

THE OLDE



FIRE BELL

SUMMER 2009

GULFCOASTSPAAMFAA.ORG

SINCE 1975

SPAAMFAA SUMMER CONVENTION

The 2009 National Conference and Muster was sponsored by the Indiana Chapter of SPAAMFAA from July 15—18, 2009. The Pompier, Pump, and Playpipe Society of Indiana had a lot to celebrate in 2009: it represented the 100th anniversary of the first race at the 500 (mile) Track; the 150th anniversary of service by the Indianapolis Fire Department; and the 90th year since Stutz began building fire apparatus.



Representing the Texas Gulf Coast Chapter at this year's National were Chuck Buschardt and Eric Bergman. Eric joined the chapter several weeks earlier and was getting an early indoctrination into SPAAMFAA culture, courtesy of Chuck. "It was a privilege to be there and I took a lot of photos with my cell phone." A sampling of the photos is shown on page 7; more are posted on the Texas Gulf Coast Chapter website.

The muster location was at the Emergency Services Education Center and Wayne Township Conference facility. "It was a fabulous piece of property to hold the muster," commented Chuck. "The grounds made a great setting for the flea market. I bought a fabulous pair of 30's Twilite headlights with ALF brackets still attached from Keith and Mary Franz. I also bought a dozen or so books." Chuck was shopping "lite" this year as he flew to Maine

first to attend a family event, and then traveled to Massachusetts to visit Ray and Debi Pond. After a short stay, they all drove 15 hours to Indianapolis. "The tours were unbelievable, especially the Ropkey Armor Museum which housed military paraphernalia. The Stutz factory was nice to see with original working elevator and 20's Stutz fire engine."

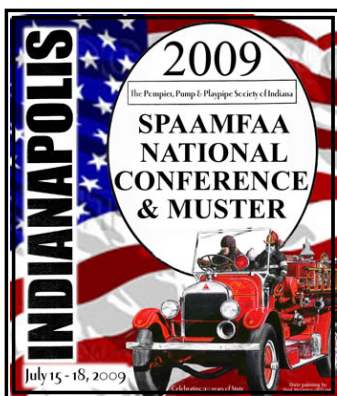
Chuck estimated about 140 trucks were present.

Some of the more popular vehicles: 1916, 4 Cylinder ALF Type 40 which had been in the Great American Race; an early Dennis from England with trailered escape (ladder); and an orange American LaFrance sponsored by Hooters. Chuck voted this truck best equipped! "I was

intrigued by the number of Maxims, being so far away from Massachusetts." There were a lot of vehicles dating to mid-teens, including manufacturers like American LaFrance, Ahrens-Fox, and White.

"It was nice to see many of the 'usuals' there, like Walt McCall, Cal Little, Ted Elder, Steve Heaver,

and several others. I did miss, however, not seeing Paul Romano, Matt Lee, Hal Fillinger, Ryan DeVrees, and Harvey Eckhart. Perhaps next February 17 - 20th winter at Tampa, Florida during the 2010 Winter National!"



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CALENDAR OF EVENTS

- Future meeting dates: Monday at 7 PM: October 19 and November 16 at the Community National Bank on Bellaire Blvd. No December meeting
- Houston Fire Museum Fire Fest, October 10th
- East Texas Historical Fire Society/Tyler Muster, October 23 - 25
- Fall Pumpnic, League City on Crystal Lake, Nov. 7th
- Downtown Thanksgiving Parade, Nov 26
- Christmas Party at Bonnies Beef & Seafood (I-45 North) on Dec 11 at 7 PM

EDITOR'S NOTES

The Olde Fire Bell hopes everyone had a wonderful 4th July. Texas Gulf Coast Chapter members were at various ceremonies throughout Houston.

The Olde Fire Bell has heard rumors about fire departments capitalizing on the Cash For Clunkers Program. We'd be interested in hearing about any trucks that may have succumbed to the program.

On July 31st, Texas Gulf Coast Chapter Members Tom McDonald, Jim McGee, Chuck Buschardt, Charlie Womack, Ken Paradowski, and Eric Lundstrom participated in the luncheon commemorating the 30th Anniversary of

the Woodway Square Fire, Houston's worst modern-day conflagration. Former Fire Chiefs VE Rogers and Robert Clayton were among the speakers. Proceeds benefited the Houston Fire Museum.

