

# THE OLDE



# FIRE BELL

WINTER 2009

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SINCE 1975

## MARLA BUSCHARDT—IN MEMORIAM

The Texas Gulf Coast Chapter mourns the loss of one of its beloved members, Marla Buschardt, wife of Chuck Buschardt. Marla entered into eternal rest on January 31, 2009 following a short illness at the Houston NorthWest Hospital. Visitations were held at Brookside Funeral Home, followed by a Celebration of Life Service at the Christian Life Center. The Fireman's "Final Call" followed at the Houston Firefighter Relief and Retirement Center on Wednesday, February 4th.

Marla was born on October 31, 1956, to Joe Nelson and Judith Ann Watlington. On the 4th of July 1976, she met Chuck. Over the next 30 years, they traveled the country together collecting, trading, and sharing stories about fire memorabilia. They co-founded the Lone Star Fire Museum as a means of preserving and displaying their assemblage of antique and vintage fire trucks.

Marla was a member of the Westfield Fire Department for 10 years, a part of Aldine Fire and Rescue for nearly 15 years, a national member of SPAAMFAA, and she held numerous positions in the local Texas Gulf Coast Chapter, including President of the chapter. She was also past president of ESD-25 and current president of ESD-24.

Besides fire memorabilia, she was a lover of horses and was a Trail Rider for over 25 years.

In addition to a loving Husband, Marla is



survived by children Sarah Ann Vonnivong and husband John, Allison Buschardt, and Zachary Buschardt; father Joe Nelson Watlington and wife Betty; and numerous siblings, in-laws, nieces, and nephews.

"She was one of the nicest and sweetest people you ever met," explained current Aldine FD Chief Scott Turrentine. Paul Romano, past President of SPAAMFAA, was present from Lynnfield, MA. The funeral and "Final Call" were attended by numerous fire fighters from Aldine, Woodcreek, Nassau Bay, Eastex, Houston, Westfield, Klein, GreesPoint, West University, and Chevron-Phillips. About one-dozen antique trucks were also present. "It was the largest celebration of Fire Fighters I had ever seen," exclaimed Pastor Richard Rodriguez during his testimony.

A funeral procession lead by Jim McGee and Tom McDonald in a 1958 Mack Model B carried her casket to the Retirement Center. Charlie Womack conducted the solemn final call "7-1" bell ringing ceremony. Bagpipes played amazing grace.

Memorial donations may be mailed to the Lone Star Fire Museum, 8313 Braniff St., Houston TX 77061, a 501-C3 non-profit organization.

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### CALENDAR OF EVENTS

- Future meeting dates: Monday evenings at 7:00 pm on April 20, May 18, and June 15 at the Community National Bank on Bellaire
- Jackson MI Swap and Shop Fire Flea Market April 25
- Texas Fire Museum Muster May 2 at Fish Trap Park Dallas TX
- July 15—18, 2009. SPAAMFAA Summer Convention and Muster, Indianapolis, IN

## EDITOR'S NOTES

*The Olde Fire Bell* hopes everyone had a wonderful Holiday season. Photos capturing the Holiday events are posted in this issue.

Marla Buschardt's untimely passing on January 31st came as a shock to the entire TGCC family. The Visitation, Celebration of Life, and Final Call Events were heavily attended by friends and fellow fire members. Chuck extends his sincere thanks to everyone, for their support and encouragement.

Despite inclement weather, Galveston Mardi Gras and St. Patrick's Day Parades were attended by die-hard members. We promise things will get better!

Check out what Tom McDonald sent

in. "This past Monday evening while our group was celebrating at Spaghetti Warehouse, yet while we could have just as easily been celebrating at Los Tios as we usually do on the third Monday night of each month, a senior citizen driving a big car decided to park at the Mexican restaurant in a spot still occupied by a FedEx truck. He sent the truck head-on into booths 4 and 5 of the restaurant to the tune of 6 injuries and many thousands of dollars worth of damage. Fortunately, no one was seriously injured. The attached photo is of a little mural the restaurant put up advertising its one night of "Drive-Thru service". Opportunity missed to be first responders on the scene!



