shut down a line, only to guess, and when someone else radioed they lost water, you knew that wasn't the right line.

Water supply did become an issue when the hydrant Engine 6 was hooked into on Capitol Drive had the fire main rupture. Water pressure held for a little while and steadily decreased until there was none. Lines had to be shut down for a time period until alternative water mains could be accessed. An LDH had to be resupplied from the larger main off of West Mason Street to Engine 6. The bulk of defensive lines flowing were being supplied by Engine 6, but both Ladder 6 and Ladder 2 were also flowing off other mains.

Fire was significantly stopped when Ladder 2 was able to lower their platform to the second story window level and FF Kyle Koch pulled ceiling so that the master stream nozzle was directed into the cockloft area. The bulk of the fire was knocked down a few hours after the initial call, but crews remained until shift change to swap out.

Contributed by Firefighter John Crabbe

PHEASANT RUN

DATE: 12-08-2007

TIME OUT: 18:58

LOSS: \$1,700,000

About 130 people were displaced by a two-alarm fire Saturday night in one of the buildings at the Pheasant Run Apartments, 2970 Mossy Oak Circle, on Green Bay's far-east side. Firefighters battled the blaze for most of the evening and are expected to remain on the scene for most of today to keep fires from rekindling. *No injuries were reported to residents or firefighters. (Green Bay Press Gazette)*

At approximately 7 PM on the evening of Dec. 9, 2007 the fire tone sounded for 2970 Mossy Oak Circle, the Pheasant Run Apartment building. The 3 story, 100 unit apartment building was well known to all Green Bay Fire personnel, and the speculation was that any fire in the building had potential to be enormous. There was a report of fire in a first floor apartment. Engine 471 with Captain Mark Lafrombois, was the first to arrive followed by Division Chief Rob Goplin who responded from his home upon hearing the address. Engine 471, seeing no obvious fire from the exterior, entered to investigate. They reported smoke in the hallways shortly after entering. As Division Chief Goplin began a 360 survey of the building, he noted smoke coming from the peak of the roof at the most remote end of the building. DC Goplin made several attempts to contact E471 to alert them that the fire appeared to be in the attic, but E471 did not respond.



Acting Battalion Chief 411, William Ruggles, arrived and DC Goplin met him and informed him that the fire was in the attic. E471 still could not be raised on the radio. Ruggles assumed command of the incident. DC Goplin went on to continue the 360. As he rounded a corner at the rear of the building, Goplin saw fire coming out of one first floor window and going up all three stories, directly in to the eaves. DC Goplin reported this to command immediately. Having received a report of fire on the second floor from an evacuating resident, E471's crew had gone to investigate. While crawling in to one of the apartments, firefighter Rob Paul saw fire near the fireplace and soon realized that he was looking down through the floor in to the apartment below him, which was burning heavily. As soon as E471 was able to get a radio signal, they reported these conditions to command.

Command upgraded the incident, calling most of the city to the fire. An aggressive interior attack was made on all 3 floors and ventilation cuts made in the roof. Interior walls, floors and ceilings were opened in advance of the fire in an attempt to cut it off. Ultimately, well placed ladder streams and master streams stopped the fire before it reached the cuts.

Through a combination of strong tactics and back breaking labor the fire was stopped before reaching the fire stops, limiting damage to one section of the building. Still, the fire displaced 130 people.

Contributed by Battalion Chief Rob Goplin

My crew this day on Engine 451 was Bob Wiegert, Joel Krueger, Myself and Tyler Kreiter.

We responded to a reported apartment fire as the third due Engine. We were tasked with supplementing the sprinkler system which we found out later was only for the basement garage area. Next we tried to make an attic attack on the third floor with a high rise pack off of Engine 7. We got ready to advance in the hallway door and when Bob opened it, smoke was to the floor and heavy. We stopped and did not make an advance. We then set up Ladder 5 and proceeded with a trench cut on the second floor. I believe 1's and 2's were on the third floor. It was clear and we were able to make a 12" to 18" cut on the ceiling and floor. I'll never forget making a cut with the rotary saw in the ceiling and having thousands of gallons of water pouring down on us. The saw kept working. After making the floor cut the blade was dull because the floor had the lightweight concrete over wood.

The scariest part of the whole fire was when I pleaded with Bob to shut the door on the fire apartment at the end of the hall on the second floor. He finally said I should do it so we walked down the hall. The entire apartment was on fire but the air was going into the apartment because it self-vented. We were not on air. As I stepped one foot into apartment to shut the door, the floor gave way, but I was able to catch myself. Definitely an OHHH Crap moment. Bob said leave it and he was not listening to me the rest of the night!

I believe the fire was finally put out with outside streams from the back side. While picking up we had to throw the 35 foot ladder on top of Ladder 5 because it was frozen extended. This is the fire I always remember to throw my station shoes in the rig with me. To get dry gear they loaded us up in a spare ambulance and took us to 1's to get gear they got from 4's. I had to walk around the station in cold wet feet trying to find gear that fit me.

Contributed by Firefighter Myk VandenAvond



COLONIAL PARK APARTMENTS

125 S. PLATTEN



DATE: 7-10-2007

TIME OUT: 23:53

LOSS: \$1,280,000

The tones went off on July 11, 2007 at Station 3 for the report of a structure fire in Colonial Court Apartments, 125 S. Platten Street. We left the station after getting dressed and responded like every other fire. What made this fire different was the updates while en-route. Dispatch kept telling us that there were numerous calls from the neighbors stating flames showing.

We arrived on scene and found nothing immediately showing from the three sides of the building we could see. When we walked around back to the fourth side of the building we found neighbors pointing to the middle of the second floor of the building. What we were confronted with was a well developed fire on the second floor of the building that had self vented out of at least two windows. The fire seemed confined to one apartment unit but was definitely hitting the soffit of the building as well as the roof.

Captain Lepak instructed us to pull the Lead line and we immediately complied. We advanced the Lead line into the east side of the building and up the stairway. The fire alarms were sounding but people were not leaving the building. We were telling people as we advanced to get out of the building. The hallway was completely clear of smoke and flame. In fact the hallway was completely normal in every way. People moved about with no sense of urgency and aside from the fact that

the fire alarm was sounding and the building was on fire you would never know there was a problem. We checked each door on the way for heat.

We would scan it with the thermal imaging camera, feel it with our hand, and lastly we would open it. Apartment after apartment we found nothing. Clear. Then we reached the fire apartment. We no more than opened the door and began flowing water when the atmosphere in the hallway began to rapidly change for the worse. Thick black smoke filled the hallway at first at ceiling level and very soon thereafter we were on our knees. It was time to leave. We dropped the hose lines, which by now there were two of them, and got out. It was getting hot and it was getting worse. The fire was definitely above us. We got out the way we entered and shortly after the second floor hallway flashed over. This was now a defensive fire.



We spent the rest of the night putting water on the fire. Water pressure became an issue as the fire progressed. We started tapping into hydrants from blocks away in an effort to get enough water. Our quest for water basically shut the entire neighborhood down. We ran supply lines between houses in the back of the building to supply our pumps. Streets in front of the building were lined with hoses too. Vehicles could not enter or leave the complex. The Red Cross brought coffee and sandwiches for us but the closest they could get to the scene was a block away. Crews were sent to that location to rehabilitate, which turned out to be a blessing because it allowed everyone to get away for a short time and get refreshed.