Planning for a Fall Pumpnic is in progress. Mark & Nancy Turvey have gained approval to use Crystal Lake in League City, off Butler Road, for the event. The picnic events will be at their house on 2702 Calder Road. The date is tentatively set for Nov. 7; please watch for details.

Congratulations to Eric Bergman for attending the National this past July. Eric was guest of Chuck. Check out the photos on page 7 and on the web. Welcome, Eric!



**THE
HOUSTON
CONFLAGRATION**
WOODWAY SQUARE
APARTMENT FIRE
JULY, 31, 1979

CHAPTER MEETING MINUTES IN SUMMARY

BY CHERYL MCGEE

The following is a summary of the Winter monthly meetings:

July meeting: 12 members were present. New member Lee Wilcox came to his first meeting. Friendswood will be sponsoring an open house on October 11th from 1—5 PM at Station 1. Website activity was highlighted. Tom McDonald reported there would be luncheon on July 31st commemorating the 30th anniversary of the Woodway Square Fire. Clinton Johnson, Chuck Buschardt, and Jim McGee participated in 4th July events. Deer Park Fire Parade will be held on October 3rd; line up at

8:30 am at High School Stadium. The Houston Fire Museum Fire Festival will be October 10th.

August meeting: 7 members were present. Cheryl McGee reported that she's working to update member and truck directory; please contact her before the end of the year to get your address and apparatus information correct. The Turvey's have gained approval to sponsor a pumpnic in their neighborhood; the potential dates include Nov 7th or 14th. The group is seeking ideas for another educational hands-on experience. Tyler muster will be Oct 24th. Sept, Oct, and Nov will be

busy months for events to participate in; check website for times and details.

September meeting: 8 members were present to discuss to numerous upcoming events in the 4th Quarter: Deer Park Parade, NASA Safety event, Houston Fire Fest, Tyler Muster, Nov 7 League City Pumpnic, and Thanksgiving Parade. See website for times, dates, and locations. Group decided on Christmas Dinner at Bonnies Beef & Seafood Co on Gulf Freeway, on Dec. 11 at 7 PM. Clinton described his 5-day affair transporting Treadway's new Mack Aerialscope from New Jersey.

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:

Gregory Barilleaux Clinton Johnson
Chuck Buschardt Eric Bergman

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

4TH JULY CELEBRATIONS AROUND HOUSTON

Members from the Texas Gulf Coast Chapter demonstrated their patriotic spirit by participating in 4th July events all around Houston. These events offered something for everyone, and fostered family togetherness and community cohesiveness. *The Olde Fire Bell* recognizes and thanks all who participated in, volunteered at, or contributed to the 2009 celebrations around the city of Houston.

Nassau Bay



While Nassau Bay may be more famous for its water skiing and boat parades, offering a complex of waterways and coves that lead into Galveston Bay and the Gulf of Mexico for the absolute best sailing, Texas Gulf Coast Chapter

and Nassau Bay Volunteer Fire Department President Jim McGee endured the whopping 100°F thermometer to participate in his city's July 4th Parade. Jim piloted Engine 83. The parade started at 5 pm at San Sebastian and Vinland,



and ended at Lake Nassau Park on Upper Bay Road. Their new Engine #81, Pierce with 1000 GPM Waterous pump, 500 gallon tank, was also present for its first holiday ride (see related article on page 8). A total of 3 trucks from Nassau Bay participated.

Kingwood

This year the Moonshine Hill Involuntary Fire Department was recruited by the local Republican Women's Group to transport them in the annual Kingwood July 4th Parade. MHIFD's Engine 1 was utilized for the occasion and showed up in its full regalia. We paraded several promi-



nent lady judges from the County Courts and other Republican Party supporters. This is the third year we have car-

ried the Republican Women, and we again made a far better impression than them Democrat Women in their little decorated trailer. Even so, the Judges still won't let us use the time for the court mandated community service hours we got over that little goat borrowing incident. The parade was about 2 miles long and plenty hot but we all had a large time. We gave out candy and dog biscuits (just to the dogs) and little fans with "Vote Republican" written on them. The Ladies all smiled, waved big, and occasionally jumped off to kiss babies, trying to get votes you know. The parade was 2 miles long but had 4 miles of participants, so we got to see about 3/4's of the parade after we got stopped at the finish. Good parade, get to be in it and see it too. Lots of people and lots of fun had by all.

