

THE OLDE FIRE BELL

SPRING 2009

GULFCOASTSPAAMFAA.ORG

SINCE 1975

PICTURE-PERFECT PUMPNIC

BY CLINTON JOHNSON

The 2009, 6th Annual Moonshine Hill Involuntary Fire Department Pumpnic was again a resounding success. The weather cooperated beautifully which was to be expected, Moonshine Hill being the garden spot of the San Jacinto River Basin. Water was successfully circulated throughout Brine Pit #8 by the visiting apparatuses. The only down side to the day being the alligators' state of panic as a result of the noise. The beavers have returned, though, and did not seem any worse for wear. We even noticed a yellow duckie adorning one of the beaver houses on the other side of the pond - I hope the Beautification Committee noticed the upgrade. This was an amazing year with no one spending all-nighters nursing broken trucks home. We probably need to give more awards next year, as I'm not sure if everybody got one. (continued on page 3)



2009 Pumpnic participants (front, left) Clinton Johnson, Bill Wilcox, Phil Trenbath, Jim McGee, Chuck Buschardt; (standing, left) Nolan Chaney, Bear Handwerk, Steve Dalpe, Ken Paradowski, and Charlie Womack. Congrats to all the award recipients! Top photo: Chuck Buschardt's '76 Mack CF deck gun throwing heavy master stream over the brine pit water supply.

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CALENDAR OF EVENTS

- Future meeting dates: Monday evenings at 7:00 pm on July 20, August 17, and September 21 at the Community National Bank on Bellaire
- SPAAMFAA National summer Convention and Muster July 15—18, Indianapolis IN, hosted by the Indiana Chapter
- July 4th Parades: Friendswood 10 AM, and Nassau Bay 4 PM Line-up/5 PM parade

EDITOR'S NOTES

On behalf of the entire Texas Gulf Coast Chapter Club, *The Olde Fire Bell* sends its sympathies to the family of Dan Martin. Dan passed away on April 15, preceded in death by his wife Mae, past president of National SPAAMFAA. Dan was a long-time member of SPAAMFAA. Donations can be made in his name to the "Fire Museum of Greater Chicago" and sent to Andy O'Donnell, 517 Senon Dr., Lemont IL 60439-4093.

The Olde Fire Bell welcomes five new members: Lee Wilcox, brother of Bill; Eric Bergman, resident of Houston and neighbor of Chuck Buschardt; Gregory

Barilleux of Breaux Bridge LA, and Raymond and Andre' Pellerin (father and son) also of Breaux Bridge. Many years of rewarding membership to you all! Word about TGCC is spreading throughout the greater Houston area. As a means of introducing each new member, we'll feature articles about each of these members, their trucks, and their interests as soon as possible. Feel free to submit any material to the webmaster. Welcome again.

We had another great pumpnic. Clinton and Bill did a great job organizing the event. Many thanks to the Triggs for the catering. And a special thanks goes to the

ladies for taking care of all the little but meaningful things.

Chuck Buschardt would like to extend yet another thanks to all the SPAAMFAA members that have helped him so much over the past couple months. Your thoughts, prayers, and cards have meant all so much to the Buschardt family.

Summer is upon us, but interest is high for a fall Pumpnic. Mark and Nancy Turvey have offered their services to help coordinate an event. Let's have a grand event during what is usually a rather quite time!

CHAPTER MEETING MINUTES IN SUMMARY

BY CHERYL MCGEE

The following is a summary of the Spring monthly meetings:

April meeting: Seven members were present. Kathy Wilcox reported \$133 had been raised for the club by the tickets sales from the fire painting. Bill Wilcox provided summaries of the Pumpnic as well as Friendswood Wetdown. Jim McGee mentioned long-time fire historian and photographer Dan Martin had passed away. Bill motioned to meet at Firehouse Subs on Bay Area Blvd; a tentative date was set for May 23rd, to coincide with a car show in the area. Greg Barilleaux is attempting to establish a Fire Appreciation Day in Louisiana for either Oct 2009 or 2010; judges will be needed.

