

Newsletter



Hall of Flame Museum of Firefighting

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In November The museum received a new addition in the form of a 1974 Oskosh P-4 crash truck on loan from the Air Force Aviation Heritage Foundation. The Foundation is moving its headquarters from Atlanta, Georgia to Colorado Springs, Colorado, and does not yet have the storage space to house the truck. Until an adequate facility is available, the truck will be on loan at the Hall of Flame. Assistant Chief Steven Kinkade of the Luke Air Force Base Fire Department (standing in the picture at the top of page 2), was on hand with a few of his fellow Air Force firefighters to assist the Hall of Flame staff with driving and pumping the truck, which is in excellent condition. The truck was stationed at Edwards Air Force Base in California for about fifteen years, and was then sold to the Harrisburg, PA airport. In 2008 the Heritage Foundation acquired it and completed a restoration. About 500 P-4s were built for the Air Force and Navy between 1972 and 1980. It has a 1,000 gpm pump, a 1,500 gallon

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water tank, a 200 gallon foam tank, and a single rear mounted Caterpillar diesel engine. It can fight structural fires with standard 2 ½ inch hose or it can pump and roll with its chin and roof turrets. Weighing only 15 tons without water, it can readily be loaded and flown in a C-130 transport plane anywhere in the world. Pictured above is the truck on arrival from Atlanta and in the Hall of Flame warehouse.

The Abernathy Boys and Their 1910 Brush



As can be seen at the left, Don Hale is well underway in his restoration of the museum's 1910 Model D 26 Brush runabout once used as a chief's car by the town of Owensville, Indiana.

Although the car is in excellent mechanical condition, it needs repainting to its original maroon and black trim. In researching the car, we came upon an almost unbelievable adventure taken by two Oklahoma boys with a 1910 Brush identical to ours. Louis and Temple were the sons of Oklahoma Federal Marshal Jack Abernathy of Guthrie, Oklahoma.

In 1905 Jack had led a wolf hunt for then president Theodore Roosevelt in which Jack demonstrated for TR how he captured wolves by hand and placed them in captivity. TR was fascinated and the two became good friends. Following his presidency TR went on a safari to Africa and was scheduled to return to New York City in the spring of 1910. Jack wrote TR and told him that Louis and Temple, aged 10 and 6, were planning to ride horses from Guthrie to New York, a distance of 2,000 miles, to welcome the President back to the U.S. TR agreed to let the boys ride in his ticker tape parade. The boys made the two month ride by themselves. Jack took the train and met them in New York City. On their way the boys visited the Wright Brothers factory, dropped in on President Taft, and were allowed to drive a huge steam locomotive.

In New York Jack was approached by a salesman for Brush who offered to give him a 1910 Model D if the boys would drive it back to Oklahoma. This would show the public how easy it was to drive a Brush. Jack agreed, but purchased a Maxwell car for use as a chase vehicle. Since he did not know how to drive, Jack hired a chauffeur. The boys thought that this was a great idea. Jack shipped their horses back to Oklahoma. After a half hour driving

lesson for the boys, the adventure began. Trips like this were nothing new to the boys. In 1909 the two, then aged 9 and 5, rode from Guthrie to Santa Fe New Mexico and back, a