Hedwig Village

With his 1976 Mack CF, Chuck Buschardt participated in Hedwig Village's annual 4th July parade starting at 10 am. "It was a nice time, and I was glad to participate. Everyone was nice and friendly, and the compensation by the Parade Committee helped



reimburse some of the travel expenses." The village also had their ladder truck in attendance. Hedwig Village's name originates from Hedwig Road, which was built on the property of Hedwig Jankowski Schroeder; Schroeder and her husband immigrated from Germany to Texas in 1906 so they could farm. Hedwig Village was incorporated in December 23, 1954. In 1960 the city had 1,182 residents. By 1966 the community had two schools, a park, one library, and two churches. The city had 3,994 residents in 1980 and 2,616 in 1990.

RENDEZVEAUX IN BREAUX BRIDGE

BY STEVE DALPE



On Friday June 19, I found myself passing Louisiana I-10 corridor and planned a stop at Gregory Barilleaux's residence in Breaux Bridge. Greg was a regular at the Braniff Street shop years ago until his job forced him to relocate. I met him at Marla Buschardt's funeral earlier in the year, and he re-joined the club at that time. Since that time, he's been attending some of the monthly meetings, driving nearly six hours round trip to be in attendance. Now that's commitment!

Unfortunately, my travels didn't start so well. I-10 West under perpetual state of construction delayed my arrival by nearly an hour. Greg patiently waited at a corner convenience store while I rolled at 5 miles per hour in the blazing summer heat. Upon arrival, I was quickly introduced to Andre' Pellerin also of Breaux Bridge. Andre's and his dad, Raymond, also just recently joined the club. With little time to spare, we quickly toured their warehouse that included the vehicles shown above. When darkness arrived, we headed off to Crawfishtown USA and despite the late arrival those gator-lovers packed the house to eat authentic Louisianan food. Definitely a local favorite!

Andre was volunteer fireman for 12 years in the local district. Raymond and Kirk Barilleaux, Greg's dad, started fire district in 1967 with others' help. Together, the three own the trucks shown here and couple more, including a green 1971 ALF Aerial driven from Connecticut.

Top left: With all the construction in the warehouse, the 1951 Mack Model 85LS1531 open cab 750 GPM is getting a little dusty. It served in the City of Rayne LA. As soon as the wood disappears, this vehicle will make its glorious re-appearance.

Bottom left: 1953 Ford F-7 Big Job Howe Waterous HPCA-4 April 1953 pump 500 GPM Serial 12542.

Top right: Headed to the recycling center, a Peter Pirsch and Son 1250 GPM Chassis 3234 is rescued and given second life as traveling BBQ pit. Grether light, Foam Queen FE, ax, Indian Fire Ext, play pipes, nozzles Ladders, and K-D Stop Lights are all period specific.

Bottom right: Andre' Pellerin preparing the BBQ PIT.

AKRON BRASS HISTORY

BY GREG BARILLEAUX

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AKRON BRASS MFG. COMPANY, INC.
WOOSTER, OHIO

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World's Finest Fire Fighting Equipment

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1 3/4"	Solid Brass	4 1/2	23
2"	Solid Brass	5	23
2 1/2"	Solid Brass	6 1/2	23
3"	Solid Brass	8 1/2	23
3 1/2"	Solid Brass	10 1/2	23
4"	Solid Brass	12 1/2	23
4 1/2"	Solid Brass	14 1/2	23
5"	Solid Brass	16 1/2	23

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- Either hand wheel or lever control.

See the Akron Multiversal at the Grand National Convention, August 14-17, Booth #10

AKRON BRASS MFG. COMPANY, INC.
WOOSTER, OHIO

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In 1918, B.F. Goodrich Rubber Company employees formed the Akron Brass Manufacturing Company to produce couplings for the rapidly growing rubber-lined fire hose market. Production began in a leased portion of an American cereal company in Akron, OH. Demand for their products was instantaneous and the company quickly outgrew the leased quarters. They relocated to Wooster, Ohio.

The company continued to grow and prosper, and in 1935 high demand for additional capital forced the management to incorporate. Constant improvement in their products and plant methods resulted in rapid growth sales and profits throughout the years. In 1959, sales exceeded all previous records and saw the establishment of two new divisions: Akron Manufacturing (Canada) Ltd. In Aylmer West Ontario, began the manufacture of the standard line of fire equipment; and Akron Couplings, Riceland OH, began to produce fittings for the petroleum and aircraft industry.