## CHAPTER MEETING MINUTES IN SUMMARY

BY CHERYL MCGEE

The following is a summary of the Winter monthly meetings:

**January meeting:** A record-setting turnout cheered in the new year. Copies of the Fall 2008 Newsletter as well as back issues were distributed. January through March events were reviewed. Several Mardi Gras Parades are being conducted on Feb 14th in Galveston. Club store items—tee shirts, bags, decals, etc.—were sold. National insurance fee was endorsed. Clinton is sponsoring pumpnic on March 21st. The bylaws were distributed, to be reviewed

and discussed at February's meeting. Elections were held; congratulations to all the Officers and Directors.

**February meeting:** Fourteen members were in attendance. Cheryl McGee is sending postcards to all current and past members to update club roster. Our newest member, Gregory Barilleaux, drove 3 hours from Breau Bridge to attend the meeting. Pumpnic handouts were distributed. Details about the March 14th St. Patrick's Day parade were reviewed. Teresa Johnson was elected Director, replacing Marla Buschardt. Mark and Nancy

took their truck to the Mardi Gras Fire Truck Parade

**March meeting:** Fifteen members were present. There was much discussion about the details of the upcoming Pumpnic on March 21st; fire extinguisher training will be held at the event. A review of the St. Patrick's Day Parade was Provided by Cheryl McGee. Bill Wilcox motioned to designate a chaplain's position; discussion will continue next meeting. The New Members Committee discussed the recruiting efforts of two new members.

### *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  
Chuck Buschardt Mark Turvey

Please send information to the webmaster at [GULFCOASTSPAAMFAA.ORG](http://GULFCOASTSPAAMFAA.ORG), or send to editor at the address on the newsletter back page



## TGCC CELEBRATES HOLIDAY ITALIAN STYLE

There was excitement in the air on December 15th as twenty-two Texas Gulf Coast Chapter members partook in the annual holiday celebration at the famous Spaghetti Warehouse on Commerce Street in wonderful downtown Houston, next to University of Houston. "It was a wonderful turnout despite a cold winter evening. It really demonstrated the team spirit of our club," cited president Jim McGee.

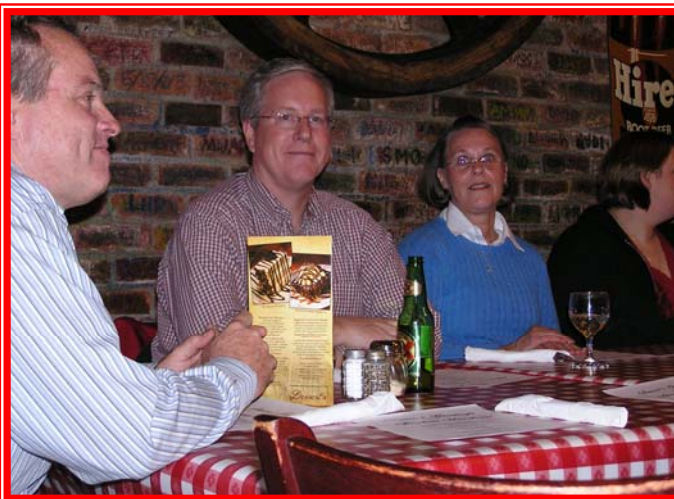
After everyone was seated, aromas from Fifteen-Layer Baked Lasagna, Chicken Tetrazzini, Fettuccini Alfredo, Grilled Chicken Marinara, Spaghetti & Meatballs Dinner soon filled the room.



The camaraderie began shortly before 7 pm in the entry and continued until 10 pm. "It was nice seeing everyone there. I hadn't spoken with some people in

several months. It certainly was a pleasure hearing everyone's latest adventures," commented Chuck Buschardt. An evening of great food, conversation, and much laughter was enjoyed by all who went.