The Abernathy Boys. Left: Louis. Right: Temple

distance of about 2,000 miles. On this trip the boys were accom-



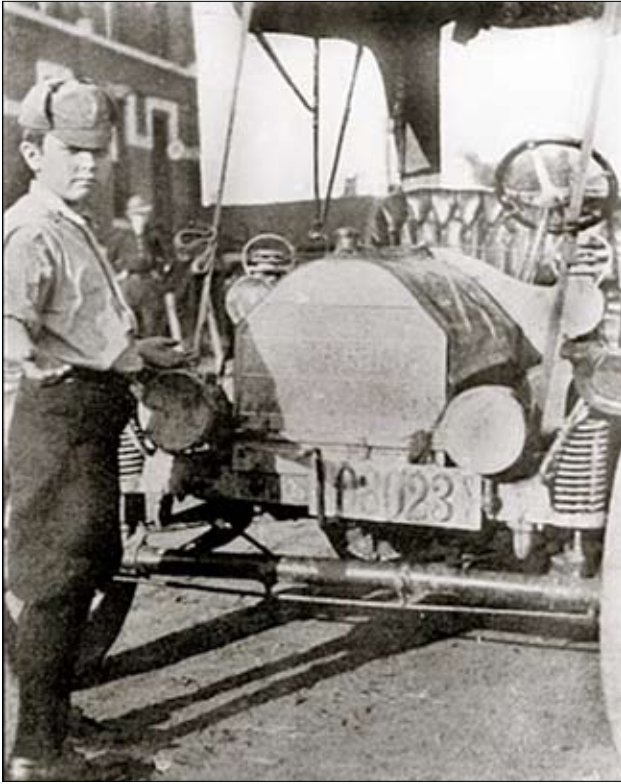
Leaving New York in April 1910

panied for several days by a gang of outlaws, who decided to provide some protection for the kids. The route with the Brush was circuitous, via Buffalo and Cleveland to Detroit, where the mechanics at the Brush factory tuned up their 900 pound car, which, like ours, was largely made of wood and boasted a single cylinder 10 horsepower engine. Leaving Detroit the boys, trailed by Jack in the Maxwell, drove through Illinois, Nebraska, Missouri, Kansas, and finally Oklahoma. There were no paved roads in 1910 outside of cities. Temple, age 6, also had a lot of difficulty reaching the accelerator, brake and clutch,

since he was probably no more than four feet tall, if that. Nonetheless they soldiered on, and were welcomed in the course of the three week trip by cheering crowds in Chicago, Omaha, Kansas City, and Wichita. Near Emporia, Kansas a bridge washed out and Jack and the boys crossed the river on a pair of jury rigged timbers. Near Wellington, Kansas Jack's Maxwell caught fire and burned most of their gear, but Jack and his driver, undoubtedly helped by the boys, repaired it and motored on in to Oklahoma City, where the adventure ended. Louis later wrote that he and Temple were met by a group of 14 other Brush runabouts, but that he stepped on the accelerator and beat them all to the finish line: "...after 2,500 miles the little engine was purring like a kitten. It really was just getting limbered up and ready to run good." In later years the boys had further adventures, including a trip in 1913 on an Indian motorcycle from Guthrie to San Francisco. Of course by then Louis was 13 and Temple was 10. Louis went on to become an Oklahoma State judge, and Temple became a successful oil wildcatter. No one knows what happened to the Brush. Brush marketers launched other demonstrations, including a trip from Detroit to the top of Pikes Peak, Colorado.



Jack Abernathy and Teddy Roosevelt on the 1905 Wolf Hunt.



Louis poses in front of the Brush. Note the wood front axle, reinforced by a steel rod

Unfortunately the Brush could not compete with the Ford Model T, which cost about the same and was a much more substantial car. The owner of the museum's Brush eventually moved up to a more powerful car when he was passed by a boy on a bicycle as he rushed to the scene of a fire. The Model T might have been a better car, but when it came to advertising Ford couldn't hold a candle to Brush.



Replacing a flat tire in Kansas.