Ken Paradowski reported on the recent collision between HFD Engine 7 and Ladder 16.

May meeting: Eleven members were in attendance. Jim & Cheryl McGee and Chuck Buschardt attended the annual Jackson MI fire swap, and subsequent restoration workshops. Cheryl McGee reported she is developing an apparatus list for National; please send her your truck information. Three new members joined the club since last meeting. Discussed bringing trucks to June 13th Car Show at the Kemah Target. Lee Wilcox was appointed Chaplain's Position. Upcoming July 4th Parades: Friendswood at 10 am and Nassau Bay at 4 PM line-up/5 PM parade. Greg

Barilleaux brought a "Name that Item" trivia contest.

June meeting: Ten members were present. Tom McDonald mentioned he received three applications since the previous meeting. Mark & Nancy Turvey offered to host an event in the late summer/early fall. They are seeking approval to use Crystal Lake in League City. Information about the upcoming 4th July Parades was discussed. Tom reported he will be serving as the Houston Fire Museum President, and invited members to bring trucks to Houston Fire Museum Fire Feast 1st weekend in November. The Fire Museum Annual Gala is on September 25.

The Olde Fire Bell

The Olde Fire Bell is the official quarterly publication of SPAAMFAA Texas Gulf Coast Chapter, issued in March, June, September, and December.

The mission of the newsletter is to highlight SPAAMFAA National initiatives, to spotlight events of the Texas Gulf Coast Chapter, to foster a spirit of friendliness and of cooperation among its members, and to increase involvement in the preservation, restoration, and operation of equipment in fire service

Acknowledgements

The Olde Fire Bell is continuously seeking input from members and guests for future editions. The editor wishes to recognize the following contributors for making this issue possible

Clinton Johnson Tom McDonald
Jim McGee Bill Wilcox

Please send information to the webmaster at GULFCOASTSPAAMFAA.ORG, or send to editor at the address on the newsletter back page

PICTURE-PERFECT PUMPNIC (CONTINUED)

CLINTON JOHNSON

Several recipients include: Nolan Chaney—Fire House Subs door prize; Clinton Johnson—furthest duck; Chuck Buschardt—best all around for his Mack CF; Jim and Cheryl McGee—longest driven; Phil Trenbath and Bear Handwerk—trucks least likely to make it to an event (and they didn't!). First draft (that's water for all you yokels!) goes to Chuck Buschardt at 12:19 PM, followed at 12:20 by Clinton Johnson (it was a nail biter until the very end). Trucks in attendance included: Harvey Trigg's 1962 ALF 900 Series Reg 5.1.9403 Open Cab, ex Sequin; Clinton Johnson's 1964 ALF 900 Quad 75' aerial, ex-Bryan TX; Chuck Buschardt's 1976 Mack CF1500 GPM, ex-Bradley International Airport; Clinton Johnson's 1948 Mack Mode 45, ex-Bellaire TX 500 GPM Chassis 45S 1466. All the locals are already looking forward to next year's event and were sure glad to see everyone again this year.

Thanks again to Harvey Trigg for the food and condiments, Bill Wilcox for the fine continuous education program on fire extinguisher use, Chuck for faithfully bringing a truck to the event, Cheryl and Kathy for making everyone feel welcome,

and everyone for bringing their smiling faces. It was a blast! Until next time, keep your powder dry, your shoes tied, and the politicians out of your pockets.

Photos: Left—Pumpman Clinton Johnson and hoseman Robert Polanski race for first water from Clinton's 1949 Mack. Bottom left—Cheryl McGee attacks the fire pit during fire extinguisher training. Right—Two generations of Mack engines share the brine pit water. Bottom right—Ken Paradowski (left) and Tim Treadway (center) marvel as organizer Clinton Johnson shares yet another story about Beautiful and Patriotic Humble!



