

Newsletter



Hall of Flame Museum of Firefighting
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Summer 2011

Restoration of 1958 Ahrens Fox Complete



In June Don Hale completed his restoration of the museum's 1958 Ahrens Fox / Approved Fire Apparatus fire engine. Once used by the fire departments of Oceanside and Chatham, New York. The engine was designed by Ahrens Fox engineers in the company's last home in Sydney, Ohio. Despite the high quality of its equipment Fox had been on the verge of financial collapse since 1938. In 1956 Beck, a maker of buses, purchased Fox and moved it to the Beck plant in Ohio. Fox engineers built the engine to compete with the cab forward chassis designs of American La France and Crown Firecoach. They built seven of the new rigs before Beck and Fox were purchased by the Mack Truck Corporation. Mack wanted a cab forward design and recognized a winner when they saw one. The Ahrens Fox engine now became the Model C Mack truck.



Meanwhile, a disgruntled Ahrens Fox salesman provided a full set of blueprints to the Approved Fire Apparatus Company of Rockville Center, New York. Approved built six clones of the Fox design before it, too went out of business. They sold one of these clones to the nearby Oceanside, New

York, FD, which used it until about 1970, when they sold it to the fire department of Chatham, New York. Chatham used it until about 2000, when they sold it to a collector. Mr. Bert Hayenga of Paradise Valley, Arizona donated the rig to the Hall of Flame in 2008.

Museum Defibrillator Saves Visitor's Life

Several years ago Museum volunteers Richard and Marilyn Landon donated a Philips "Heart Start" defibrillator to the Hall of Flame to honor the memory of their nephew David S. Bacon, a paramedic who lost his life in 2004 in a helicopter crash while on a rescue mission. We mounted the defibrillator in the entry lobby. Last March the defibrillator saved a visitor's life. A retired New Jersey volunteer fire chief was going through the museum. As he studied a display of helmets he collapsed. By chance two visitors nearby were both career paramedics. They immediately rushed to Mr. Bender's aid. They could detect no heartbeat or breathing. Both had noticed the defibrillator as they passed through the lobby. One of them rushed back to the lobby, told our chief docent to call 9-1-1, grabbed the defibrillator and ran back to Mr. Bender. The defibrillator automatically

monitors a patient, gives instructions about attaching the paddles, and tells the operator whether a shock should be administered. After the first shock Mr. Bender regained

a heart beat and began breathing. Several minutes later Tempe firefighters arrived and transported him to a hospital, where he received a pacemaker and defibrillator and was released after five days. Without the generosity of the Landons it is unlikely that Mr. Bender would have survived this episode.



Up For Restoration: 1910 Brush Chief's Buggy



The 1910 Brush Model D Runabout outside the Hall of Flame in 2005.

In late 1961 George Getz learned that a Chicago businessman was offering for sale a Brush Runabout that had once been used as a Chief's buggy in a volunteer fire department in Owensboro, Kentucky. After a series of offers and counter offers Mr. Getz purchased the car in December and began to search for information about the rig's original owner. He learned that the car was actually used in Owensville, Indiana, not far from the Ohio River. The owner was a local blacksmith who served as Owensville's Fire Chief. He purchased the rig in 1910 and used it for several years to drive to fires. One day he was driving the little car to a fire when a boy on a bicycle passed him and arrived at the fire well ahead of the chief. He retired the Brush a short

time later, presumably replacing it with a speedier automobile. The Brush remained in Owensville until about 1952, when it was sold to the Chicago businessman, who painted the car red and used it to advertise his automobile dealership.

The Brush is the only motorized chief's buggy in the collection. It's also the museum's oldest motorized piece. Alanson P. Brush was a self educated automotive engineer who played a leading role in the design of Cadillac, Buick and Oakland automobiles before designing the car which he called the Everyman's Car, a runabout built with simplicity, durability, ease of maintenance and low cost in mind.