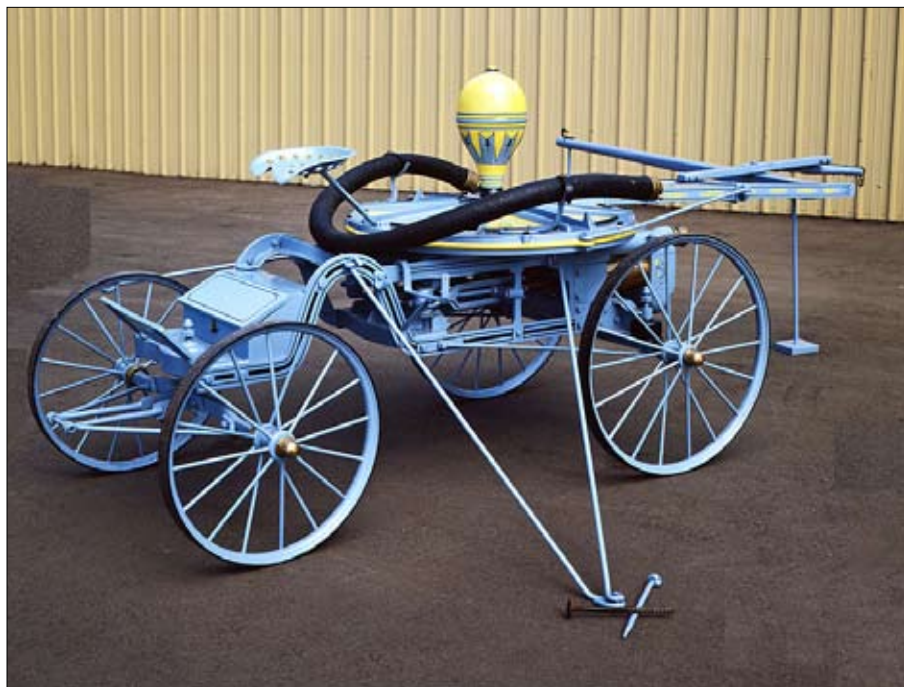


The boys arrived in Oklahoma City in June of 1910. The trip took three weeks. The tires are bald and the banners are sagging, but they crossed the finish line.



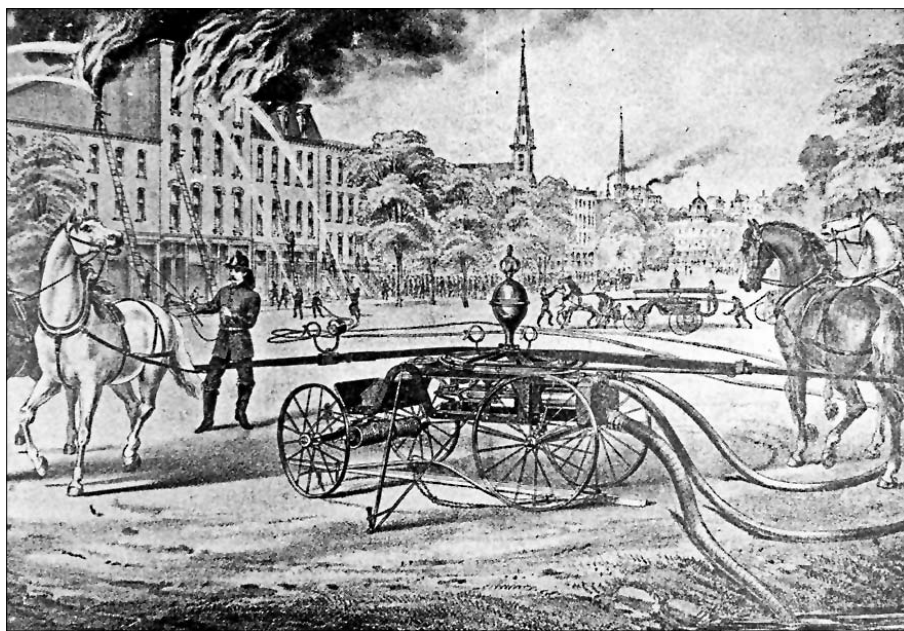
Louis and Temple strike regal poses for a crowd of welcomers.

