

Newsletter



Hall of Flame Museum of Firefighting
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Mack Model C95 Joins Collection



In June this 1966 Mack Model C95 fire engine went on exhibit in Gallery 3. The rig spent its entire career with the Fire Department of Baldwin, New York, in Long Island's Nassau County. The engine joins a 1955 American La France Model 700 rigid frame aerial truck that was also part of the Baldwin Fire Department, and that's also on exhibit in Gallery 3.



This photo was taken in front of Baldwin Fire Headquarters in April of this year.

Between 1957 and 1967 Mack built over 1,000 Model C engines and aerial trucks, but the Model C was not a Mack design. Mack engineers saw it as a quick answer to the popular cab forward designs of industry leader American La France and popular California builder Crown Body & Coach Corporation, both of which produced cab forward rigs from as early as 1947, in the case of American La France, and 1951 in the case of Crown. Mack offered an engine forward design designated the Model B in 1954, and the Model B was a great success, but a lot of fire departments wanted the compact, maneuverable cab forward trucks, with their short wheel bases and excellent driver visibility. When Mack bought the

bus manufacturer C. D. Beck of Sydney, Ohio in 1956 with the intention of building buses for a potentially large order, they found the answer to their cab forward needs in a corner of the Sydney factory where the last remnants of the famed Ahrens - Fox Fire Apparatus Company were building an impressive cab forward pumper - the Model FCB. Legendary Ahrens - Fox salesman Frank Griesser and engineer Curt Nepper designed the truck based on the Beck bus chassis in 1956. Six of the new models were sold before Mack took over the company. Mack shamelessly cloned the Ahrens - Fox design, adding a Mack engine and bulldog logo to the front of the truck.



The rig arrived at the museum in early June. Volunteer Captain Ron Deutsch driving the truck, went back to Baldwin to supervise its loading. Ron was a captain in the Baldwin FD, and played a major role in Baldwin's decision to donate the truck to the museum. Volunteer Lieutenant Dick Stuve is helping Ron to drive the truck onto the street.

The truck was an instant success and continued in production in a wide number of variations. By the mid 60s most Model C's came with Mack diesel engines and Waterous pumps ranging from 500 to 1,500 gpm.

Baldwin purchased its Model C in 1966, toward the end of the production run. By 1966 open cab fire engines were a rarity, but Baldwin preferred the traditional design despite Long Island's harsh weather. It came with a Waterous 1,000 gpm two stage centrifugal pump, a rear mounted booster reel with 200 feet of hose, and a large deluge pipe. Over the years Baldwin replaced the original 707 gasoline engine and standard transmission with a Mack diesel engine and an Allison automatic transmission, a pair of pre-connects in the hose bed, and

a few circle D floodlights. Baldwin prides itself on the care which it provides for its equipment. The rig's paint, striping, cab interior and fixtures are pristine.

The engine has passed all of the modern pumping requirements and was used as a front line rig until it was replaced by a new rig this year. At this point the fire commissioners of Baldwin elected to donate the rig to the Hall of Flame. The engine is now on permanent exhibit and has been licensed as a parade truck.

It joins a second Baldwin truck, a 1955 American La France aerial, which was donated several years ago.

Work is nearing completion on the museum's 1958 Ahrens - Fox / Approved Fire Equipment Company fire engine. Our restorer, Don Hale, had some health issues that prevented him from doing much work on the rig over the past few months. Don is now back on the job (see photo below). In this *Newsletter's* opening story we describe a Model C Mack fire engine donated to the museum in early June of this year. The engine in Don's shop is its inspiration. It was designed by Ahrens Fox salesman Frank Griesser in what was the famous company's last project before its absorption by Mack. Mack used the design of this truck to



build the Model C, which became one of their most successful models. Griesser left the by now defunct Ahrens - Fox and joined the Approved Fire Equipment Company of Island City, New York. Griesser had received no sales commissions from Ahrens - Fox, so he provided Approved with the plans for the model FCB. Under his supervision Approved built seven clones of the Ahrens Fox Model FCB and Griesser sold them in the New York - New Jersey area. Approved called it the Model FCA (the last letter standing for Approved, instead of Beck). Ironically, Approved also went out of business and neglected to pay Griesser his commissions for selling the clones. Our



Don's in the final stages of the truck's restoration.