In the end, we were able to get everybody out of the building but the property loss was staggering. The second floor of the building was gutted by fire. The first floor of the building suffered extensive smoke and water damage. Recovery for the victims of this fire would not be quick or easy. Resident after resident mulled around the courtyard style parking lot between the buildings of this complex, each asking what was next? Will they rebuild? Is there anything left of their lives?

The investigation of this fire along with witness accounts showed that the fire was up in the attic long before we had arrived on scene. The building, because of when it was constructed, had no fire stopping in the attic. There were no sprinklers present. The fire displaced 70 residents and destroyed 28 apartments.

In the years after the fire the building was rebuilt, but without a sprinkler system. Fire stops were placed because they were called for by code. The building looks the same as it did before the fire. Residents moved back in. Lives restored. The building was brought back to life and the community renewed. The people that were there that night, whether be it the residents, bystanders, neighbor's, or firefighters will likely never forget the complete destruction and devastation.

Contributed by Division Chief Brent Elliott

101 SOUTH CHESTNUT

DATE: 11-5-10

TIME OUT:15:38

LOSS:\$1,750,000

At 3:39 this afternoon the Green Bay Fire Department responded to a report of smoke and flames coming from 101 S. Chestnut Avenue which is a two story building with businesses on the 1st floor and 8 apartments on the 2nd floor. Arriving crews found heavy smoke and flames coming from the upper level of building. Green Bay Firefighters rescued an occupant off of the roof of the building. Another building occupant was outside when we arrived as well.

One person was transported to the hospital for burns and the condition of that person is not known at this time. All building occupants have been accounted for and the Red Cross is assisting those that need shelter this evening. A total of more than 80 firefighters and 20 fire department vehicles responded which included the Green Bay Fire Department, Ashwaubenon Public Safety, Howard Fire, and the Bellevue Fire Department. Wisconsin Public Service, the Green Bay Police Department, and the Department of Public Works also assisted and remain on the scene this evening.



The bulk of the fire has been extinguished but crews will remain on scene well into the night. The Green Bay Fire Department Fire Marshal's Office will be conducting an investigation with the Brown County Fire Investigation Task Force as soon as the building is safe to enter. The cause of this fire is under investigation and the building will be a total loss.

Media Release

Upon arrival at the mixed use occupancy at the 100 block of S. Chestnut St. heavy brown and black smoke were evident from 2nd floor occupancies. The fire spread at an alarming rate engulfing the entire 2nd floor. The majority of the occupants were either not at the location or self rescued. One male was removed from the rear roof of the structure via a ground ladder by GBFD personnel. A defensive operation was initiated and multiple alarms were called to assist with extinguishment and exposure protection. This was one of the first applications of the Mutual Aid Box System which had been implemented a short time prior to the event. The incident scene was divided into 4 divisions 1 each per side of the building. 3 ladder trucks (2 from Green Bay and 1 from Howard) were used to flow large amounts of water to gain control of the fire. This was a lengthy event which taxed city resources for many hours.

Contributed by Battalion Chief Paul Arvey

On November 5th, 2010, Green Bay Firefighters responded to the corner of Chestnut and Walnut St. for a report of a fire. While units were enroute, there were multiple calls of smoke in this area and a report of a man trapped on the roof. Green Bay Ladder 2 arrived and quickly set up the platform and ground ladders which were used to rescue the man from the roof. He was taken to hospital for burn injuries. Initially crews from Engine 3 tried to fight the fire by entering the building through a side door. They were met with much resistance from heavy fire and smoke. This impeded any thoughts of making an interior attack.

The fire quickly spread throughout the building, causing a large billow of smoke to rise above downtown Green Bay. Many cameras caught the events as they unfolded. A MABAS Box alarm was called and Ladders from Green Bay and surrounding communities dumped millions of gallons of water into the structure. The fire was a complete loss. Damages are estimated at more than \$1 million for the fire that engulfed Super Saver Liquor Store and eight apartment units. The building was noted in papers as music hall that had many historical stories. It was originally owned by David McCartney in the early 1900's.

Contributed by Lieutenant Bernie Carwardine



3415 HILLTOP WAY

DATE: 5/23/2013

TIME OUT: 11:19

LOSS: \$5,200,000

Authorities are working to determine the cause of a Thursday fire that destroyed a 74-unit apartment complex, burned more than eight hours and left at least 107 people homeless.

The fire apparently started before 11:30 a.m. in the basement at the Hilltop Place Apartments at 3415 Hilltop Way. At least 21 fire departments from the region responded and it was eventually extinguished about 8 p.m., though crews stayed on the scene to put out hot spots. The complex was said to be a total loss. (Green Bay Press Gazette)

On May 23, at 1119 hours, Engines 481, 421, 451, and 431, Ladder 421, Ambulance 481 and Battalion 411 were dispatched to an apartment building 3415 Hilltop Way in the Village of Allouez for a report of smoke coming out of a dryer vent. This was just a few months after the merger of the Allouez and Green Bay Fire Departments had been completed. During the merger, personnel from Allouez Fire Department suggested that if a fire were to occur at this address, it had potential to be significant. The 76 unit apartment building had been built in the 1960's and had no fire suppression system and no fire stopping in the cockloft. The two story building had no doors in either hallway, both of which ran over 500 feet on each floor. There was only one access point in to the basement, right in the center of the building. The building had also undergone significant renovations during its lifetime.

While responding, dispatch stated that people were still inside and couldn't escape because of heavy smoke in the hallways and people needing rescue from second floor balconies. Battalion 411 requested a "working still" on MABAS Card 4-11. On arrival, crews noted smoke coming from a basement vent and went to work immediately. Initial efforts were focused on locating the fire in the basement and search and rescue.

Three of the initial companies were assigned to search and rescue efforts, which proved fruitful as some occupants were still in the building. Remaining crews were assigned to fire suppression, ventilation and rapid intervention. As the building was cleared of occupants, the fire attack also seemed to be effective. Crews had discovered fire near and underneath the steps as they descended in to the basement. As search and rescue crews were re-assigned to assist with ventilation and access problems, conditions inside the building began to rapidly deteriorate.



Captains of Ladder 461 and Ladder 421 radioed urgent messages to command, warning that fire was breaking through the first floor from the basement. Command evacuated the building before the floor collapsed.

Numerous attempts were made to re-enter the building at several locations to stop the fires spread. Because access was limited, floors had to be cut and ceilings pulled open to fight the fire. As the fire spread in both directions from its central location in the basement, command requested additional alarms to support the labor intensive operation. Due to rapid fire spread through the basement, cockloft, and void spaces, a defensive operation was declared 2 hours in to the firefight.

As the fire reached the 5th alarm, concerns were raised over the water systems ability to keep up with demands. Command began to put a water supply operation in place using water tenders and drop tanks to ensure that water loss would not occur. Another two alarms were struck for personnel and seven more alarms were called for the water supply operation. This took the incident to a 5th alarm with two interdivisional alarms on MABAS card 4-11 and a 5th alarm with two interdivisional alarms on MABAS card 4-12. Thanks to early warning from water utility personnel and immediate action by command and firefighters to address the issue, the water supply was never interrupted during the fire.

The fire drew resources from all departments in Brown County as well as from Manitowoc, Outagamie, Shawano, Oconto, Calumet, and Kewaunee counties. In all, there were 35 engines, 7 ladders, 5 ambulances, 28 tenders, and 16 chief officers. These apparatus brought 245 personnel to the scene, not including law enforcement or other support personnel. Four firefighters were injured during the firefight. The fire displaced over 100 people and caused over \$5 million in damages. The fire was the largest test of the counties relatively new mutual aid agreements under the Mutual Aid Box Alarm System. The system proved robust, allowing command to effectively mitigate a large scale incident demanding a massive number of resources.