What a wonderful way to close 2008 with one of our largest TGCC gatherings. We'd like to thank everyone who attended and especially those that helped plan the event. Bravo! Here's to a great 2009!



**Top Left:** Attentive Greg Hayes (left) and Clinton Johnson (right) listen as Mark Turvey describes several 2008 events prior to engaging in the main course

**Above:** Jim and Cheryl McGee (center) await the appetizers as Eddie Kosar (left) investigates dessert options. Tara Hayes is seated to the right in conversation with the Clinton and Theresa Johnson

**Left:** TGCC members and guest (left, clockwise) Jamie McDonald, Charlie Womack, Molly Wageman, Marla and Chuck Buschardt, Harvey and Mary Trigg, Kevin and Mercedes Clark, and Nancy Turvey. Not shown are Steve and Sheryl Dalpe, Tom McDonald, and Eric Lundstrom



## FRIENDSWOOD CHRISTMAS PARADE

BY STEVE DALPE



On a rather balmy Saturday evening, December 13th, the annual Friendswood Christmas Parade took place on FM-518, kicked-off at Station 4 on Woodlawn. The McGee's and Wilcox's dutifully dressed their trucks, 1948 ALF and 1942 Mack, respectively. Friendswood paraded their brand new December 2008 Crimson Fire Engine/Spartan Chassis/Metro Star Cab, 1500 GPM Waterous pump, 750 gal tank, and their Wirt-Knox (unknown year) hand-drawn hose cart. Mark and Nancy Turvey arrived in the nick of time to process their Ford FMC chassis.

Listen up future paraders—Cheryl commented on some of the time-tested ways to affix lights: “medical tape and binder clips are my secret. The binder clips hold well along shape edges. Medical tape doesn’t pull the paint off the vehicle and it leaves no residue, unlike other generic tapes.”

Photos: Above—Uniformed Bill Wilcox applying Christmas wreath to Mack bulldog hood ornament. Top right—Cheryl and Jim McGee, and Kathy Wilcox wrapping Y.F.D. ALF with Christmas lights. Middle right—Friendswood Volunteer FD members Bill Wilcox (left) and Zac Murphy donning helmets prior to towing the Wirt-Knox hand-drawn hose cart. Bottom right—1948 ALF Series 700 ex-York Fire Department undergoing a thorough light check prior to the event.



## HFD FUNERAL MACK

BY KEN PARADOWSKI

Ken Paradowski submitted this photo of the Houston Fire Department's Funeral Pumper. It is a 1975 Mack CF that originally served as Houston Engine 44. It was refurbished several years ago and is now used strictly for firefighter funerals and other such events.

According to Scott Mellott's HFD Memorial Website, in 112 years of paid service since 1895, fifty-nine paid Fire Fighters and one Volunteer have died in the line of duty. Grady Don Burke was the most recent HFD member to give his life in the line of duty, February 19, 2005. Emil "Ed" Thomas was the first paid Houston Fire Fighter killed in service, April 27, 1899.



## REPORT FROM SPAAMFAA'S WINTER MEETING

BY TOM McDONALD

Crown Firecoach Enthusiasts (CFE) hosted the event that went off without any perceivable hitch including four straight days without rain at the height of the region's wet season (yes, it DOES rain in southern California). This was the third national meeting hosted by CFE in recent years with the two prior events held in nearby San Bernardino. I was the sole representative from the Texas Gulf Coast chapter of SPAAMFAA at the national organization's winter meeting held February 25-28 in Pomona, California.

On Wednesday (25<sup>th</sup>) afternoon, I landed at nearby Ontario Airport and soon arrived at the host Sheraton Suites Hotel, a high-rise smack dab in the middle of the state fairground complex, a.k.a. the "Fairplex," right off Interstate 10 in northwest Pomona. The hotel was a superb choice with every room being a spacious suite and half (including mine) looking out at the snow-tinged San Gabriel Mountains. Hotel amenities included a gorgeous lobby, five computers with 90 minutes of free access per guestroom per day (an effective approach to keep the "no-lifers" from tying them up all day playing *World of Warcraft*), a wonderful full-service restaurant and bar, a workout facility, a heated outdoor pool, and enough free parking to host a Springsteen concert.

