

Newsletter



Hall of Flame Museum of Firefighting

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Winter 2009

1916 Hose Truck Added to Gallery 2



Over the past few months the museum staff and volunteers have made a lot of major changes to the exhibits of fire apparatus in galleries 1, 2, 3, and 4. Over a dozen of the pieces in Gallery 1 were removed to the collections storage building; several more pieces in the remaining three galleries were also moved to storage. This allowed the exhibit plan of all four galleries to be designed in such a way that the remaining 70 plus pieces are displayed to much better effect. It also allowed us to add two new exhibits: a 1916 New England Truck Company hose truck from Worcester, Massachusetts in Gallery 2 and a 1945 Mack Model 505 pumper from the Lockheed Aircraft plant in Burbank, California in Gallery 3. The hose truck is pictured above.



The hose truck (pictured on the front page of this Newsletter) is probably the last surviving NETCO truck of any style. New England Truck Company built a fair number of commercial trucks and a few pieces of fire apparatus between 1914 and approximately 1938, when it shut down operations at its Fitchburg, Massachusetts factory. The company built nine hose trucks for the fire department of nearby Worcester. Our truck was built in 1916 as Hose 7 and remained in service until about 1930, when it received a major rebuild in the Worcester FD shops. The original Continental four cylinder engine was underpowered, so the Worcester mechanics shoehorned a 477 cubic inch straight six Continental into the pint sized truck, added pneumatic tires and upgraded the brakes. A few years later they fitted the truck with a small rotary pump below the officers' seat and a 30 gallon booster tank. Hose 7 finally retired from service in 1958. Hall of Flame volunteer Jeff Trevas purchased the truck from a junk dealer and did a frame up restoration. In 2007 he donated it to the Hall of Flame. It is now on permanent exhibit in Gallery 2.

Jeff loaned the museum another rig in his collection that will be on exhibit in Gallery 4 for the next few months. It's a 1945 Mack Model 505 fire engine (pictured above) originally used as an industrial fire brigade truck at the Lockheed Aircraft plant in Burbank, California. The plant turned out thousands of the famous twin engine P-38 fighter planes flown by the United States Army Air Force in World War II. Most wartime fire engines were built on commercial chassis, but Jeff's rig is a custom Mack fire engine with a 750 gpm two stage Hale pump, a 510 cubic inch Thermodyne gas engine, and dual ignition. After the War the rig bounced around the West, ending its active career in Coolidge, Arizona. Jeff purchased the rig and completed another first class restoration. The 505 complements two other closely related Mack engines owned by the museum: a 1948 Model 45 engine from Pierre, South Dakota, and a 1951 Model A fire engine from Eagle Valley, NY.

Right: The truck is now in storage in the Hall of Flame warehouse. Under Don Hale's supervision, the Hall of Flame volunteers are removing the paint down to bare metal. There are very few areas of rust or bodily damage. The Oceanside FD sent pictures of the truck dating from the 1950s which will help Don to complete an accurate paint and striping job. Beyond normal maintenance, the rig is in excellent condition.



Museum Acquires Rare Ahrens-Fox Fire Engine

Last December Mr. Bert Hayenga of Paradise Valley, Arizona donated a rare piece of fire apparatus to the Hall of Flame - a 1958 engine that was the legendary Ahrens-Fox Fire Engine Company's final design. That's only half of the story. Mack Fire Apparatus cloned the Ahrens Fox design as its popular Model C fire engine, which it made into the 1970s

In 1958 Ahrens-Fox was owned by the Beck Bus Company of Sidney, Ohio. Fox engineers designed a pumper with the cab forward and a midship engine to compete with the popular American La Francis 700 Series. The engine's cab looked very much like a Beck bus, but the overall impression was of streamlined elegance. It has a canopy cab design that seats four firefighters, a 1,000 gallon per minute Hale pump, and a 750 gallon booster tank. Ahrens-Fox / Beck built six of the rigs before Mack Trucks purchased Beck. Mack added their own engine/drive train to the Ahrens-Fox design, planted a Mack bulldog logo on the front of the cab, and called the engine the Model C, complementing their massive front engine Model B fire engine. Well over a thousand Model C's were built, mostly with Mack diesel engines.