FRIENDSWOOD WETDOWN

BY BILL WILCOX

On March 28, 2009 Friendswood Volunteer Fire Department & EMS invited friends, family, and neighboring fire departments to Fire Station 4 located at 111 Woodlawn Drive for the inaugural Wetdown of their two new Crimson Fire Engines, new ambulance, and new Fire Station 4. Fire departments participating in the event included Seabrook, League City, Webster, Forest Bend, Herman Life Flight, and Clear Lake Emergency Corps. Congratulations to Friendswood Fire Chief Marc Faber, EMS Chief Lisa Camp, Station 4 Captain Mark Murphy, and the remainder of the Friendswood Volunteer Fire Department on the occasion.

A wetdown is a celebration of a new piece of apparatus, usually a fire engine or other emergency vehicle. The neighboring fire departments are invited to share the joy of a new fire apparatus by coming with their engines and wetting down the new vehicles. It is akin to a baptism, and the ceremony borrows from the tradition of christening a newly commissioned ship.

The Friendswood Fire Department traces its root to April 3, 1951, when Dale Brown, Floyd Brown, Jr., and Aubrey Cole signed papers to incorporate the Friendswood



Volunteer Fire Department. Cecil Brown, Sr. was instrumental in obtaining a Chevrolet truck which was modified by adding a pump and tank to be the City's first fire truck. Since inception,

the department has grown to cover 29,000 homes covering 21 square miles. It is staffed with 90 volunteers and a paid day crew during weekdays. For further details about the Friendswood Fire Department, contact Darrell Fales at DFales@FriendswoodVFD.com

The Wetdown's showpieces were the two new Crimson Fire Apparatus with Waterous 1500 GPM pumps, 750 Gal tank, and 20 Gal. Class A foam. They have an August 2008 delivery date, although receipt was actually early December. Toward the end of the event, Herman Memorial Hospital Lifeflight Helicopter provided an impressive take-off demonstration, circling the station several times.

In attendance from the TGCC SPAAMFAA club were Mark and Nancy Turvey, Ken Paradowski, Bill Wilcox, Bear and Georgia Handwerk, Charlie Womack, and Steve Dalpe. Best wishes, Friendswood!



Left: FVFD member Bill Wilcox (left) and Charlie Womack review the Crimson's heavy rescue equipment during Friendswood's Wetdown ceremonies. Right: League City Fire Department wetting down Friendswood new pumpers and EMS vehicle.

Application for Membership

TEXAS GULF COAST CHAPTER
Society for the Preservation and Appreciation of Antique Motor Fire
Apparatus in America
(SPAAMFAA)

Please mail this application with \$20 dues made payable to:

Texas Gulf Coast Chapter of SPAAMFAA

PO Box 697

Bellaire TX 77402

Name: _____ E-Mail: _____

Signature: _____

Street or Box No. _____

City: _____ State: _____ Nine Digit Zip: _____

Phone: Home: _____ Cell: _____

Business: _____ Pager: _____

How did you hear about us? Web page _____ Friend _____ Publication _____ Muster _____ Newsletter _____

Other (please specify) _____

Interests: Collecting Fire Equipment _____ Photography _____ Attending Musters _____ Parades _____

Restoration Activities _____ Helmets/Gear _____ Other (please specify) _____

Fire Department or SPAAMFAA Affiliation: _____

If you own a piece of firefighting apparatus that is at least 25 years old, please provide the following information.
Attach separate sheet if multiple vehicles. Ownership of apparatus is not required to join Texas Gulf Coast Chapter

Year: _____ Make: _____ Type: (Pumper, Aerial, etc.) _____

Mfg. Model: _____ Mfg. Serial #: _____

Pump Make: _____ Pump Size GPM: _____ Tank Size: _____

Previous Owner and History of Rig: _____

Membership in Texas Gulf Coast Chapter is open to all upon application to the Board of Directors and payment of annual dues. Join today and share in the preservation and appreciation of fire fighting and antique fire apparatus.