CFE volunteers in their signature bright orange vests were never more than a yell away, day or night. At dinner every night, they shuttled attendees to local restaurants in either a gorgeous blue antique Mack fire engine retrofitted with two long benches for giving rides or via an old red Crown school bus; yes, red, because it was formerly used by the LA County FD.

On both Thursday and Friday, CFE offered similar scheduling formats with two tours around the LA area each day followed by two seminars at the hotel each night. On Thursday, I went on the completely sold-out Tour "A" which stopped at Leader Emergency Vehicles, a major ambulance manufacturer in nearby El Monte, then went on to the harbor district at the far south end of LA to view that city's fire department's giant new Fireboat 2, the *Warner J. Lawrence*, and its famous predecessor the *Ralph J. Scott*.

Literally a walk across the street from the fireboat station put tourists at the doorstep of the "southern wing" of the LAFD Historical Society's (LAFDHS) museum. After a dash through that small, yet well-done, facility, it was off to the Long Beach FD museum just a few miles away where dedicated staff served up a sumptuous, home-cooked barbecue lunch and showed off their pristine Ahrens-Foxes and numerous other fabulous rigs. While all this was going on, another bus was taking Group "B" for a sampling of southern California's Indian casinos and the well-appointed fire stations that service them.

On Friday, I decided to put some miles on my rental car. I had not pre-registered for any tour that day, but, when I

glanced more closely at the agenda, I saw one of interest. So, I followed the bus for Tour "C" through the famous morning LA commute to the LAFDHS' northern (main) museum in Hollywood, housed in the former quarters of Task Force 27 on North Cahuenga Blvd. Retired LA City FD assistant chief Frank Borden greeted visitors to the museum where he now serves as director.

The old firehouse, once the largest west of the Mississippi River, was fully restored after being severely damaged during an earthquake less than a generation ago. In fact, the city built a replacement fire station right next door and it serves the Hollywood area today. Borden and his LAFDHS members have done a fabulous job appointing the huge museum. They had a lot of space to fill, and did it masterfully. A delicious lunch for more than fifty was served in the former dormitory on the second floor with plenty of room to spare.

Once fed and toured, the group was off to look at the city fire department's unique helicopter fleet stationed at the Van Nuys Airport in the San Fernando Valley, the "forgotten" half of LA that sits north of the Hollywood hills. In addition to the six regular LAFD choppers housed in a huge hangar at Station 114, the tour group was treated to an unplanned, yet welcome, close-up look at an Erickson Air-Crane. That privately owned and operated craft is used year-round for hire, moving into or out of remote locations everything from cut timber to

high-tension power lines. A tour guide firefighter said it had even been used for moving a dead moose. The air crane, though, is most famous for its firefighting feats during California wildfire season, because it is the one outfitted with the big "straw" that can fill its tank while hovering over a lake.

The other group that day, Tour "D," headed east to San Bernardino where they witnessed an aircraft fire and rescue demonstration and got to tour the CALFIRE museum. The California Department of Forestry (formerly called the "CDF") recently changed its nickname to CALFIRE, but is still the coordinating agency for wildland fires across the state.

Four seminars were offered over two evenings. I chose two devoted to wildland firefighting since I don't see much of that in Houston. Renowned fire photographer Keith Cullom, a retired captain from the Santa Barbara County FD, presented a wonderful slide show Thursday night with literally hundreds of images from just the southern California wildfires of 2008. He narrated informally and answered dozens of questions from the audience as the photos marched by captivating the crowd. On Friday evening, CALFIRE Unit Chief John Hawkins did an equally fine, yet more technical, job of detailing the scope and problems of wildland firefighting. The hour I spent each night in these seminars was totally worth it.