While Ahrens-Fox was building its last six engines, one of their salesmen, who had not received his commissions from the dying company, brought the plans to the Approved Fire Equipment Company of Island Park, NY. Approved had a reputation as a builder of high quality apparatus, especially rescue trucks, in the New York /New Jersey area. Approved built seven clones of the Ahrens-Fox design, right down to the "V" emblem on the cab. The Ahrens-Fox Association considers all seven of these Approved Fire Apparatus rigs to be Ahrens-Foxes.

All seven sold to departments in New York and New Jersey. Our engine was sold to the fire department of Oceanside, New York, on Long Island. It was later sold to the Chatfield VFD near Albany, NY, where it was equipped with a Detroit Diesel engine and an Allison automatic transmission. In 2000 the rig was sold to a collector, who sold it a couple of years later to Mr. Hayenga. The truck runs very well and has almost all of its original equipment. We plan to repaint it and put it to use as a part of the collection and as a parade truck.

Hose Carriage Restoration Nears Completion

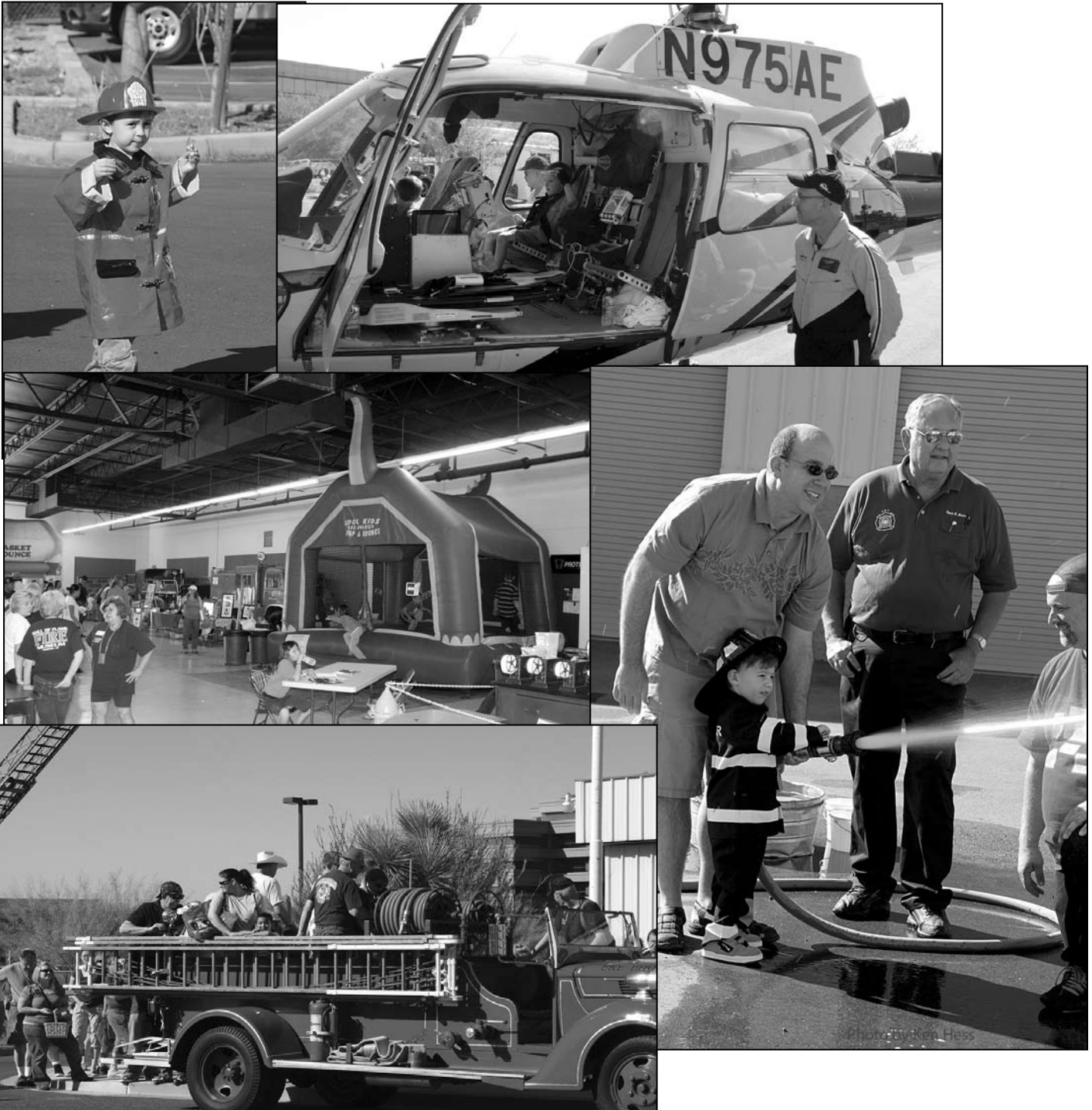


Last September Don Hale began to restore the hose carriage acquired a few months earlier from the FASNY museum in Hudson, New York. The rig was donated to FASNY when the Home Fire Insurance Museum was dissolved in the 1960s. The carriage was in good structural condition, but needed repairs to the frame and reel, repainting, and re-plating. Don completely disassembled the carriage and repainted the frame. He re-stripped the wheels and rebuilt the hose reel, which was on the verge of falling

apart. Every piece on the carriage that was originally nickle plated has been re-plated. Replicas were made for two missing mirrors on the play pipe bins.