All new members are also encouraged to join the National SPAAMFAA Chapter. National SPAAMFAA provides additional resources for restoration and insurance for all sponsored events. National Membership is mandatory for Officers of the Texas Gulf Coast Chapter

HFD FIREFIGHTERS KILLED IN HOUSE FIRE

BY TOM McDONALD



Captain James Harlow (left) and Firefighter Damion Hobbs were the sixth and seventh Line-Of-Duty-Deaths (LODD) experienced by the Houston Fire Department (HFD) this decade (since 2000). They represent the 61st and 62nd such deaths in the city's history (since 1895).

The Houston Fire Department mourns the loss of two members at a tragic Easter morning house fire. Captain James Harlow and Firefighter Damion Hobbs, both assigned to Fire Station 26 in Southeast Houston, were killed shortly after midnight on Sunday, April 12, 2009. Engine Co. 26 was the first to arrive at the burning home, a large, one story ranch house at 7811 Oak Vista Drive, just north of Houston's Hobby Airport. Firefighters at the scene described the dead-end street as so filled with smoke upon arrival that crews started approaching the wrong house before determining the one that was actually burning. Two elderly residents of the home made it to safety before firefighters arrived.

Harlow and Hobbs were on the first hose line entering the house while one other member of that crew was near the door feeding additional hose to them. A fourth member of their company was at the engine manning the pumps. All was routine until just a few minutes after the firefighters had gone inside when the entire living area of the structure erupted into flames.

The Incident Commander, District 26 Chief Albert Escamilla, immediately ordered all firefighters out of the building, and the

crew of Ladder Co. 26, originally sent to the roof to ventilate, was ordered down. As firefighters regrouped in the front yard of the fully-engulfed house, they did a roll call (or "PAR," Personnel Accountability Review). They quickly found out that Harlow and Hobbs were not there. Chief Escamilla immediately declared a "Mayday," the HFD code for a missing or trapped firefighter, and ordered deployment of a RIT (Rapid Intervention Team) to search for the missing men. He summoned a second alarm to the scene to help search and to quell the still raging fire. All of these steps are standard procedure. Large hose lines were used to knock the fire down from the exterior, but it was too late for the two firefighters inside. It took over an hour to suppress the blaze and to retrieve the bodies.

Captain Harlow was 50 years old and had been with HFD just shy of 30 years. Hobbs, 30, however, had just begun his career, graduating from the Val Jahnke Training Academy just a month earlier. This was his first fire. Cards of sympathy or flowers may be sent directly to the men's fire station: HFD Station 26, 7111 Dixie Drive, Houston, TX 77087



Firefighters re-group and prepare to search for fallen members at 7811 Oak Vista Drive early on Easter morning



Memorial flowers placed by passersby outside the home that claimed the lives of two Houston Firefighters

JACKSON MICHIGAN SWAP MEET

BY JIM & CHERYL MCGEE

Texas Gulf Coast Chapter members Chuck Buschardt, Todd Simmermacher, and Jim & Cheryl McGee traveled to Jackson Michigan to partake in the 33rd Annual Great Lakes International Antique Fire Apparatus Association (GLIAFAA) Flea Market at the Jackson County Fairgrounds, Jackson MI on April 25th, 2009.

For the TGCC crew, the Jackson Swap Meet started the Friday before with a gathering at Ken Soderbeck's workshop. He always has something "in the works" that is fun to see and discuss. This Friday was especially nice and those who endured a long drive were relaxing and socializing until the coolers were empty. The next morning came early and we arrived at the

swap grounds around 6 am. The meet officially starts at 8 am, but the best deals are always found early and late. Turn-out seemed light this year, both buyers and sellers.

Immediately following the Flea Market on April 26th, the Michigan Firehouse Museum - Ypsilanti, MI - held five vehicle restoration seminars. Fire restoration experts including Matt Lee, Ken Soderbeck, Walt McCall, and Linda & Ryan DeVrees covered gold leafing, vehicle maintenance, historical searches, and other general restoration topics. "These seminars were definitely worth attending," summarized Jim McGee. "You never know who is going to have the answer to a question you might have." See photos on TGCC Web.