## REPORT FROM SPAAMFAA'S WINTER MEETING (CONTINUED)

It has become a tradition at CFE-hosted events to have a "Fire Camp" dinner one night, typically served by the CALFIRE food service unit just like the firefighters on the line would have it while battling a major brush fire. This year, due to the well-publicized budget-cutting that state has been faced with, CALFIRE had to cancel on CFE. Undaunted, the CFE boys and girls put it on themselves Friday night, and it was excellent. Accompanying that dinner was a developing display of some forty, or so, fire trucks, some new, most antique, in the parking lot adjacent to the hotel.

By Saturday morning, a gorgeous one, all fire trucks and vendors were in place. There were about ten or twelve vendor

booths and probably close to fifty apparatus. Johnny Gage and Roy DeSoto weren't there, but the famous Squad and Engine 51 from the 70's TV show *Emergency!* were, as was the black and white AMC Matador that Officers Reed and Malloy patrolled LA streets in for the hit show *Adam 12*.

In addition to the static motorized fire apparatus displays, not surprisingly rich in Crowns, the Saturday show included an antique hand-pumper demonstration and a steam fire engine pumping. I also witnessed quite a few non-conventioners, especially families out enjoying the day who just happened by the eye-catching event. The meeting concluded Saturday evening with a wonderful banquet served in the hotel's ballroom.



**Top Left:** One of two beautifully restored Ahrens-Fox pumpers at the Long Beach FD Museum. The volunteer group which operates the facility owns yet a third Fox which is awaiting restoration. **Top Right:** A huge display of vintage and modern apparatus filled a parking lot adjacent to the host hotel in Pomona on the last day of the meeting. **Bottom Center:** The LA City FD Museum is located in former Station 27 in Hollywood. Its front plaza has a fallen firefighter memorial with a life-size bronze fire scene and a commemorative brick walkway. **Bottom Left:** The LA City FD operates its enormous Fireboat 2, the Warner J. Lawrence, out of its harbor Fire Station 112 in San Pedro. The front deck cannon alone can flow 11,000 GPM. **Bottom Right:** The Erickson Air-Crane is used for hire mostly in the logging areas of the west coast during the winter when it is not needed for water drops during the region's wildfire season.



Photos courtesy Tom McDonald

## YOUR FIRST FIRE ENGINE (PART 1)

FROM ENGINE!~ENGINE!

So you want to buy a fire engine. Before you make that purchase, a number of factors need to be considered to get the most enjoyment from the vehicle. Do you want a truck fully operational that can immediately participate in musters or parades? Are you seeking a greater challenge and go with full-blown restoration? Commercial chassis or custom vehicle? What storage space do you have? Where is it located? And tools? Are you prepared to network to get the parts and assistance you need? What is your budget? How much do you expect to spend to maintain the vehicle? How accurate do you want the restoration to be? The following article provides some interesting information for you to consider and support your decision.

So you went with the "ready to operate" option; you're en-

thused about parades! Obviously, the first step is to locate and purchase a suitable fire engine. Things to consider when making the decision are: initial cost, condition of the vehicle, make/model, equipment included, the



Ready for action! This Seagrave Anniversary Edition is fully functional and possess many of its original equipment. This truck would be extremely eye-catching at parades and loads of enjoyment at musters.

size of the rig, maintenance history of the truck. The cheapest rig is not necessarily the least expensive to equip or operate. If it's stripped of equipment, finding the missing items can be very expensive and may entail difficult and time consuming search. If the rig is in poor condition, getting the apparatus into decent shape can also be expensive. A rig with a good maintenance history and especially with good tires is a plus. As to the rig size, will it fit into your storage space and will you be comfortable driving it? A test drive before you purchase is highly advisable. Check the maintenance records and make a bumper to bumper inspection of the rig. Don't know if the pump works? A lesson in pumping by the seller can be educational.