Crews remained on scene for the next 2 days ensuring that the fire was out. The investigation took many months and required constant attention by the Fire Marshall's office. While the fire caused extensive property damage, no lives were lost and injuries were few. This is no doubt attributable to the professionalism of Green Bay Metro Fire Department personnel.

Contributed by Battalion Chief Rob Goplin



438 EDGEWOOD DRIVE

DATE: 8/13/2006

TIME OUT: 12:23

LOSS: Lt. Arnie Wolff

August 13, 2006 started out as a bright, sunny Sunday but would end as one of the darkest days in Green Bay Fire Department history. By the end of the duty day, one firefighter would be lost and another severely injured. On duty crews had recently finished their usual morning routine, followed by the typical Sunday lunch fare. The day's activities included a public relations event at Bay Beach Amusement Park for Station 2's crew, which was scheduled to have rigs rotate through much of the day.

The resident of 2503 Edgewood Lane heard a noise that he didn't recognize and investigated. Noticing nothing out of the ordinary, the resident went back to the work he had been doing. Sometime later, the resident smelled smoke and investigated further, finding smoke coming from the soffits and chimney of his neighbor's home at 438 Edgewood Drive. He immediately called 911 to report the fire. At 12:23 hours the tones sounded for a structure fire at 438 Edgewood Drive. Engine 451, Engine 421, Engine 411, Ladder 451, Ambulance 451, and Battalion 411 were dispatched to the single family home based on the neighbor's report of smoke coming from the house. Station 5 units, located less than one mile from the home, arrived approximately 3 minutes after the dispatch. On arrival, Engine 451, lead by Lt. Wayne Huemphner, reported smoke showing from rear and roof of the 2 story home. Ladder 451, with Acting Captain Pat Burns, arrived seconds later, followed by Ambulance 451 staffed by Lt. Arnie Wolff and Firefighter Jo Brinkley-Chaudoir.

Lt. Huemphner radioed that smoke was also coming from a vent near ground level on the rear of the structure, indicating a basement fire. Ladder 451 forced entry at the front door and ventilated the exposed basement windows as Engine 451 advanced an attack line in to the structure. Battalion 411 assumed command and directed Lt. Wolff and Firefighter Brinkley-Chaudoir to enter the home to conduct a search based on the neighbor's report that Bob Toonen, the home's owner, was still inside. Engine 421 was stretching a back up line to follow the Ambulance 451 crew in to the home. Ladder 451 ventilated the first floor rear windows and the crew of Engine 451 descended the basement stairs. Ambulance 451 entered the front door and began a left hand search pattern.



Arnie (Red Helmet, center of pic) and Brinkley-Chaudoir preparing to enter. Don Rozz and Rob Goplin in foreground going to Engine 451 to stretch back-up line.



After collapse, Matt Gerber (E1) of the RIT stretching line to the garage to enter. Back up line can be seen going in the front door, the attack line is there too but it had been severed and was flat so it's hard to see.

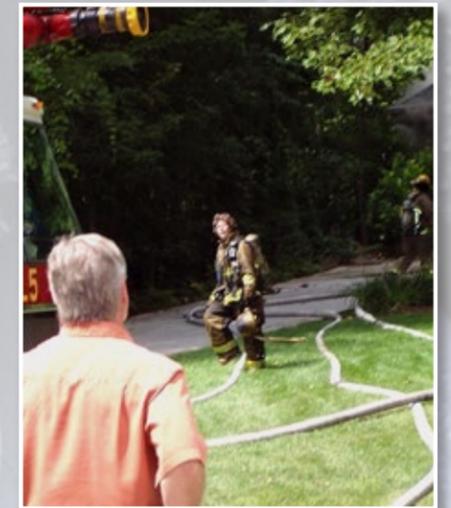
Just after Ambulance 451 passed through the foyer and began to enter the master bedroom, the floor of the bedroom and part of the foyer collapsed in to a fully engulfed portion of the basement. Lt. Wayne Huemphner and Firefighter Greg Weddle of Engine 451 were at the bottom of the basement steps, both were knocked to the floor by the force of the collapse. A wave of heat and flames followed. Firefighter Ray Fuiten was on the landing half way down the steps. Fuiten could see that their route back to the front door was cut off by a wall of fire.

Engine 421 firefighters heard the collapse and witnessed fire breaking out one of the large windows at the front of the house. They also noted that fire immediately gained control of most of the first floor of the home. Lt. April Kocken and Firefighters Don Rozz and Rob Goplin of Engine 421 attempted to control the fire on the first floor and protect the basement stairs with a 2 1/2" hose line from their position on the partially collapsed floor. The extreme heat and fire conditions made this a difficult task.

Acting Captain Pat Burns of Ladder 451 radioed the message "Flashover! Flashover! Get out of the house! Flashover!" from the back yard of the home. Burns' engineer Dave Lucier and Firefighter Chris Coisman began trying to find an alternate means of access to the basement. Heavy fire vented from the first floor windows just over the top of Ladder 451 as they worked near the basement windows.

Within seconds of the collapse, Lt. Wolff and Firefighter Brinkley-Chaudoir began transmitting requests for help, including mayday messages. Their calls for help, each one more urgent than the last, relayed vital information as to their whereabouts in the basement. The two had become separated during the collapse. Firefighter Brinkley-Chaudoir was overrun by flames as she called out to Lt. Wolff and searched her immediate area for him, attempting to discern his location and her own. Due to the nature of the collapse, she was not able to locate him. Large sections of the collapsed floor effectively walled the two off from each other.

Brinkley-Chaudoir felt water falling on her from above, presumably from Engine 421's hose line on the first floor, but conditions continued to rapidly deteriorate. She found a door leading to another area of the basement. She crawled through the door and heard voices of the Ladder 451 crew to the left. Ladder 451 Engineer Lucier and Firefighter Coisman had entered the rear windows of the basement, having heard the mayday calls. Brinkley-Chaudoir moved toward the voices, finding Lucier and Coisman. Brinkley-Chaudoir was assisted out the windows by the crew of Ladder 451, who then went back in to the basement to search for Lt. Wolff.



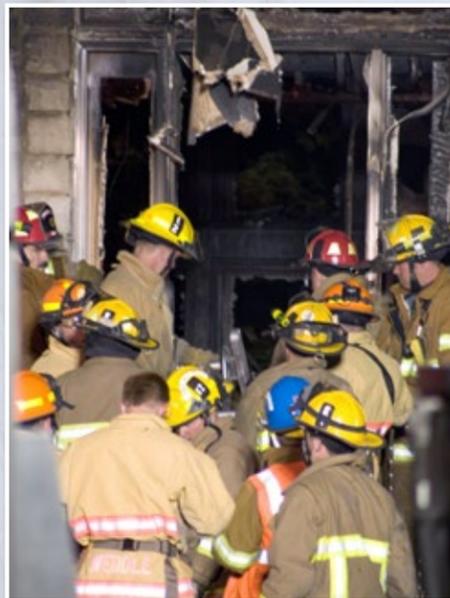
Joe Brinkley-Chaudoir walking away from the building after having escaped the collapse and being assisted out by L5. Note the blackened helmet and melted face shield hanging off her helmet



Taken several minutes after the collapse. Heavy fire from the front door and windows. Wayne Huemphner, Ray Fuiten, and Greg Weddle (kneeling) of E5 have made it out of the basement and are working near the front door.