On May 21, 1962, Akron Brass merged into the Premier Industrial Corporation of Cleveland OH. Under Premier, continued growth of sales and profits resulted in the increased need for manufacturing ca-

capacity, and the facilities were expanded by the addition of 24,000 square feet on Old Mansfield Road. In 1996, Premier Industrial merged with Farnell PLC of the

United Kingdom to become Premier Farnell PLC. Today, Akron Brass is considered the world's largest and finest producer of fire fighting equipment and enjoys an excellent reputation for the development and manufacture of quality products. In March of 1997, Akron Brass became an ISO 9001 Registered Company.

Through two acquisitions, Akron Brass expanded its product range to include scene lighting, junction boxes, reels, hand tools, warning lights, general vehicular lighting, and multiplexing. In 2004, Akron acquired the former GFE Manufacturing in Washington, Illinois. In 2005, Akron acquired the former Weldon Technologies in Columbus OH. Akron Brass has the management and research capability to maintain its position of leadership in the industry. Akron Brass will continue in the future, as it has in the past, improving old products and developing new products to meet the demands of the fire service.

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WOOSTER, OHIO

AKRON BRASS
FIRE FIGHTING EQUIPMENT

We shall appreciate your mentioning Farnell Engineering when...

YOUR FIRST FIRE ENGINE (PART III)

CONTINUE FROM LAST QUARTER



Now that your apparatus is fully restored - or you bought one fully functional! - and you're ready to take it to parades, musters, displays, or just drive it around, road survival skills are an essential part of the hobby. Motoring along with an antique apparatus is fun. Folks wave, you wave back, and all is well with the world, until something occurs to slow you down, breaks down, or causes your rig to just stop. And as luck would have it, often times this will be miles from home.

For those doing this for the first time, it is advised that you spend time planning ahead. You should be prepared to make mechanical repairs on the road. It will happen inevitably. Rig owners have learned over time, it is best to be prepared for whatever may come your way. Vintage, antique apparatus seemingly always have a few things in store to make your *venture an adventure*.

A toolbox loaded with screw drivers, pliers, wrenches, utility knife, and a hammer - as a minimum - is a must. Add a roll of electrical tape and Teflon tape to

help stop those stubborn leaks. Spare parts such as extra fan belts, fuses, oil filter, and fuel filters should be loaded on board as well. Jugs of water for overheated engines will come in handy if you are away from water sources. A gallon or two of gas will come in handy if the old tank

gauge is not reading correctly. Extra oil and brake fluid are a must as well. A piece of emery cloth can help with dirty points.

Road repairs can be dangerous even for an emergency vehicle. In general, it's best to stay with the rig and call for help rather than to leave it and go for assistance;

hopefully you have a cell phone or a second person to seek help. Flashlights (battery or crank), flares, SOS sign, safety lights or triangle warning signs should be included. Safety equipment such as parking blocks (chocks), extra pieces of 2 x 6 wood, and a working 5#, B&C rated fire extinguisher fire are a must. A first aid kit will help with those small personal emergencies.

Additional equipment and items should be considered as well: jumper cables, a phone list of tow companies, tow straps or chains (15—20 feet) in case a tow or a pull-jump start can be very helpful. A jumper starter pack can be very useful as well. A large piece of cardboard comes in handy in case you need to lie on the ground for under-rig repairs. Clean up items, like hand cleaner, paper towels, gloves are a must to allow you to drive after repairs with clean hands.



Creature comforts can be helpful to weather adverse conditions. Raingear, including rain suits and umbrellas are nice to have for those of you with open cab rigs. A cooler with water can be handy item. Sunglasses, a hat, sunscreen, change of clothes are helpful in case you get wet. For colder clients, a warm emergency blanket can be useful. To avoid dehydration, provide water for warmer locations. Snacks can fill an immediate hunger. Towels and shimmies along with polishing compounds are helpful if you get caught in rain.

Over time you'll learn to take these and other items with you as you head out. While at an event, talk with other owners and see what they carry. Find out if they have a "don't leave home without it" tool or item.