Purchases directly from fire companies tend to be better deals including price, equipment, and records than re-sales from dealers. If the local fire company has an older rig, let them know you're interested and keep in touch with them. Someday you might receive a call that it's yours—for a price. Many times, an open bid process is conducted. Many fire companies parting with

their rigs are pleased to learn that their apparatus will be preserved and displayed, and may sell it to you at a reasonable price and fairly equipped. Generally speaking, smaller trucks get higher premiums versus larger trucks, such as ladder or snorkels. Storage requirements is one main reason.

Where else can you search? The "ad list" on the SPAAM-FAA website is an excellent start. Ebay and Hemmings are other resources, but check out the sellers carefully. There are local chapters of SPAMMFAA throughout the country that can help point you in the right direction. Who knows, a chapter member may be selling just that rig you are seeking.

Fire engines need to be kept under cover. The ideal storage is a nice garage that is secure, sealed from weather, and has a concrete floor, and enough room that allows you to work on the rig. In recent years, security has become more important; thieves will eye-up those brass pieces for quick cash. Nothing worse than losing an Ahrens-Fox special nozzle for the price of couple pounds of brass. Barns are not ideal as they are generally open to dust and pigeons, or raccoons that make homes in the vehicle. Storing your truck under a tarp is not a good idea. Tarps trap moisture and cause friction contact that form wear spots. Carports aren't any better, and totally open storage is unacceptable from a preservation perspective. Any open storage allows fast rusting, fading paint, and no security. The location of the storage is equally important. You'll want to minimize travel distances to the various events; many fire engines were not designed for long, over-the-road ventures.

Many buffs prefer the custom chassis rigs such as Seagrave or American-LaFrance. In many cases, the commercial chassis units usually cost less to purchase than customs and cost less to operate as well. One of the most popular is the Mack chassis. Also, the commercial chassis jobs are generally a little smaller than full customs. More importantly, commercial chassis apparatus are much easier to obtain replacement parts for and the parts are often cheaper. Don't be surprised if your

local autoparts store has the parts stocked, or can easily obtain in matter of days. Another benefit—commercial-



A very popular truck with firefighters and muster crowds is Seagrave's Suburbanite.



YOUR FIRST FIRE ENGINE (PART 1) CONTINUED

cial chassis were designed as highway trucks and tend to handle better on the road at higher speeds than a custom, esp. the pre-1960 rigs. A commercial chassis unit generally gets better gas mileage, too. If you have the capability, desire, finances, go with a custom. If you have limitations and still want to have fun, purchase a fire engine built on a commercial truck chassis.

Yearly operating cost vary. Insurance could run \$60—150 per year based on location. Unless you presently own a storage building sufficiently large, garage rental is another consideration. Mileage on an old rig is generally 3 to 10 mpg. Smaller, lighter rigs are better at the pump. Oil, fluids, cleaners, and other protective agents will run a couple bucks. Of course, you'll want to add to your collection of items when you go to muster. A new nozzle or treasure at an annual flea market can easily run \$500.

A fire engine is a high maintenance vehicle. Maintenance cost will vary as repairs are needed. During a busy muster season, a breakdown or two is likely to occur from a blow tire or a hose. A service call at the most unlikely times can run several hundred dollars. Besides the obvious cleaning, preventative maintenance of the mechanical and electrical systems is vital. Obtain an owner's manual for your apparatus and determine its requirements (points, plugs, oil, other fluids, cooling system, tire pressure, filters, grease fittings) and then check these items. Check all the lights and the brakes (including pulling the brake drums and checking those shoes). Check the



Check out those streams! The prize of owning a piece of fire history. A well-attended muster during drafting exercises.

wipers. Search for loose or broken parts everywhere and that means underneath, too. Initially, you'll probably want to clean and refinish chipped paint accessories such as ladders, brass, and step treads. Reorganize any cabinets to look nice and carry proper equipment. Reserve space for repair tools, cleaning supplies, spare belts, and a cooler. Sooner or later, you need a new belt on the road. Set up a regular preventative maintenance schedule, especially the brakes. Properly working brakes are the most important system on the vehicle. (continued in next quarter's newsletter).