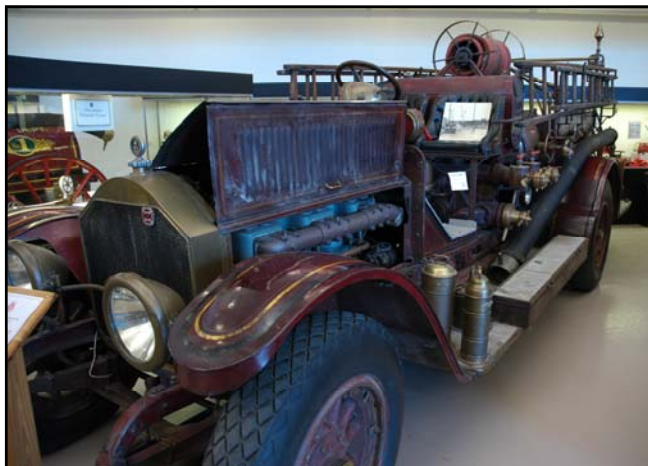
Would-be buyers carefully review the indoor fire merchandise at the 33rd Annual Great Lakes Chapter Fire Flea Market at the Jackson County Fairgrounds. Additional material awaits outside



Need a light? The Michigan Fire Museum proudly displays this Ward-LaFrance. This Newton Antique Fire Association's vehicle carries a set of big spotlights behind the cab



In 1936, the City of Detroit placed four Seagrave Safety Sedans into service. Detroit would eventually purchase 67 of these. The fully enclosed design allowed firefighters to sit inside the rig rather than standing on running or tail boards. They were powered by V-12 engine and could pump up to 1000 GPM



This American-LaFrance Triple Combination Pumper, Type 45, 1916 could pump upwards of 1000 GPM. The triple referred to it having a water pump, a chemical tank, and an output hose bed. It was used for a grand total of 44 years in Battle Creek, MI

TEXAS FIRE MUSEUM FISH TRAP MUSTER

BY STEVE DALPE



Young and old from the surrounding Dallas community came out on May 2nd to participate in Texas Fire Museum's/ North Texas Historical Fire Society's 18th Annual Muster at Fish Trap Park, about 5 miles from the TFM's Restoration Facilities on the West Side of Dallas. Members from all three Texas SPAAMFAA chapters were present as well as individuals from Indiana, Louisiana, and Oklahoma. Although the rain threatened to ruin the event, there was sufficient positive spirit to make the muster one of the best.

When I arrived at the Chalk Hill Road facilities the prior day, I was warmly greeted by Rich Hardin at one of the large overhead doors. Rich was on duty that afternoon as a tour guide to would-be visitors. We chatted for a while and I got a very warm sense of Rich's enthusiasm about the club. Not only does he proudly volunteer at the TFM, he religiously attends the musters — this weekend being one of the biggest for the club. His 1967 Howe Defender Model HR122 ex— City of Warsaw, In., was in prime condition for the event.

Everybody was busily getting as many trucks ready for the event as possible. Batteries were being charged, brake fluid checked, air pressure tested... There were a few vehicles that

did not pass the rigor of these checks and had to be left behind till another event. All together, 25 trucks were in attendance, including manufacturers Mack, Seagrave, Sutphen, Crown, Ford, ALF, Chevrolet, Howe, Pirsch; Ladders, Telesquirts, Pumpers of many generations were present. As usual, there were more trucks than drivers, so drivers were shuttled back to the museum for a second tour. I had the privilege of taking American-LaFrance Century Series ex-Saginaw - see photo bottom right. As soon as I arrived at the lake, several members climbed her sides to begin drafting.

For me, the highlight of the trip was seeing Bill and Donna Forman's 1934 Seagrave Reg. 75425 in its finished form. It had recently undergone restoration exercises at TFM and was completed just before the muster. I had seen it a year earlier in an unfinished state, and was really excited to see it in working condition. It had been at the TFM for nearly year undergoing frame-off restoration. Bill and Donna took it to the muster, and it drafted in less than one minute and threw a stream equal to the larger trucks. It looked great pumping, and that squirrel tail suction hose mounting was classy.