Brush's reputation was high enough for him to obtain funding from a group of investors, purchase a sizable factory, and begin to turn out his line of runabouts. His market was men who worked by making business calls - mostly salesmen and doctors in those days when doctors made house calls. He also advertised his runabout as a second car for men who already owned larger cars to be used for local errands. The runabout averaged almost forty miles per gallon of gas. Its low purchase price of about \$400 made it affordable, and its maintenance costs were low - if for no other reason than the fact that the little car was very simply built. Its chassis and axles were made of wood stiffened with iron trusses, resembling a horse drawn buggy's frame and axles. Its single cylinder four cycle engine was rated at 10 horsepower. Top speed with hard rubber tires was about 15 miles per hour. With optional pneumatics top speed was about 25 mph with a strong tail wind. The engine lacked a water pump, oil pump, and a standard carburetor with a float. It used a magneto for its ignition system, dampers and ingeniously designed coil springs for its suspension, and a multi speed friction clutch. The chain drive used changeable sprockets with rear brakes only. There was no windshield or cab of any sort except on the most expensive model. As with the Cadillacs and Oaklands that he designed, Brush equipped his runabout with

counter clockwise cranks. All other autos used clockwise cranks. Brush reasoned that most people were right handed. If a crank with a counterclockwise motion backfired it tended to throw the driver's hand and arm away from the crank without being wrenched or even broken.

Brush runabouts rolled off the line from 1907 to 1912, when competition from other low cost makers like Ford, who offered four cylinder autos at prices that matched the Brush, forced the company to close its doors with a production run of between seven and ten thousand cars. About two hundred Brush Runabouts still survive.

Although the rig's present fire engine red paint job is not accurate, it is fairly close to the original maroon paint that all Brush Model D cars received in 1910. A photo taken in 1952 in Owensville shows that the car had no lettering on its hood. We plan to remove this paint, repair body damage, and repaint it with its original color. Mechanically the car is in excellent condition. Hall of Flame mechanic Pablo Garcia changed all fluids, cleaned the carburetor and flushed the fuel and coolant system about a year ago. The car starts and runs very nicely. Don Hale will begin work on the restoration in August.



Left: The Brush as it appears in Gallery II. The car weighs about 800 pounds. The lack of any protection for the car's occupants from the weather or from muddy roads could not have been comfortable. This is the model D 28, with a single rumble seat over a tool chest. The gasoline tank is mounted behind the engine and in front of the fire wall.

Museum Adds Collection of Scale Wildland Firefighting Aircraft for Display in the Wildland Firefighting Gallery

In early 2011 the Museum received a donation of over thirty scale models of wildland firefighting aircraft. The aircraft are kit models mostly on a 1:72 scale. A modeler has carefully assembled each aircraft and painted and decorated it with markings of organizations which used the aircraft to fight wildland fires. For example, there is a scale model of a S-2T twin engine fire bomber used as an anti submarine aircraft by the U.S. Navy and purchased by the California Department of Fire Protection and Forestry to battle that state's wildland fires. Other models include a former B-17 Flying Fortress, P2 and P3 former ASW aircraft, and a huge Martin Mars fire bomber once used as a seaplane by the U.S. Navy. The collection also includes a number of helicopters and lead planes used to guide fire bombers onto their targets. The museum opened its Wildland Firefighting Gallery in 2005 that includes a section devoted to firefighting aircraft. The models, which were built by a local group of aircraft modelers, will be placed on permanent display in the gallery in August.



Top Center: a Boeing B-17 Bomber converted for use as an air tanker in the 1950s.

Left: An S2-T Tracker former Navy ASW aircraft currently used as a tanker by the California Department of Forestry.

Right: A North American T-28 Trojan converted from use as an advanced Navy trainer to a fire bomber.



Above: A North American OV-10 Bronco military reconnaissance aircraft converted in the 1990s to be a lead plane for air tanker drops by the California Department of Forestry.



Above: A North American Mitchell B-25 World War II medium bomber converted to be used as an air tanker during the 1950s and 1960s in Alaska and Canada.



A C-119 Fairchild Flying Boxcar transport used in Korea and Vietnam. Several were converted to fire tankers in the 1960s and 1970s.



A Fairchild C-123 Priver transport used by the USAF between 1950 and 1975. Several were later used as tankers.



A Consolidated PBX Catalina amphibious patrol plane used in World War II was used as an air tanker in California until recently.



The Lockheed P-2 Neptune was placed in service by the U.S. Navy in 1947 as a bomber and later as an ASW patrol plane. Its rugged construction made it ideal for conversion as an air tanker. It is still in use mostly in the western United States.



In June the museum received the donation of a beautiful painting of two steam fire engines rushing to the scene of a fire somewhere in nineteenth or early twentieth century America. The painting, which is one of a limited edition, was created by Western artist Harland Young. Mr. Young titled the painting "Help is on the Way". It has been placed on exhibit in Gallery I.