Post-fire picture of rear of house, shows the patio door where Arnie was recovered.



As the search for Lt. Wolff continued, Firefighter Brinkley-Chaudoir walked back to Ambulance 451 and began to treat herself for her injuries as she was the only available paramedic on the scene. She was eventually transported to Aurora Baycare Medical Center for evaluation. It was later learned that she had suffered burns and a fractured hip as a result of the incident.

Prior to hearing the maydays, the crew of Engine 451 had attempted to suppress fire in the basement after the collapse. However, their hose line had been severed when the collapse occurred, leaving them with fire cutting them off from an advance and an exit. As they attempted to go back up the stairs, they met a wall of flame on the first floor. As the hose line from Engine 421 was maneuvered, it would occasionally provide Engine 451 a glimpse of the front door. At one point, Engine 451 seized one of these opportunities and dashed for the door, moving through fire and past the crew of Engine 421 to exit the structure.

Captain Don Ullmer, Engineer Matt Gerber, and firefighters Melissa Spielman and John Crabbe formed the Rapid Intervention Team of Engine 411. Firefighter Spielman was one of the first people to hear the mayday and she immediately informed her crew that she had heard it. The crew sprang in to action, securing access to the basement through a second stairway in the garage. They entered the almost untenable basement to search for Lt. Wolff. Fighting through high heat, zero visibility, and heavy fire they were able to make it to the area of the collapse but could not get through the debris.

Incident Command struck an additional alarm, bringing Ladder 421, Engines 471, 431, 461, Ambulance 421, and Battalion Chief 431 to the scene. Ladder 451 and Engines 451, 411, and 471 entered the structure several more times in attempts to rescue Lt. Wolff. Each rescue attempt was fraught



State and Federal investigator work in the area where Lt. Wolff was recovered and near the area of origin.



Post-Fire picture of front of house with American Flag in window.

with more danger than the previous one. Battalion Chiefs Tom Atkinson and Mark Mandich conferred as time passed and survival became impossible, deciding that there was no longer a viable rescue and that the structure was unsafe. All rescue attempts were halted and defensive operations began.

After the fire was controlled, recovery teams from the departments Urban Search and Rescue (USAR) Team accompanied firefighters entering the structure to locate Lt. Wolff. USAR personnel placed temporary stabilizing shores under collapsed and compromised areas of the structure and cleared heavy debris in order to facilitate the search. At approximately 2:30 A.M. on Monday, August 14 Lt. Wolff was located by Firefighter Drew Pelegrin near the rear wall of the basement.

After all necessary investigative actions had taken place, members of the Green Bay Fire Department prepared to take Brother Wolff home. Lt. Arnie Wolff was placed in a stokes basket and draped with an American flag. He was carefully removed from the basement and escorted by his crew and personnel from the previous days' firefight to Ambulance 451, which he had responded on earlier that day. The path from the rear of the home to the ambulance was lined with the somber faces of almost all G.B.F.D. personnel, saluting Lt. Wolff one last time.



Lt. Wolff's funeral was conducted with the honor and regard afforded a fallen firefighter. Bishop David Zubik of the Diocese of Green Bay and Father Dave Pleier presided over the ceremony.

Firefighters, Police Officers, and EMS personnel from all over the country attended the ceremony honoring Lt. Wolff. Over 850 people filled St. Bernard's church and school, with another 800 in the parking lot listening to the service over loudspeakers. Police Blocked intersections as media helicopters broadcast the event live throughout the city and much of the state. Residents of Green Bay and neighboring municipalities lined the streets to pay their respects as the funeral procession took Lt. Wolff from St. Bernard's church to Green Bay Fire Station 5 on Finger Road. An estimated 1500 people walked in the mile long procession and over 3000 attended the visitation the previous day.

As the years passed after Arnie's death, it became evident that the circumstances by which he lost his life were having an impact nationally. Departments throughout Wisconsin and around the country were requesting information about the incident. Of particular interest to all fire departments was how the home was constructed. Lt. Wolff's death is believed to be one of the first, if not the first, death attributable to lightweight building construction. For several years the department accommodated those requests by sending a person to present a training session on the lessons learned from the incident.



The incident was also used as a case study by the National Institute for Occupational Safety and Health (NIOSH) and Underwriters Laboratories (UL) to convey the dangers of firefighting in lightweight buildings. These case studies were turned in to training programs by both agencies and distributed nationally. The fire was also used as an impetus for a ground breaking study conducted by Underwriters Laboratory and the National Institute of Standards and Technology (NIST) conducted in 2012. The study introduced the concept of "flow paths" and studied the impact of ventilation in lightweight and legacy construction.

Lt. Arnie Wolff's family lost a husband and father. The Green Bay Fire Department lost Lt. Wolff. Firefighter Brinkley-Chaudoir left the fire service within a year of the incident. The department also lost something intangible and indescribable. This was GBFD's first Line of Duty Death. The department would never be the same. The impact of Lt. Wolff's death may never be fully known. It changed a family, a department, and individuals forever. However, in honor of his memory, his death continues to save lives based on the research conducted as a result of the fire at 438 Edgewood Drive. Part of Lt. Wolff's legacy will always be that of saving the lives of his fellow firefighters.

Contributed by Battalion Chief Rob Goplin

Sunday, August 13, 2013 was not unlike a typical Sunday at Station 1. I was cleaning up in the kitchen when the adrenaline-filled fire tone alarmed. We all climbed in Engine 1 and headed east, toward the address. Crews on scene were reporting smoke and were setting up to catch a hydrant. As we drove down East Mason, I stared out the window and noticed what a beautiful day it was. The sky was blue and the temperature was very mild for a mid-August day. You couldn't ask for a better day to fight a fire.

As we neared the intersection of East Mason and Main, I could clearly see a plume of smoke ahead of us. As we turned left onto Edgewood, the radio chattered of the current on scene operations that were evolving. A hydrant had been secured and Engine 5 was making entry into the house. I heard a call for ventilation at the rear of the house. As we pulled up to the scene, Battalion 1 assigned us to RIT. As I walked up the driveway, I noted the front door was consumed with heavy, thick smoke. A hose line was in place for interior attack and Engine 2 was working to get more hose line deployed. I noticed a 2 1/2 line unattended at the front of the house as well. The nagging, unsettling, consistent thought I had, was that the smoke looked "bad". I can't explain it any other way. It was "bad" as in ugly, angry, dangerous.

I had just set down the SKED and hand tools when I heard what sounded like an explosion, but muffled. I heard breaking glass in front of me and looked up to see fire coming from the windows to my left and right and from the doorway in front of me. Within moments, I heard a "mayday" on the radio.

We were literally on scene for less than 5 minutes when the mayday occurred, it felt more like 60 seconds. There was no time to do a 360. There was no time to decipher where the exits were. There was no time to even know where the interior crews were. The only time you had was to don your mask and get your ass inside the house...but where? All the egress points were consumed by heavy smoke and flames.

Battalion 1 came on the radio and ordered RIT into the house to get the distressed firefighter. Again, I heard a "mayday" over the radio, but I could not make out who was calling, where the firefighter was, or what distress the firefighter was in...were they trapped, out of air, disoriented? What was the LOCATION? I distinctly heard the warning sound of the PASS device. The sound was coming from my left.