I'm already looking forward to next year's event!

IFBA DALLAS DRAWS THREE FROM TGCC

BY TOM McDONALD

Three Texas Gulf Coast Chapter (TGCC) of SPAAMFAA members traveled to the International Fire Buffs Association (IFBA) Region 5 annual meeting in Dallas, May 15—16. The host organization, Box 4 Club of Dallas, has been providing firefighter rehab services for Dallas and other Metroplex fire departments for decades, operating the Salvation Army's service truck. Although IFBA clubs are not exclusively focused on fire apparatus, many of their members are also SPAAMFAA members. As such, several TGCC members are also in the IFBA Chapter in Houston, called Greater Houston Fire Buffs (visit www.ghfb.org).

The three Houston members who went to "Big D" were Tom McDonald, and Cheryl & Jim McGee. They reported Box 4's show was everything they had hoped for. "Box 4 is a close-knit bunch of fire buffs who excel at every project they do, including hosting regional meetings, putting on musters, and providing rehab to the DFD," McDonald said in praise of Houston's "rival" city to the north.

The IFBA meeting was a two-day affair starting Friday evening with a trip out to the DFW Airport where an extensive

tour of the airport's emergency services was given, including the airport's EOC (Emergency Operations Center), the main structural fire station for the airport, and the widely respected ARFF (Aircraft Rescue and Fire Fighting) training field.

On Saturday morning, despite a persistent drizzle, the Dallas FD brought out a representative selection of fire apparatus to the host hotel. Engine 42, Truck 57, and Battalion 3, along with a booster truck were on display for over an hour, crews on hand to answer any questions. After the region's business meeting, the group then checked out the Irving FD, having lunch at one of its stations in the Las Colinas development. The day ended with dinner held at the Dallas FD training facility and shops, complete with tour of the shops and a display of the department's huge convoy of vehicles that make up Texas Task Force 2, its Urban Search and Rescue (USAR) Team. That night, there was a 3-alarm fire in south Dallas to which many of the visiting buffs went with the local club members who helped provide passage through the police lines.



LEFT: TGCC Past President Cheryl McGee shares instructions with Dallas FD Battalion 3 Chief M.W. Jones (right) on proper command techniques during the 2009 annual meeting of Region 5 of the International Fire Buff Associates (IFBA). Box 4 Club of Dallas Member Bill Kempe (left) looks on. RIGHT: The world-famous DFW airport ARFF training facilities simulated a jet engine fire for its IFBA guests on Friday, May 15.



Can You Guess What I Am?

TGCC Member Greg Barilleaux brought in this piece of apparatus history for the May meeting participants to identify. Sadly, most of the members were stumped. All but Chuck Buschardt, of course - there's one in every crowd! Test your truck knowledge and submit your guess to the Texas Gulf Coast Chapter webmaster for a gift from the club

YOUR FIRST FIRE ENGINE (PART II)

In the Winter edition of *The Olde Fire Bell*, we began an article about owning your first fire engine. The initial topic focused on purchasing a functional vehicle. This section focus on the repair/restore option. A rig needing a major frame-off restoration means a lot of work, cost, and time. But the personal enjoyment of showing your progress will begin from the very first day of the restoration.

The first thing you probably need to do is move the apparatus to where you will be able to work on it and where it will be protected from further damage. You may need to do some preliminary on-site work before the rig can be moved. Check wheels and tires and brakes. Towing is not recommended, but if you don't have very far to go it may be acceptable. Since the vehicle has probably not moved in years, the tires may be flat or unable to hold air. You may need a good, reliable spare tire that holds air in case of a flat. Will the wheels turn? Are the brakes locked up and will they operate enough to stop the rig from rolling? Before moving the vehicle, secure anything that may get damaged or fall off. Check the ground around and under the rig for any small items that may have fallen off. Ask the previous owner if anything has been taken off the truck or is sitting somewhere else on the lot. This may be your last opportunity to get a valuable piece that was original to the truck.