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. Çooke	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	

Family Members - \$35

Paul Abe	Brian Anderson	Laurence Appel	Eric Archer
David Austin	Pradeep Avadhani	Sommer Ball	John Barton
Richard Batty	James Beavan	Karen Beebe	Myna Berardinelli
Jaclyn Bielby	Misty Bigelow	Sherry Boas	Jim Borrego
Eric Brown	Robin Brummeyer	John Burmaz	Aaron Buschell
Craig Bussiere	Joe Capriotti	Ray Carpena	Jim Carron
David Chamberlain	Dale Clark	Winona Clark	Chris Coffman
Scott Cola	Grant Cole	Joe Collianes	Wesley Crain
Richard Crandall	Ann Culver	Charles Dahlberg	Daniel Dandurant
William Davidson	Nicole De La Rosa	Ben Dickerson	Athena Dobell
Chris Eberle	Lucy Feuerstein	Bob Fleming	Linda Francis
Jim Fried	Martin Frye	Charles Fullmer	Sarah Gale
Brian Garcia	Kathryn Gates	Mitch Goldberg	Kerry Groom
Fred Guelich	Carol Gurule	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 McMoran
Michel McCallister	Denise Millstine	Jim Moir	John Murray
Nancy Nesky	Damian Nichols	Joy O'Donnell	Thomas Olinger
Eriqve Olsen	Leonard Ornstein	Jonathan Ornstein	Margarita Ortiz
Christopher Park	M.J. Pell	Linda Peters	Ed Philpott
Justin Pilkington	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
Aaron Slachter	Renee Slattery	Lori Slicker	Donald Smith
Dianna Soe Myint	James Sproul	David Stakebake	Karen Stec
Bridgett St. Hilaire	Jennifer Steen	Adam Stone	Jennifer Taylor
Hannah Summerfeldt	Geraldine Thiele	Stan Thomasson	Robin Trimble
Bethany Vandercook	John Van Dyke	Scott Vineberg	Mark Wagner
Derek Lonkhuyzen	Laurie Woodall	Floyd Webb	Amber Wutich

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	Tad Robins
Cameron Mc Chesney	Lee Smith	Philip Taska	Jeff Trevas
Jonathan Umbdenstock	Rev. Norman Trela	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
Howard Weaver			

White Helmet Brigade - \$250

David Costello	Michael Newburger
Fred Rice	Thomas Steely

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
Robert Baumgarten	Benjamin Carrero	Joshua Charry	Curtis Cunningham
Christopheer Carrero	Jim Detzler	William Dickey	Clayton Dillahunty
Ed Dominello	Thomas Dryfhout	J.M. Ellison	Thomas Etter
Shannon Fehlberg	Carl Fox	Greg Fuentes	Robert Gibbons
Carolyn Green	John Greenstreet	Oscar Gutierrez	Alan Hamilton
William Harvey	Timothy Hellyer	Mike Henning	Dennis Hoffman
Steven Howard	KIRK HUMBRECHT	Toby Ingram	Juergen Karheiding
Martin Kennedy	Robert Kerchief	Scott La Greca	James Kirkpatrick
Paul Latimer	David Laurie	Don Marsh	Charles McConnell
Kyle McMann	George Moore	Robert Morgan	Earl Moy
Thomas Parrish	Edward Pensinger	Larry Peterson	Greg Pitlock
Daniel Reilly	Jeremy Roberts	Robert Schoff	Mark Skrainar
Gilbert Strawn	Norman Taylor	Ken Toftoy	Edward Tuffy
Barry Van Trojen	Phil Wagner	Carl Weber	Eric J. Wieser
Roma Wittcoff	Joseph Yemma	Brian Yox	

MUSEUM STAFF

Executive Director	Dr. Peter Molloy
Curator of Education	Mark Moorhead
Restorer	Don Hale
Chief Docent	Mike Lyman
Docent	Grace Deutsch
Librarian	Lesley Marshall
Administrative Asst.	Jennifer Towers
Volunteer Captain	Ron Deutsch

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Vice President	Lynn Getz
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Director	James L. Johnson
Director	Bernard C. Lowe, Jr.

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.

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

HALL OF FLAME VOLUNTEERS

Joseph Bakas	Ken Hess	Bob Mc Nulty	Rich Mellinger
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