I followed my crew into the garage access door to my right and faintly heard someone say, "We got basement access here". I kept thinking that the trapped firefighter would be to my left once I entered the basement...just keep going to the left, where I heard the PASS device. When the smoke conditions improved, I noted that we were all in a basement family room with a bank of egress windows on the exterior wall and a fireplace on an opposite wall. Next to the fireplace was what seemed to be a doorway, but the entire area was covered with debris. The debris pile consisted of broken wood structures, pieces of tile, and various wires and was so extensive that the height reached above the basement ceiling. Assuming we were looking for a trapped firefighter under the debris, I started pulling pieces of broken construction material from the pile. I heard someone ask, "Have you found anything yet?" Ladder 5 said they were able to get one person out, but "Wolff is still missing."

Contributed by Division Chief Melissa Spielman

On August 13, 2006 the fire that had a significant impact on the Green Bay Fire Dept occurred. I was working a trade at Station 1 that day and was working with Capt Don Ullmer, Eng Matt Gerber, and FF Melissa Spielman.

The morning started off like any other Sunday on the dept until the early afternoon. At that time the fire tones dropped for a possible structure fire in 5's district. The only reason the crew knew about the fire was because the Battalion Chief was dispatched, but there was no third engine dispatched. Edgewood Dr is right on the border between Station 1 and Station 7 as third in, but Engine 1 should have been dispatched. I went downstairs to get a radio to listen in and the printer did not have a run sheet, since Engine 1 had an MDT, but I decided to look at the MDT and saw CAD Status-Dispatched. I alerted the rest of the crew that we were to be on this call.

As a result of the non-dispatch of Engine 1, there was a delay in getting out of the station. We were listening to radio traffic on the way and knew there was a fire and knew we would be RIT. As Engine 1 turned onto Edgewood Dr, smoke could be seen and brown smoke was noted on the way in. Upon our arrival we were assigned RIT. Eng Gerber went to go be accountability, but the job was already being filled. FF Spielman and I went to Ladder 5 and grabbed the RIT equipment and staged in the driveway. I recall looking at the front door where crews went in and saw smoke and blackness. No sooner did we set the RIT equipment down, there was a "whoosh", glass broke out,

and flames were now coming from the window and doors by the front. A result of the back draft that just occurred as Lt Arnie Wolfe and FF Jo Brinkley fell through the floor. At that point I recall hearing MAYDAY, MAYDAY, MAYDAY.

Personally I didn't want to believe it. I now knew that we would be deployed and that was the last thing I wanted to do. I looked at FF Spielman who was starting to mask up and I remember my hands just shaking as I masked up. Capt Ullmer asked if I heard anything on the radio about the MAYDAY and all I said was no, still in disbelief. I looked at the front door that crews went in before, but now there was a wall of fire coming from it. To me I thought to hell with going there, and I then noticed a service door to the right of the front door near the garage. I forced the door open with a halligan tool began advancing a 2 ½ that was already pulled.

As we started to make entry, I progressed a few feet inside only to hit a wall. The heat was intense and the darkness was the blackest black one could think of. To my left was darkness and heat, I did not want to go that route at all, to my right I could see a car. The service door was the access between the house and garage and I figured that there was a good possibility that there was a stairway access through the garage. I broke the glass and entered the garage and there was easily accessible stairs through the garage with a nice set of French doors on the back side, perfect place to make a secondary entry. I recall putting a propane tank outside and used that to prop open a garage door.

Capt Ullmer and I made entry down the stairs. The floor was slippery by the door from exercise mats that melted away. I propped the door open to keep it from closing on us, but it was only Capt Ullmer and I, Matt and Melissa could not be found. I tried to breach several wall areas believing Lt Wolfe was on the other side, only to hit concrete over and over. Capt Ullmer ordered me to get a line and I made my way back out. I then came across Matt and Melissa and was never happier to see a couple other firefighters, I told them where Capt Ullmer was and that I was getting a line.

I made my way to Engine 5 and FF Robert Goplin was stacking as much 2 ½ on his shoulders as he could take. I told him we had access through a stairway in the garage and he could go to the back of the garage and we could make a push. He looked where I was referring, he looked at me and he said "Crabbe, I have other orders" as he pulled that line ¾ of the way around the structure. Looking back I wish I would have radioed about our access, and I was expecting the officer would have. We pulled our own line and made our way down the garage stairs. We continued with firefighting and trying to breach a wall until our low air alarm activated. We switched out bottles and went back again and around this time we heard that FF Brinkley had gotten out.

Engine 7 arrived and took over RIT operations for us after we went through another bottle and were sent to rehab. It was at that point that we figured that Lt Wolfe was not going to make it and the sense of defeat was strong in me and could read it on other firefighters as well.

Contributed by Firefighter John Crabbe

THE ALLOUEZ - GREEN BAY MERGER



The Allouez Fire Department was formed in July of 1972. A fatal fire the year before is remembered as being a key event in the decision of the Village to begin a full time Fire Department. Four senior members of Green Bay Fire were instrumental in getting the new department off the ground. They were David Zuidmulder, William Hagerty, Harold Koch and Richard Panure. These four were tasked with ordering rigs and equipment, preparing hydrant books, and setting the stage for the hiring of nine firefighters. The initial annual budget for the department was \$120,000.

For reasons unknown or long since disavowed all rigs were ordered in orange. Six firefighters were hired in December of 1972 and three more in April of 1973. There was talk of staffing levels of six per shift but that took forty years and a merger agreement to come to fruition. The Village also hired thirty "Paid On Call" firefighters. The POC program was maintained until the merger with Green Bay. The first three Chiefs were David Zuidmulder, Richard Panure, and William Hagerty, in that order.

Throughout the early years there was substantial turnover of firefighters. Many of them gained experience while applying to larger departments with higher wages and benefits. Eventually Allouez firefighters became members of the IAFF and began to negotiate a wage package more comparable to area departments. Turnover slowed but there were still those who left for other opportunities or more "action".

Shortly after the turn of the millennium, the idea of some type of department consolidation began

to float around. Municipalities were taking a hard look at their Public Safety costs and politics being what they are, some thought that these costs were too high. Jeff Roemer was the contracted Chief of Allouez Fire at the time and he had some conversations with Green Bay staff about cooperative arrangements. At the time there was resistance from multiple sides. It was a new idea for the area and there were so many unknowns. Concerns about coverage, jobs, seniority, to name a few, pushed the concept to the back burner for several more years.

In 2010 the conversation regarding a possible department consolidation began anew. The Village had an opening for a Fire Chief. The Village Board decided to hire an Interim Chief and tasked him with looking at options for service delivery. Discussions were held with the City of Green Bay to determine whether there was interest in pursuing the consolidation concept. Other communities were also contacted. Eventually, both Green Bay and DePere forwarded proposals to the Village.

In 2011 the Village Board directed staff to work with Green Bay on a merger contract. Negotiations started in September and concluded in August of 2012. Meetings were held weekly and included appropriate staff from both municipalities and representatives of the bargaining units. A committee was formed to work through implementation issues. The departments started running together on a limited basis to get acclimated to each other and also to learn the districts and target hazards present.



In Fall of 2012 each Municipality took to their respective governing body a contract for approval. There were a couple of delays due to some political issues but in October the Allouez Village Board ratified the contract followed by the Green Bay City Council in mid November. A signing ceremony was held at the Allouez Station, now designated Station 8, on November 22, 2012. The agreement created the Green Bay Metro Fire Department.