The carriage's provenance is still a mystery. We know that it was used in Philadelphia, but have not yet acquired any information about the Active Hose Company.

Open House Lots of Fun For All



The October Open House was a great success, thanks to the efforts of the Hall of Flame Volunteers, spearheaded by Kerry Deutsch. A lot of the kids dressed in Halloween costumes, and they enjoyed a lot of great activities, including fire truck rides, operating a booster line on the museum's

69 Mack fire engine, pumping a manual fire engine, checking out a Life Flight helicopter, bouncing around in Gallery 3, and putting away a lot of soda and hot dogs. All of the photos on this page were taken by Ken Hess, a museum volunteer and professional photographer.

Fiesta Bowl 2009 Parade



Volunteers at the staging area: Rear L-R: George Batsche, Richard Landon, Larry Peterson, Gary Bohling and his grand daughter Nina Rowley, Ed Rostron, Ralph Glasmann, Ron Deutsch, Jim Nealand, Sherry Nealand, Ken Hess, Bill Norton. Front row L-R: Vicky Mellinger, Rich Mellinger, Mark Kauffman, Dolores Norton. On the aerial ladder: Kerry Deutsch.



Above: Museum President George Getz (with sunglasses) drives the Quad down Central Avenue with the Fiesta Bowl Board Members. Its long wheel base and lack of a geared steering box makes the rig a challenge to drive.

The Hall provided four rigs for the Fiesta Bowl Parade this year (below): The 1930 Ahrens-Fox Quad led, followed by the 1955 American La France aerial and the 1969 Mack CF. The museum's 1955 Seagrave Quad was in another section of the parade.



New and Renewed Members

Associate Members - \$25

Timothy Bingham	Thomas Kehoe	Peter Reed
Karen Chan	Karl Klotz	Daryl Stokes
John Connolly	Dell Lindstrom	Mark Storage
Allister B. Cooke	Harold Lockhart	Marilyn Ticknor
Charles Dahlberg	John Lucas	John Van Dyke
Joseph Dobson	Peter Makowski	Angelo Varena
Andy Fish	Michael Manski	Mark Wagner
Charles Goddard	Paula McCall	