Focus on the Collection: 1882 Howe Rotary Fire Engine



By the 1880s steam fire engines were available in small sizes that could be pulled by hand to meet the needs of volunteer fire departments. But steamers were expensive, challenging to operate, and required a lot of maintenance. An Indiana inventor named Benjamin Howe designed this unusual pumper to compete with small steamers. His engine's radical design uses three double acting piston pumps mounted horizontally beneath a large rotary gear. This gear is turned by a sweep to which horses were attached

after pulling the rig to a fire. The big gear drives three small gears connected by cranks and connecting rods to the pumps. The arrangement can produce over 200 gallons per minute, about half the output of a steamer, but twice that of most hand pumps. (See the Howe advertisement below) Howe thought that his rig would be popular with volunteer companies needing a powerful engine but lacking the funds for a steamer. He was wrong. Few volunteer



departments had horses. Even many steam fire engines of the day in volunteer departments were hand drawn. Pulling the engine to the fire using manpower was no problem. The problem came with operating the rotary pump. Men would have to push a series of sweeps by walking around the engine. This work was somewhat demeaning, and the proud volunteers would not allow themselves to be used like horses. Not many Howe rotaries were sold. The engine pictured above at left is one of

very few surviving Howe rotaries. It was built to be pulled and operated by a pair of horses. It may have been used in Michigan. It is on permanent exhibit in Gallery 1.

New and Renewed Members

Associate Members - \$25

Phil Anderson	Charles Bachini	L. Denny Bahm	Timothy Bingham
John Bliven	George Childs	Steven Cloutier	John Connolly
Alister B. Çoöke	Joseph Dobson	Rev. John Doherty	Andy Fish
Charles Goddard	Harland Gove	Peter Greig	Paul Harrington
Michael J. Holubec Jr.	Larry Howard	Daniel Jager	Marti Kaplan
Thomas Kehoe	Karl Klotz	Harold Lockhart	Vic Massenkopf
Raymond Millar	Jaime Montanez	Bill Page	Bob Piasecki
Peter Reed	Joannie Suchan	Keith Taylor	Marilyn Ticknor
Angelo Varena	Dorothy Waterhouse	Leonard Williams	J. Richard Hunneman

Family Members - \$35

Paul Abe	Brian Anderson	Laurence Appel	Eric Archer
David Austin	Pradeep Avadhani	Sommer Ball	Melissa Barraza
Richard Batty	Cindy Bohl	Karen Beebe	Myna Berardinelli
Jaclyn Bielby	Misty Bigelow	Kenneth Brignoni	Jim Borrego
Coree Collins	Robyn Brummeyer	John Burmaz	Aaron Buschell
Ryan Craig	Joe Capriotti	Ray Carpena	Jim Carron
David Chamberlain	Julie Clark	Winona Clark	Chris Coffman
Lianne Crowder	Grant Cole	Joe Collianes	Wesley Crain
Richard Crandall	Ann Culver	Charles Dahlberg	Daniel Dandurant
Robert Davidson	Nicole De La Rosa		
Chris Eberle	Thomas Griffin	Bob Fleming	Linda Francis
Jim Fried	Martin Frye	Charles Fullmer	
Brian Garcia	Kathryn Gates	Mitch Goldberg	Kerry Groom
Fred Guelich	William McIlvaine	Donna Haren	Randy Haus
Chris Hayden	Kerry Henbest	Stephanie Henry	Barbara Henward
Martin Hernandez	Shuna Histed	Mark Hodge	Charles Holbert
Amy Hollister	Tera Jackson	Robert Jacobs	Beatrice Kabab
Eric Kendall	Michael Keppler	Sondra Kite	Dennis Knapp
Richard Knight	Michelle Koch	Howard Kravetz	Scott Kwiatkowski
Barbara Lang-Aufret	Brian Lapham	James Leber	Brad Ledwith
Joe Lerman	Dell Lindstrom	Dustin Littell	Tracy MacDonald
John MacFailene	Paul Madonia	David Maher	John Mayerhofer
Todd Mayhew	Paula McCall	Kirsten McClure	Jennifer McMorran
Michel McCallister	Denise Millstine	Jim Moir	John Murray
	Damian Nichols	Elise Ohlweiler	Thomas Olinger
Eriqye Olsen	Leonard Ornstein	Jonathan Ornstein	Margarita Ortiz
Floyd Webb	M.J. Pell	Kent Reinhold	Ed Philpott
Katie Reid	Steve Pointon	Jerome Post	Richard Rahn
Victor Ramponi	Jerry Randolph	Evan Remenim	Leif Rideout
Bill Ring	Charlie Robinson	Darin Rogers	Craig Sanford
Ryan Sathe	Kristina Schmidt	Lance Scott	Kathy Sikes
Amber Wutich	Renee Slattery	Lori Slicker	Donald Smith
Dianna Soe Myint	James Sproul	David Stakebake	Karen Stec
Bridgett St. Hilaire	Jennifer Steen	Adam Stone	Laurie Woodall
Hannah Summerfeldt	Geraldine Thiele	Stan Thomasson	Robin Trimble
Derek Van Lonkhuyzen	John Van Dyke	Scott Vineberg	Mark Wagner