In 2010, in anticipation of possible consolidation efforts, Firefighters Local 141 had merged with the bargaining units of Allouez Fire, DePere Fire, and Airport Fire. By bringing these groups under one wing, it was hoped that personnel issues resulting from a consolidation would be minimized. This proved to be the case as integration of Allouez personnel was handled smoothly.

The official implementation of the merger took place on December 2, 2012. The merger has been an operational success, with each entity realizing some budget relief while working together to serve the greater community. The City of Green Bay gained an additional ambulance, raising the number of on duty ALS ambulances to five. The fire districts were adjusted to account for the Engine crew from Station 1 being moved to the Allouez station. The Village now has the security that comes from having all of the resources of the Department available if needed.

All of the firefighters who worked for the Village became employees of the City of Green Bay. A department wide posting was held in January of 2013 due to the substantial change in assignments that resulted from the merger. Many of the former Allouez firefighters bid to City Stations and Station 8 drew some Green Bay firefighters anxious to learn a new district. All in all, everyone seems to be happy with where they ended up.

Contributed by Captain Bryan Becker and Assistant Chief Mike Niefert

CHIEF OFFICERS THROUGH THE YEARS

The decision to move into Administration to become a Chief Officer is difficult and life changing. While these positions are vital to the department, the individual choosing to pursue this path is in all likelihood never going to return to the floor and the life he or she has known for many years.

In this section we want to pay tribute to those individuals who have filled these positions in the past twenty-two years.

FIRE CHIEF

Jeff Stauber 1/02 – 4/08

Jeff Roemer 5/08 – 12/11

Rob Goplin 1/12 – 8/12

Mike Nieft 8/12 – 7/13

ASSISTANT FIRE CHIEF

Larry Erdman 1/99 – 11/01

John Rogers 1/02 – 5/06

Don Phillips 5/06 – 4/08

Rob Goplin 4/08 – 12/12 & 8/12 – 1/13

DIVISION CHIEF

Rob Goplin 6/07 – 3/08

Steve Peggs 5/08 – 5/11

Dan Gunn 6/08 – 5/10

Ann Watzka 5/10 – 11/13



HONOR GUARD



The Green Bay Metro Fire Department Honor Guard represents the department at formal occasions to project a positive image for the Fire Department, as well as its members, and to uphold the traditions of the Fire Service. Our primary responsibility is to render honor at the funerals of our fallen brothers and sisters; retired, active duty or line of duty. The Honor Guard also presents and posts colors at ceremonial events upon request.

Members of the Honor Guard have assisted other fire departments with line of duty funeral services as well as attending funerals and memorials for fallen firefighters nationwide.

The Honor Guard was out front for what was the darkest week in the history of the Green Bay Fire Department, the week of August 13, 2006, the week leading to the Line of Duty Death Funeral of Lieutenant Arnie Wolff. The Honor Guard worked long hours; planning, coordinating, rehearsing and executing the line of duty protocol for Lt. Wolff. In the end we were able to render the honor fitting a great man who gave his life serving his community. Estimates put the uniformed attendance from around the country at over three thousand firefighters and police officers.

Contributed by Battalion Chief Steve Sellin

SPECIAL ACTIVITIES



Against Madison Fire, April 2010



Against Green Bay Law Enforcement, March 2013.



Against Green Bay Law Enforcement, March 2013.
Check out the score!



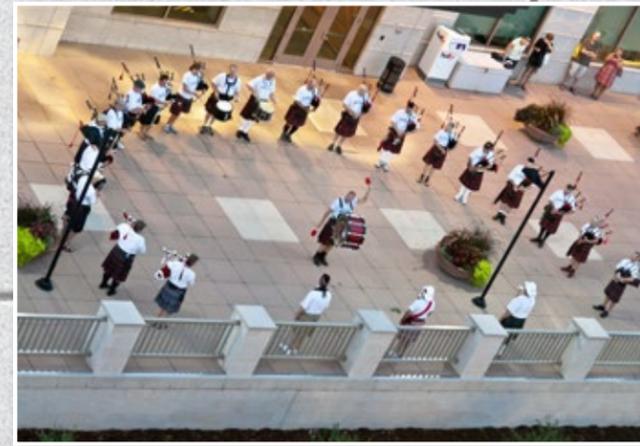
GBFD players, April 2011 tournament.

TITLETOWN FIRE RESCUE HOCKEY TEAM

Beginning in 2006, members of the GBFD combined with other local firefighters to form the Titledown Fire Rescue hockey Team. The first event, versus local law enforcement was a mini-game in between periods of a Green Bay Gamblers game. These "Battle of the Badges" also served as a fund raiser for MDA and have continued throughout the years. In addition, starting in 2010 Green bay has hosted a Wisconsin firefighters "Fire On Ice" tournament. From this tournament, a great rivalry has been established between the Madison Fire Department and Titledown Fire Rescue hockey teams.

Finally, Madison Fire has also hosted a regional "Fire on Ice" tournament in which the Titledown Fire Rescue team has faced fire department teams from Wisconsin, Minnesota and Illinois. In addition to GBFD members, other hockey team members come from Ashwaubenon Public Safety, De Pere Fire Dept. Door County EMS, Hobart Fire Dept. Kaukauna Fire Dept. and Escanaba Public Safety.

Contributed by Engineer David Siegel



Bag Pipers



Bucket brigade event.



Bucket brigade event, passing the bucket.



Hose roll event.



Hose roll event, passing hose through finish gate.



GBFD Team, 2009.

JULY FOURTH FIREFIGHTERS COMPETITION

Since the early 1990's, GBFD has hosted a firefighters competition as part of the 4th of July celebration in downtown Green Bay. Initially, the classic water fight competition was used to pit local fire department teams in a well established event. In 1999, the completion was changed to Bucket Brigade and Hose Roll events. Furthermore, children's and media team completions were added. These events continued until 2010 when the declining participation led to a final competition. These competitions allowed GBFD firefighters to meet and compete with firefighters from the area and emphasized the bonds of the fire service.

LOCAL 141

A BRIEF HISTORY OF THE GREEN BAY AREA FIRE FIGHTERS

Early in the history of the fire service it was recognized that fire fighters were lagging far behind other industries when it came the number of hour worked, health and safety standards, and compensation. The International Association of Fire Fighters was established on February 28, 1918 chartered by the American Federation of Labor (AFL) to give Fire Fighters a voice on the conditions of their day to day work environment. At that time, the two oldest locals to be chartered were Pittsburg PA and Chicago IL, by a coin flip Pittsburg became IAFF Local 1 while Chicago had to settle for Local 2. Since then Locals have been assigned a number based on the date of each local's charter signing date. On November 7th, 1918 the signing of an IAFF charter for City Fire Fighters Union No. 141, Green Bay, Wis by The IAFF's first General President Thomas G. Spellacy occurred making Hy Harris the first Local President for the Green Bay Fire Fighters through an election. At the time of the charter, Green Bay had a membership of 24 who were working 72 hour shifts with 16 hours off returning for another 72 hours on duty. It wasn't until the mid 30's that a two shift system was created allowing for a twenty four on twenty four off shift which was a major change for the Fire Fighters at that time.