Family Member - \$35

Thomas Ahillen	Casey Dietz	David Miller
Laurence Appel	Ronald Dolan	Herbert Morton
Eric Archer	Rachael Don	Jim O'Sullivan
Barbara Auffret	Steffany Doolittle	Linda Peters
Tamara Bannister	Lucy Feuerstein	Ed Philpott
John Barton	Gordon Fowler	Dorine Rael
Deward Beeler	Martin Frye	Kent Reinhold
Mike Bell	Glen Gable	Jarrod Retrzlaff
Myna Berardinelli	Edward Goldstein	Kyle Richter
Sandra Bittner	David Gottlieb	Brandon Rosvall

Black Helmet Brigade - \$60

Edmund Allen III	John Kohlman	Col. A. Park Shaw
Robert Englehardt	Josep MackInday	Rev. Norman Trela
Suzanne Ernst	Cameron McChesney	
Don Grejczyk	Bernard Punte	

April Brenes	Spencer Greene	Craig Sanford
Lea Browning	Randy Haus	Rosemary Scarmozzi
Robert Byerley	Martin Hernandez	Mike Serva
Andrew Casterline	Barry Horwitz	Lorraine Tarwater
Mark Chapman	Deanna Householder	Phil Taska

Red Helmet Brigade - \$100

Ramsey Beckstead	Robert Klas	Nancy Schwartz
Ray Bowman	Lydia Kolsch	Richard Sheldon
Steve Cloutier	Scott McLean	Larry Smith
Diane Eckstein	Fred Mills	David Thompson
Gene Gehrt	Edward Rominger	Gary Thurston
R. Thomas Green	Marshall Sanford	
Gary Jensen	Douglas Schermerhorn	

John Cochran	James Kirkpatrick	John Taska
Chris Coffman	Howard Kravetz	Steve Tremonti
Linda Curtice	Scott Kwiatkowski	Robin Trimble
Charles Cutler	John Lassen	David Upah
Vince D'Alresio	Julie Levitch	Eleanor Zoellner
Guy Davis	Nathaniel Madonia	
Deppe Family	Vernon Marshall	

Fire Professional Members - \$60

Life Member - \$3000

Battalion Chief Thad Dahl	Ron Saeger
The Trail of Painted Ponies	

Norman Arendt	Robert Green	Thomas Parrish
Joseph Bakas	William Harvey	Dean Pedrotti
James Barrett	Timothy Hellyer	Edward Pensinger
Robert Baumgarten	Dennis Hoffman	Larry Peterson
John Bliven	David Huizenga	Daniel Reilly
Steve Buettner	Toby Ingram	Stephen Rich
Gregg Burns	Juergen Karheiding	Tom Rizzo
Randy Crook	Martin Kennedy	Robert Schoff
Jim Detzler	David Laurie	Norm Taylor
Ed Dominello	Kenneth Loftis	Edward Tuffy
Thomas Etter	Michael Mayberry	Carl Weber
Carl Fox	Kyle McMann	Eric J. Wieser
Greg Fuentes	Robert Morgan	Joseph Yemma
Albert Giordano	Earl Moy	

Benefactor - \$1000

Rhett Butler

Contributing - \$500

Peter Molloy

White Helmet Brigade - \$250

David Costello	Michael Newburger
Fred Rice	

MUSEUM STAFF

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

OFFICERS AND DIRECTORS

President	George F. Getz
Vice President	Bert A. Getz
Vice President	Lynn Getz
Treasurer / Secy.	Michael J. Olsen
Director	Bert A. Getz, Jr.
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.

HALL OF FLAME VOLUNTEERS

Joseph Bakas	Ken Hess	James Nealand	Rich Mellinger
George Batsche	Joe Hinkle	Bill Norton	Vicki Mellinger
Gary Bohling	Mark Kauffman	Dolores Norton	Larry Taggart
Ron Deutsch	Richard Landon	Larry Peterson	Jeff Trevas
Kerri Deutsch	Peter Mortensen	Edward Rostron	Grace Deutsch
Ralph Glasmann	Sherry Nealand	Richard Stuve	Keith Schlarf

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



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