## FROM THE PHOTO ARCHIVES



From the archives comes this mid-'80 photo of 1953 Mack LS85, ex-Oxford PA.

Charter Member Steve Cassius totes a truck full of participants representing the Houston America 76 Hose Company Fire Buff Club.

Last quarter's featured person was none other than Clinton Johnson.

## GLAVESTON MARDI GRAS COUNTY PARADE

BY MARK TURVEY



The skies may have opened up with a bit of rain but that wasn't about to dampen the spirits of attendees at the 2<sup>nd</sup> annual Galveston County Mardi Gras Fire Truck Parade. Twenty-six apparatus turned out as well as thousands of

flying as there were beads a'plenty! Not too long after the start of the parade the rain stopped and remained stopped for the rest of the parade. There were a number of brand new trucks in the



revelers along the parade route waiting to enjoy the show. It was slightly sprinkling during staging, and just as the parade started the skies opened and it began raining pretty hard. Despite the rain, there were many folks donning rain coats and umbrellas having a great time. Rain drops weren't the only thing



Mark &amp; Nancy Turvey's 1976 Ford/FMC

parade including pumpers and rescue vehicles from San Leon VFD, Santa Fe, Port Bolivar, Friendswood VFD, and Marathon Petroleum Texas City. Antique trucks were displayed by Carnes Funeral Home (2 trucks) from Texas City, and Nancy & Mark Turvey of League City.





## CHRONICLES 9056: THE CFD YEARS—PART III

BY STEVE DALPE



Engine 37 and its two sisters—Engines 38 and 49—faithfully served the suburbs of Cincinnati for over 50 years combined service. Why exactly all three trucks were located in the “burbs” rather than busier metro areas, we may never know. According to Steve Hagy (famed CFD historian), it stems from the frustration Fire Chief Barney Houston had about Ahrens-Fox winning the ‘38 CFD bid for three new vehicles (see article TGCC Spring 2008 Newsletter). He wanted to ensure these trucks remained essentially “out of sight” and gain as little publicity as possible.

These Model HC’s were powered with Hercules HXE 955 CID engines that supplied plenty of power for fast attack. For stopping, they were equipped with Westinghouse 4-wheel air brakes. Ahrens Fox became the first custom-built fire apparatus manufacturer to use four-wheel air brakes. Another “fire first” for the Rolls-Royce builders of fire engines. Additionally, these were the only A-F’s to use 4-stage, Seagrave Centrifugal pumps. A newly patented pressure governor, Charles Fox’s last patent #2147196 protected the mechanics.

A new look for Ahrens Fox in 1938 included the mirror-image bumper. The hand crank drop gained a mirror-image top portion, resembling puckered lips with the “single-toothed” rectangular crank guide in the center of the lips. In the early and mid-30’s, trucks generally had the lower half bumper. The booster hose reel was easily accessible at the top of the hose bed, a recent relocation from the tailboard well as in earlier trucks.

They were one of the earliest—if not the first—CFD trucks to possess closed cabs. For comfort and safety of fire fighters, they had rear windshield with “subway-strap” hand bars similar to the ones for FDNY Foxes. Ladders on both sides of the truck were also quite unusual although necessary for the areas in which these trucks served. A new type of post, on the right side of the cowl, carried the bell with the spotlight above it. The cab was also modified for additional streamlining.

Source: Ed Hass—Ahrens-Fox: The Rolls-Royce of Fire Engines. Photos from Steve Hagy and Ed Effron collections.



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

## TGCC HALL OF FLAME: BARILLEAUX 1972 MACK CF 611F



Gregory Barrilleaux of Breaux Bridge LA purchased this incredibly original 1972 Mack CF in January 2009. It has 1500 GPM Waterous pump and 1000 Gal tank, formerly Glade VFD, Glade Mississippi