Black Helmet Brigade - \$60

Cory Adams	Edmund Allen III	Al Canfield	Thomas Elliott
William Ericson	Gordon Fowler	Don Grejczyk	James Johnson
John Kohlman	Joseph Mack Inday	Bernard Punte	Howard Weaver
Cameron Mc Chesney	Lee Smith	Philip Taska	Jeff Trevas
Jonathan Umbdenstock	Rev. Norman Trela	Samuel Wagnon	William Davidson
Eric J. Wieser	Samuel Wagnon		

Red Helmet Brigade - \$100

Ray Bowman	Michael Dillon	Olaf Drieschner	Diane Eckstein
Robert Gade	Gene Gehrt	R. Thomas Green	Joe Hinkle
Lydia Kolsch	F. Richard Leining	Conrad Marcione	Michael Mayberry
W. B. Mc Ilvaine	Scott McLean	Fred Mills	Jonathan Nied
Alan Nielsen	Dean Pedrotti	Jean Michel Reed	Mike Richardson
Edward Rominger	Marshal Sanford	Col. A. Park Shaw	Richard Sheldon
Douglas Schermerhorn	Michael Stemmler	David Thompson	Gary Thurston
Skip Carney	Scott La Greca	James Leibach	Paul Mott
Michael Newburger	Thomas Steely		

White Helmet Brigade - \$250

David Costello	Fred Rice
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Contributing - \$500

Peter Molloy	Harland Young
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Benefactor - \$1000

Rhett Butler

Life Member - \$3000

Battalion Chief Thad Dahl	Ron Saeger
The Trail of Painted Ponies	

Fire Professional Members - \$60

Murray Aldrich	Norman Arendt	Jim Baird	Joseph Bakas
James Barrett	Thomas Bascom	James Benson	Steve Buettner
Timothy Bingham	Roma Wittcoff	Joseph Yemma	Brian Yox
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Christopheer Carrero	Jim Detzler	William Dickey	Clayton Dillahunt
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Barry Van Trojen	Phil Wagner	Carl Weber	Eric J. Wieser

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Restorer	Don Hale
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Docent	Grace Deutsch
Librarian	Lesley Marshall
Administrative Asst.	Jennifer Towers
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The Hall of Flame Museum of Firefighting is operated by the National Historical Fire Foundation, a 501(c)(3) non-profit institution. The Museum is in the Phoenix Papago Park, across Van Buren Street from the Phoenix Zoo. The museum is open to the public from Monday through Saturday from 9 to 5, and on Sundays from Noon to 4.

Telephone:
(602) - 275 - 3473 (Voice)
(602) - 275 - 0896 (Fax)

E-mail: webmaster@hallofflame.org
Website: www.hallofflame.org

Contributions to the National Historical Fire Foundation are tax deductible to the extent allowed by law.

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Winter
2012



NATIONAL HISTORICAL FIRE FOUNDATION
6101 East Van Buren Street
Phoenix, AZ 85008

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