A big trailer or a flat bed truck with a good winch will make the move a lot easier and safer. If you don't have any experience with moving and securing heavy equipment, get some help. And take photos! Lots of them. Before doing anything, take photographs of all the sides and especially of things that are going to be removed. These photos will be invaluable later during the restoration process. Nobody's memory is so good that a photo will not help to remember where that particular bracket or piece went.



Do not rush into a restoration project. Patience is a virtue in restoration, and is very important to prevent mistake that will cost you time and money. What is that saying: "If there isn't time to do it right there will always be time to do it over." Make some plans

about the restoration. Decide how accurate you want to be and do some serious research. Get some estimates on the work that you can't or don't want to do yourself. Create some files or a journal because it will probably take many months - even years - and many participants to complete the restoration, and you'll want to document things as you progress.

Before trying to disassemble things or freeing up the engine, use lots of penetrating oil and give it plenty of time to work. Sto-



ries amongst restoration buffs include taking a year to free up the engine of an older vehicle. Do not be afraid to ask questions or seek help from other people. If you are not sure how to proceed, then get some more information. Do not let yourself get discouraged. Seek help from experienced restorers; SPAAMFAA website can provide you with some names and locations.

Restoration will probably mean motor and drive train work, new body parts, painting, plating, wiring, etc. Do the mechanical part of the work before the cosmetic part. Especially if you find that you are not going to do a full complete restoration at this time. If you decide to use a professional restoration shop, check their references. Talk with people who have used their services and see how satisfied they are. Remember that you will require a lot of storage during the restoration, several times the dimension of the vehicle.

A machine shop is vital for those hard-to-find, hard-to-make parts. Many times, you will have to reverse engineer or re-manufacture a part from another member's vehicle. Other specialties include gaskets, springs, and screws. A dependable old-time hardware store will be very helpful to find those misc. items. The internet has also opened new ways of find things and people. Take advantage of it. A local wood shop is handy to help repair wood components from older truck, ladders, running boards, etc. The shop can help you identify any type of wood being removed if you are trying to stay authentic.

Resources: Alex Black, Engine!~Engine! 1989-3. Jim Atkinson, Engine!~Engine! 2008-3. Chuck Buschardt at the Shop.

CHRONICLES 9056: SHOWING THEIR AGE

BY STEVE DALPE

38—The Post & Times-Star Cincinnati, Wed., Aug. 28, 1963

LOOKS ARE DECEIVING . . .

Fire Trucks Suffer From Fatigue, Too

Cincinnati Fire Chief Dan Vogel agrees that fire trucks here look like a million bucks—a million well-spent bucks, he says.

Beneath the hoods, many of the shiny trucks suffer from metal fatigue, says Walter Moeller, superintendent of fire equipment.

The condition of city fire equipment was questioned last week after a spring broke on a 20-year-old hook-and-ladder throwing it into a utility pole in Price Hill.