rig went to the Columbia Engine Company of Oceanside, New York in 1958. It has a 1,000 gpm Hale two stage centrifugal pump and a 750 gallon booster tank. Oceanside sold the rig to the fire department of Chatham, New York, which replaced its Waukesha engine with a Detroit Diesel motor and an Allison automatic transmission in 1973. It remained at Chatham until 2000. Collector Bert Hayenga of Paradise Valley, Arizona purchased the rig and donated it to the museum in Decem-



The 1948 Buffalo is now on exhibit in Gallery 3

In 2009 the museum was the recipient of a fine gift from the West End Fire Company of Stowe, Pennsylvania ~ a 1948 Buffalo Fire Appliance Company fire engine. Museum volunteer Mark Kaufmann had been a fireman in a nearby town and learned that the West End Fire Company was looking for a home for their rig for the usual reason ~ space in the firehouse for a new engine. Mark convinced them that the Hall of Flame would be a good home for their valued friend. The completion of the Hall's collection storage building made it possible to house the rig out of the weather. It needed some body and paint work. As soon as this task was accomplished we plan to put the Buffalo on exhibit in Gallery 3.

West End purchased the engine in 1948 and used it in first line service into the 1980s. Since then the Buffalo was used as a backup rig and a parade truck.

The truck was one of the last fire engines built by Buffalo before its liquidation in 1948. The company's demise is a bit of a mystery, since Buffalo apparatus enjoyed a reputation for quality, and since the post World War II years were boom times for the fire apparatus industry, which was swamped with orders from fire departments which had not been able to obtain new equipment since 1941.

Buffalo opened its doors in Buffalo, New York in 1922 and soon became one of the eastern region's leading suppliers of fire apparatus and fire extinguishers. In 1928 it began making custom apparatus, building sturdy and stylish engines and city service ladder trucks, as well as a wide variety of less expensive apparatus on commercial chassis. In 1939 the company introduced its most attractive design ~ a streamlined engine influenced by the art deco fashion of the 1930s and early 40s. The engine's closed cab has room for five firemen. It has

a 500 gallon booster tank and a 1,000 gpm two stage centrifugal Hale pump. Its original Hercules gasoline engine was replaced by a Detroit Diesel and automatic transmission during the early 80s. It also received a power steering system. These improvements greatly increased the truck's drive ability. We decided to use it as a parade rig.

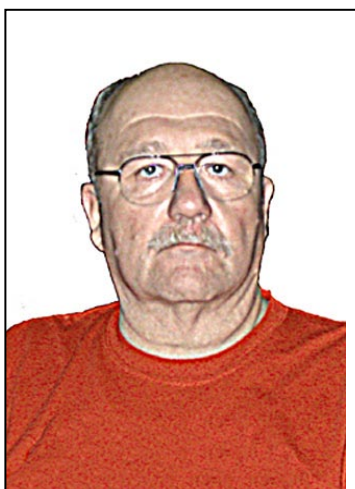
On inspection we found that the truck's hood and front fenders had been repainted with indifferent results. The rest of the truck had the original paint. When Don Hale began to prepare the front end for repainting he found a considerable amount of body damage that had been covered over with large quantities of filler. The photos at right show how the truck looked before and during its refurbishment.

The truck is now fully restored, though the hydro vac and most of the brake system had to be replaced. With its long hood, huge cab, and streamlined body it is a real eye catcher. The cab has plenty of room for kids, and the closed cab provides welcome shelter from the Arizona sun.



Above: Both fenders and the hood were damaged.

Below: In Don's shop.



We are proud to announce that Hall of Flame volunteer Joe Hinkle has been honored as the Citizen of the Year for a lifetime of achievement for his home town of Edgerton, Ohio. Joe and his wife spend the winter months in Arizona, where he volunteers as a tour guide and assistant curator of collections, with special emphasis on the museum's collection of fire department arm patches. Joe was a member of the Edgerton Volunteer Fire Department for twenty six years, retiring as a Captain. Throughout his life as a citizen of Edgerton, Joe has volunteered for a wide variety of civic and church activities. His special civic projects have largely taken the form of sponsoring cleanup campaigns of streets and public areas. As a museum volunteer he donates practically every weekend to leading tours and welcoming visitors. We congratulate him for his receipt of this honor.