Local 141's membership continued to grow with the expansion of the city and new fire houses being opened to meet the needs of the citizens. In 1965 the City of Green Bay annexed the Town of Preble growing the membership to approximately 120 Fire Fighters, the Preble fire station was changed to the Green Bay Fire Department and the members of Preble joined the ranks for the Fire Fighters Union of Green Bay. In 1967 the wage team had finally achieved the current work schedule of a 56 hour work week, this was a priority for the for the membership and a third shift was added creating the current three platoon system that is still in operation today. On July 1, 1968 the United Professional Fire Fighters Association and the Wisconsin Paid Fire Fighters Association both of which Local 141 were members dissolved and the Professional Fire Fighters of Wisconsin were created of which Green Bay currently is the second largest member behind Local 311 Madison.

In the 80's Local 141 saw additional growth with the opening of fire station 7 on the Far East side near the University of Wisconsin Green Bay Campus. Membership at this time reached 196. The early 80's proved to be very difficult times with high inflation and costs creating tension over items like retirement benefits, health insurance, EMS issues, and wages. As in the past unions were blamed for some of the problems occurring in the country with political pundits pointing at members of unions as being the reason our country was in such disarray. Local 141 often stood with our brothers and sisters in labor through these difficult times.

Going into the 21st century Local 141 started to see for the first time reductions to the membership. Local 141 saw a peek membership of 206 when in the name of efficiency the city leaders under the guidance of Mayor Paul Jadin decided to close the Green Bay dispatch center which was staffed by our members and members of the Green Bay Professional Police Association. The new Brown County Dispatch Center was created handling 911 services from across the entire county rather than just the city of Green Bay. Eventually the dispatch center moved from the Green Bay police station to the new Brown County Jail located on Curry Lane on Green Bay's east side. The city ambulances also noticed a reduction in staffing, once running EMS calls with three personnel but under the city



administration of Mayor James Schmitt the number was reduced to two personnel with Engine Company's now running on more EMS calls to cover for the increased work load. Ladder 5 was also shut down in the early 2000's after being in service since the annexation of the Town of Preble in 1965 reducing the number of people serving on duty once again. Local 141 saw its membership drop to 183 during the administrations of Mayor Jadin and Mayor Schmitt. Throughout this era Union officials were still struggling with major changes to Health insurance, cost of living increases, and retirement benefits.

In January of 2009 the Principal Officers of Local 141 as well as the Principal Officers of Local 1998 De Pere Fire Fighter Association, Local 2477 Allouez Fire Fighter Association, and Local 4226 Allouez Fire Captains sat down to discuss the possible merger of all IAFF Locals located in Brown County. This was a direct result of discussions that had been occurring in what was known as the Ritter Forum between the Brown County Fire Chiefs and the Chief elected officials for the Brown County Cities, Towns, and Villages on consolidation of fire services. After a full year of negotiations a merger agreement was drafted and voted on overwhelmingly by the membership of each of the respective Locals and on February 3rd, 2010 at a special ceremony held at Mackinaw's Grill the signing of a merger agreement creating the new Local 141 with De Pere and Allouez now being part of the Green Bay Local. The agreement was signed by Al Matzke and Tom Nelson of De Pere, Aaron Depas and Nate Timm of Allouez Fire Fighters, Ed Piontek and Bryan Becker of the Allouez Captain's, and Chad Bronkhorst and Len Orlando of Green Bay. This put the 141 membership at 212.

Later in 2010 the Austin Straubel Airport Fire Fighters (ASIA) voted to become part of the International Association of Fire Fighters and pending the approval of the Local 141 membership part of the parent local 141. A vote was held on the approval of a merger agreement between the ASIA Fire Fighters and local 141 and once again the body had agreed to allow another affiliate into the parent Local. A ceremony was held at the April Union Meeting with the official signing by Chad Bronkhorst and Austin Straubel Elected Representative John Sinkler. Local 141 currently has a membership of 224.

In 2011, the state of Wisconsin passed Act 10 and Act 32 which limited the ability to collectively bargain for most state unions. Police and Fire Fighters did not feel the direct impact of the law however, over time the law led to both protective service groups paying more for insurance, retirement, and receiving lower wages. During this time in Wisconsin's rich labor history peaceful protests started to develop outside the Wisconsin State Capitol of which Local 141 Fire Fighters joined to show our support for those whose families and careers would be affected. Everyday for months Fire Fighters from across the state would meet in front of Madison's Fire Station 1, march up State Street around the capitol square and through the capitol rotunda to the cheers of those who's pay and benefits were cut because of the new law. It was a very tense time in Wisconsin's labor history, a time that truly showed the unity of Wisconsin Fire Fighters.

Throughout the next few years Local 141 was at the table during discussions of a possible merger of the Green Bay Fire Department and The Allouez Fire Department. Local 141 had requested the help of the International Association of Fire Fighters putting together a study that could be presented at the Ritter Forum on the concept of a Fire District. Much work was done by the Washington D.C. office with regards to mapping, finance, marketing, and staffing which was then put into a presentation to be brought to the forum for discussion. President Bronkhorst introduced the look of the Green Bay Metro Fire Department to mixed reviews. The concept included Green Bay, Allouez, De Pere, Howard, Bellevue, Ashwaubenon, and Austin Straubel Airport. During talks between Allouez and Green Bay many of the items that were concepts of the IAFF's study were included in the final document including the name Green Bay Metro Fire Department.

Since the early days of the IAFF, charity has always been a priority for our membership, Local 141 is no exception. Each year our members take to the streets in a program called "fill the boot" where we remove our boots while citizens fill them with their hard earned money that local 141 donate to MDA to aid in research to prevent muscular disease. In 2012 our union started a charitable arm called "141 charities", since its inception our members have donated thousands of dollars to Fire Fighters in need and charities such as Families of Children with Cancer, Special Spaces, Red Cross, and The Salvation Army. Our members have also given hours of time to events like The Ride to Remember, Wounded Warriors, Ethnic Groups, a toy drop to children in St. Vincent's Pediatric Intensive Care Unit, and citizens in need throughout the community. We have constructed wheel chair ramps, replaced a roof on a house, and even ran a restaurant for a day so a family could be together while another member of their family was going through a transplant. The members of local 141 are always ready to pitch in and help others even while off duty, and that's a tradition that will continue for decades to come.

Local 141 has always been and will continue to be a progressive leader in Labor and the fire service. In the future, as in the past Local 141 will continue to look to protect its membership through creative and productive means making us one of the best locals in the United States and Canada. Local 141 is a membership driven organization with regular meetings the first Wednesday of every month where any member can make a motion to guide the leadership in their efforts to make our careers the best in the world.

CURRENT 141 EXECUTIVE BOARD (JANUARY 2014)

President – Chad Bronkhorst

Vice President – Ryan Gibbons

Sec/Tres. – Todd Madson

Wage Members – Bernie Carwardine, Mike Saduske, Ryan Hintz

Trustees – Todd Coolman, Corey Zegers, Trevor Sorge

EMS Chair – Dan Gatz

Health and Safety Chair – Jon Crabbe

De Pere Representative – Tom Nelson

Austin Straubel Representative – John Sinkler

Current PFFW Board Members – Rich Gee

Past Presidents (1990 to current)

Richard Sloan

John Rogers

Mike Niefert

Jay Sellissen

Past Secretary/Treasurer

Len Orlando

Past Vice President

Steve Wolford

Mark McQuate

Mike Niefert

Jon Schnell

Rich Gee

Past PFFW Board Members

Ann Watzka

Len Orlando

Contributed by Engineer Chad Bronkhorst

GREEN BAY FIREFIGHTERS COMMUNITY OUTREACH



The Green Bay Fire Department and the Green Bay Firefighters Local 141 have been at the forefront of Community outreach. Many new programs have been developed, both for outreach and also fire safety. The newly formed Local 141 Charities just enhance our commitment to our community.