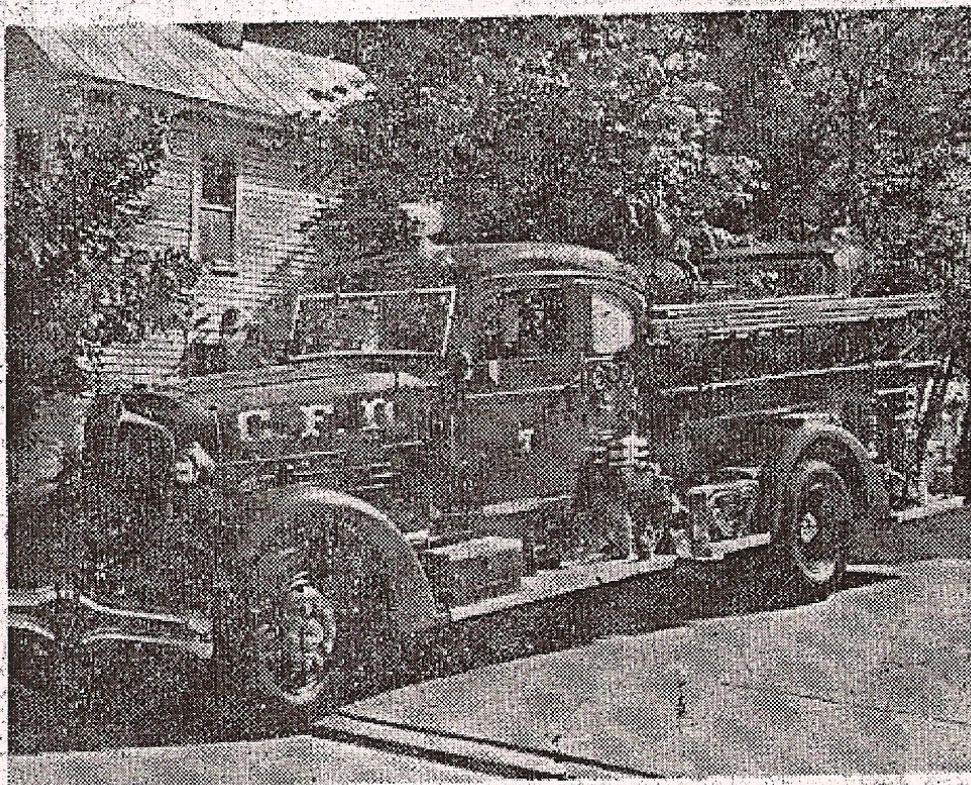
"It could have been Fountain Square," Vogel said. "We were lucky."

"METAL FATIGUE" Moeller explained, "is discovered by every kid who bends a wire back and forth until it snaps. That's what happens to fire equipment after so long a time."

"The men do a good job of maintaining the vehicles. They all look brand new. But a lot of these pieces are over 20 years old. That task unit," he said pointing, "is 21."

The National Board of Fire Underwriters recommends 18 years as the upper limit that a piece be kept in service.

FIRE equipment is expensive. It uses double



ENGINE CO. 7's 25-YEAR-OLD PUMPER

ignition systems and auxiliaries for other vital parts to prevent tragic failures.

During World War II, cities could not buy new equipment on a regular schedule to replace aging equipment. A lot of cities, including Cincinnati, have not caught up yet.

The nature of the work, a fire truck must perform

puts the biggest strain of all on it, Moeller says.

GOING FROM a cold standstill to 80 per cent of maximum throttle in the two or three minutes after an alarm cuts engine life expectancy as much as three-quarters, according to commercial truck and bus standards, he says.

Chief Vogel said fire in-

surance rates are as low as they can go in Cincinnati now. "But unless we keep the equipment current they will go up," he says. "We maintain the old equipment as well as we can," he says.

"How many people," he asked, "would drive the same car for over 20 years?"

By the early 60's, Engine 7, formerly Engine 37, served as the CFD "Poster Truck" for an aging fleet that suffered from deferred renewal during the WWII period, not unlike other major cities. In August 1963, the date of this *The Post & Times-Star* article, Engine 7 was now approaching its 27th year of continuous service.

During its service, Registration No 9056 saw Ahrens Fox go from the premier manufacturer of fire engines to an ailing business that was desperately trying to restore its earlier fame and glory. Despite the AF identity crisis, 9056 was still very well built and had served the Cincinnati burbs with an outstanding record.

However, based on the article above, she suffered from a city that no longer valued her beauty, much less her functionality. But fear not. A small city just outside Cincinnati was ready to welcome her and one of her sisters with open arms. A new and quite lengthy future awaits you, 9056!

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*To stimulate and cultivate interest in the restoration, preservation,
and operation of antique fire apparatus*

TGCC HALL OF FLAME: JOHNSON 1921 ALF TYPE 40



Raleigh Johnson owns this 1921 American-LaFrance Type 40 Combination with 40 Gallon Holloway Tank. It was originally owned by the Denver Fire Department. The registration number is 3605. It was brought to Houston Christmas 1961 and restored in 1976