New and Renewed Members

Associate Members - \$25

Phil Anderson	Charles Bachini	L. Denny Bahm
Timothy Bingham	John Connolly	Allister B. Cooke
Curtis Cunningham	Joseph Dobson	Rev. John Doherty
Andy Fish	Charles Goddard	Peter Greig
Paul Harrington	Michael Holubec Jr.	J. Richard Hunneman Jr.
Daniel Jager	Thomas Kehoe	Karl Klotz
Bill Page	Bob Piasecki	Peter Reed
Joannie Suchan	Marilyn Ticknor	Angelo Varenna
Leonard Williams	Marti Kaplan	Harold Lockhart
Bernard Lund	Howard Weaver	Raymond Millar

Family Member - \$35

Barbara Lang - Auffret	Laurence Appel	Brian Anderson
John Barton	Richard Batty	James Beavan
Myna Berardinelli	Jaclyn Bielby	Sherry Boas
Eric Brown	Craig Bussiere	Joe Capriotti
Ray Carpena	Dale Clark	Winona Clark
Chris Coffman	Scott Cola	Grant Cole
Wesley Crain	Richard Crandall	Charles Dahlberg
Daniel Dandurant	Kyle Daniel	William Davidson
Nicole De La Rosa	Chris Eberle	Lucy Feuerstein
Linda Francis	Martin Frye	Charles Fullmer
Sarah Gale	Brian Garcia	Kathryn Gates
Fred Guelich	Carol Gurule	Randy Haus
Kerry Henbest	Stephanie Henry	Brabara Henward
Martin Hernandez	Mark Hodge	Michael Keppler
Sondra Kite	Howard Kravetz	Scott Kwiatkowski
James Leber	Brad Ledwith	Dell Lindstrom
Dave Maher	John Mayerhofer	Todd Mayhew
Paula McCall	Michael McCallister	Jennifer McMorran
Denise Millstine	Nancy Nesky	Joy O'Donnell
Leonard Ornstein	Jonathan Ornstein	Christopher Park
Linda Peters	Ed Philpott	Justin Pilkington
Richard Rahn	Teresa Reese	Kent Reinhold
Bill Wing	Craig Sanford	Lance Scott
Kathy Sikes	Aaron Slachter	Renee Slattery
Donald Smith	James Sproul	David Stakebake
Adam Stone	Geraldine Thiele	John Van Dyke
Bethanny Vandercook	Scott Vineberg	Mark Wagner
Floyd Webb		

Black Helmet Brigade - \$60

Edmund Allen, III	Thomas Elliott	Don Grejczyk
John Kohlman	Lindsay Lytle	Joseph MacInday
Cameron McChesney	Bernard Punte	Tad Robins
Lee Smith	Philip Taska	Norman Trela
Jeff Trevas	Al Canfield	Gordon Fowler

Red Helmet Brigade - \$100

Steve Cloutier	Michael Dillon	Olaf Drieschner
Diane Eckstein	Robert Gade	Gene Gehrt
R. Thomas Green	Joe Hinkle	Lydia Kolsch
F. Richard Leininger	Conrad Marcione	Michael Mayberry
W.B. McIlvaine	Scott McLean	Fred Mills
Jonathan Nied	Alan Nielsen	Dean Pedrotti
Edwaed Rominger	Marshall Sanford	Douglas Schermerhorn
Col. A. Park Shaw	Richard Sheldon	Michael Stemmler
David Thompson	Gary Thurston	Howard Weaver

White Helmet Brigade - \$250

David Costello	Michael Newburger
Fred Rice	Thomas Steely

Contributing - \$500

Peter Molloy

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
Robert Baumgarten	James Benson	John Bliven
Steve Buettner	Clayton Dillahunty	Ed Dominello
Thomas Dryfhout	J. M. Ellison	Thomas Etter
Carl Fox	Greg Fuentes	Robert Gibbons
Carolyn Green	William Harvey	Timothy Hellyer
Mike Henning	Dennis Hoffman	Steven Howard
Dan Howard	KIRK HUMBRECHT	Toby Ingram
Jürgen Karheiding	Martin Kennedy	Scott LaGreca
David Laurie	Don Marsh	George Moore
Robert Morgan	Earl Moy	Thomas Parrish
Larry Peterson	Greg Pitlock	Daniel Reilly
Jeremy Roberts	Robert Schoff	Mark Skrainar
Gilbert Strawn	Norm 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

OFFICERS AND DIRECTORS

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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
Don Buck	Bob Mc Nulty	Stephanie Schundry	Louise Thornton
Dan Reilly	Karen Ferek	Linda Pike	

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