SPAAMFAA SUMMER CONVENTION

COURTESY ERIC BERGMAN

PHOTOS FROM THE 2009 SPAAMFAA NATIONAL CONFERENCE AND MUSTER



NEW PIERCE FOR NASSAU BAY VFD

The Nassau Bay Volunteer Fire Department received its new fire engine, Engine 81, on June 19, 2009. Engine 81, a 2009 Pierce Quantum Rescue/Pumper, was ordered through Martin Apparatus Inc. in October 2008. It was manufactured by Pierce Manufacturing in Appleton, Wisconsin. Members of the Nassau Bay Volunteer Fire Department have been working the last two years preparing for this purchase. The City met with representatives from different manufacturers and made the decision to go with Pierce Manufacturing based on their service record, pricing, and past history with the two current Pierce fire engines already operated by Nassau Bay.

Engine 81 is equipped with the newest safety features available on the market, providing a much safer vehicle to operate from. These safety features include airbags, independent front suspension, ergonomically designed layout of the cab and the compartments, advanced electronics for real-time diagnostics and safety features, easier and safer cab entry and exit, and better lighting for working around the apparatus. Engine 81 meets all current National Fire Protection



Association (NFPA) guidelines.

The Department's fire fighting capability will improve with the availability of a Compressed Air Foam System, a 750 gallon water tank, and the higher gallon per minute flow rate of 1,500 gallons per minute (gpm). With the addition of the 1500 gpm capability of Engine 81 and the current trucks, 3500 gpm combined flow rate can produced that satisfies the current flow requirement for the City of Nassau Bay as set by the Insurance Services Office Public Protection

Classification (ISO PPC) rating. Rescue & EMS First Responder operations will improve with the capability to carry a full complement of rescue tools, including the Jaws of Life, and medical supplies.

Immediately after arrival on June 19, members started placing equipment on Engine 81 in preparation for the training which began on Saturday, June 20. Engine 81 was placed in service as our first out engine on June 30.

Reprinted from The Nassau Bay City News Newsletter, August 2009. Photo taken by Steve Dalpe at Nassau Bay 4th July Parade.



CHRONICLES 9056: A NEW BEGINNING

BY STEVE DALPE



In 1958, a group of concerned, Point Pleasant Kentucky homeowners recognized the need for fire protection and filed a charter with the Boone County Clerk's Office. The subdivision consisted of approximately 5 1/2 square mile area between Mineola Pike and Point Pleasant Road in Boone County, Kentucky,

just northeast of the Greater Cincinnati Airport. The Point Pleasant Volunteer Fire Department was born. Some 20 years later in 1979, the Point Pleasant Fire Protection became a district.

In the early 1960's, the Point Pleasant Firefighters purchased a pair of Ahrens-Fox pumpers that had previously served Cincinnati. In the photo on the top right, the apparatus in the far back is CFD's former Engine 38 (Ahrens Fox Registration 9055) while the pumper in the middle (Registration 9056) had served at both Station 37 and Station 7. Both possessed 1000 GPM Seagrave 4-stage centrifugal pump, hose bed, 100 gallon booster tank, with two-door enclosed cab. The powerplant was 6-cylinder Hercules HXE motor. Despite their age, both trucks represented a significant increase in fire protection for the growing Point Pleasant area.

Truck 7 was designated 1351. The first station was in the older section of the division, what is now the GE grounds. The station moved across the street from the current station, now occupied by Turfway Auto. The photo on the right shows the truck being paraded in front of Joe Michaels Truck 1351, still having the Cincinnati "7" designation. Note that the ladder brackets were removed in favor of helmets and other gear. The CFD was preserved and "Point Pleasant" added to the top part of the grill to provide distinction.

Today, the Point Pleasant Fire District contains a modern fleet of emergency apparatus including two engine companies, ladder company, BLS ambulance, and ventilation unit. The department is served by a combination of career, part-time, and volunteer personnel dedicated to outstanding public service. More details on the web at PointPleasantFire.Org. Sources— Steve Hagy: CFD History website. Point Pleasant Fire Department website. Ed Hass: Ahrens-Fox Motor Fire Apparatus—Models H & I, 1936—1955.



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

TGCC HALL OF FLAME: WILCOX 1942 MACK TYPE 45



Bill & Kathy Wilcox operate this 1942 Mack Type 45 Serial #45S1108, Hale 500 GPM pump, 150 Gallon tank. It was built for and delivered to the US Army on December 4, 1942 in Fort Worth TX. The Wilcox's reside in Friendswood