Some of the programs are:

- Fire Ops 101
- Green Bay Packers Smoke Alarm program
- Keep the Wreath Green
- Toys for Tots
- Salvation Army Bell ringing
- Hydrant Helpers
- Kids for Cancer with Jerry Bader
- Creation of PIO position
- Visiting St. Vincent Pediatric Floor on Christmas
- Red Shirt Fridays

There are many other programs that are touched by a Green Bay Firefighter that only make the dedication of our members a proud achievement to all of us. It truly makes the saying :
"Our family helping your family" ring true.



FIREFIGHTERS TRIBUTE MONUMENT

For over 150 years, hundreds of brave men and women have proudly worn the uniform of a Green Bay Fire Fighter. In the 1800's many were part of the Guardian Hose Company which provided some of the first fire protection to this city. Others served the Fort Howard Fire Company or the Astor Hose Company. These early fire and hose companies eventually evolved into the Green Bay Fire Department. Sadly, over time, far too many of these brave dedicated individuals were forgotten and lost to history.

In 2007 a group of current and retired fire fighters and interested citizens set their sights on reversing this injustice. They formed the Green Bay Fire Fighter Tribute Foundation (a 501.C.3 charity), and began an effort to research and recognize every individual who ever served as a member of the Green Bay Fire Department or one of its beginning Hose or Fire Company's. The group researched names from local historical records and documents, fire department and city documents and followed leads provided by community and family members. Support was secured from fire fighters both past and present, local civic leaders and government officials and community based fundraising effort was initiated which successfully raised nearly fifty-thousand dollars to help bring this wonderful project to completion. Their dedicated efforts resulted in a lasting memorial to Green Bay's Fire Fighters, past, present and future.



Erected and dedicated in October of 2008 the Tribute proudly stands on the banks of the Fox river just steps from the Neville Public Museum and consists of the traditional symbol for fire fighters, the Maltese Cross, surrounded by paver bricks engraved with the names of individuals who have proudly served the City of Green Bay as a fire fighter. Each brick contains the name of the fire fighter, their rank at departure and the dates they served. Bricks from those fire fighters from the 1800 and early 1900's include the name of the fire or hose company and the years that fire company was in existence. With over 600 engraved bricks currently placed at the Tribute, you can be assured that each brick has a story to tell. Some bricks tell of careers that were rather brief in duration, some exceedingly long. Others relate careers that ended tragically, others heroically. Whatever story is uncovered at the Tribute you can bet that it will be interesting.

Contributed by Firefighter Bill Margis

IN MEMORY



Firefighter Dave Truckey



Firefighter Darrin Krueger

OCCASIONALLY
WE
LOSE
MEMBERS
BEFORE
THEIR
TIME

IN MEMORY OF



Captain Dan Kennedy



Lieutenant Arnie Wolff

THIS
PAGE
PAYS
TRIBUTE
TO
FOUR
SUCH
MEMBERS

2014 RECRUIT CLASS



Cody Johnson, Logan Simkowski, Thomas Donnan, Adam Stordeur, Kyle Lauf, Sarah Cooper, Cameron Sanford

STATIONS & RIGS

STATION 1: HEADQUARTERS



501 SOUTH WASHINGTON STREET

Station 1 was built in 1929 at a cost of \$35,497. Today's Station 1 houses Battalion 1 and all administrative offices and support divisions.

These offices and divisions include the Chief, Assistant Chief, and Division Chief of EMS, Division Chief of Administration/Support Services, Fire Marshals, Fire Training, EMS Training, and Fire Prevention/Public Education.



STATIONS & RIGS

STATION 2



929 UNIVERSITY AVE

Station 2 was built in 1964 and is currently home to Engine 2, Ladder 2, Ambulance 2, Mini Pump 2 and Water Rescue 2



STATIONS & RIGS

STATION 3



885 SHAWANO AVE

Station 3 was built in 1937 and today houses Engine 3, Battalion 3 and Ambulance 3. Ambulance 3 was fully staffed and placed into service January 2007.



STATIONS & RIGS

STATION 4



2650 WEST POINT RD

Station 4 is Green Bay's newest station, opening in May of 2001. Station 4 is home to Engine 4. This station also houses numerous other support apparatus. These apparatus include the Tech Rescue truck and trailer, a class B foam trailer, and numerous spare apparatus.



STATIONS & RIGS

STATION 5



2310 FINGER ROAD

The new station 5 was opened in 1997. The members of this station respond with Engine 5, Ladder 5, and Ambulance 5. Station 5 also houses the Brown County Haz-Mat Team's Equipment.



STATIONS & RIGS

STATION 6



1701 WEST MASON STREET

Station 6 was built in 1969. This station is first due at the famed Lambeau Field. They respond with Engine 6, Ladder 6, Ambulance 6 and Engine 462.



STATIONS & RIGS

STATION 7



3489 HUMBOLDT ROAD

Station 7 was the last station added to the City of Green Bay. The station was opened in 1982. Station 7 is home to Engine 7 and Command 411.



STATIONS & RIGS

STATION 8



135 DAUPHIN STREET- ALLOUEZ

Station 8 became the newest addition to the organization in December of 2012. The Village of Allouez has contracted the City of Green Bay to provide Fire and Rescue services to the Village. Station 8 provides service with Engine 8 and Ambulance 8.



STATIONS & RIGS

FIREBOAT





CH411 T. HOFF	CH431 D. FROST	62		EN411 M. MALCOLM 2400-870-3174 M. GERRARD 2400-870-3174 K. ROSE 2400-870-3174 D. SHELTON 2400-870-3174	LA421 R. STEIN 2400-870-3174 C. SPENCER 2400-870-3174 J. PLECHON 2400-870-3174	LA451 D. DEWITT 2400-870-3174 B. SAGSKE 2400-870-3174 M. BELLAND 2400-870-3174	LA461 R. CONRAD 2400-870-3174 A. WAKHARATI 2400-870-3174 T. EBERSON 2400-870-3174	EN441 T. GREY 2400-870-3174 D. SHERMAN 2400-870-3174 K. WATSON 2400-870-3174 T. COOLMAN 2400-870-3174	EN471 D. METZ 2400-870-3174 M. SHERIDAN 2400-870-3174 J. COCCO 2400-870-3174 L. SCHUBERT 2400-870-3174	EN421 R. BLUM 2400-870-3174 J. THOMPSON 2400-870-3174 B. TONLVE 2400-870-3174	EN451 J. LAMLER 2400-870-3174 R. WALDINGER 2400-870-3174 W. WISLEY 2400-870-3174	EN461 M. BUCKNER 2400-870-3174 K. KUSNER 2400-870-3174 J. SCHUBERT 2400-870-3174	EN431 J. JACOB 2400-870-3174 S. JANSSEN 2400-870-3174 K. DOUGHERTY 2400-870-3174	OTHER M. BROWN 2400-870-3174 D. HARRIS 2400-870-3174 A. JONES 2400-870-3174
AM471 C. SECANE 2400-870-3174	AM421 L. GEE 2400-870-3174	AM451 D. DETRICK 2400-870-3174 M. WIEGERT 2400-870-3174	AM461 B. TUNN 2400-870-3174 K. LAMSTER 2400-870-3174	AM431 K. JACOBSON 2400-870-3174 M. STANNE 2400-870-3174										







