


Hall of Flame

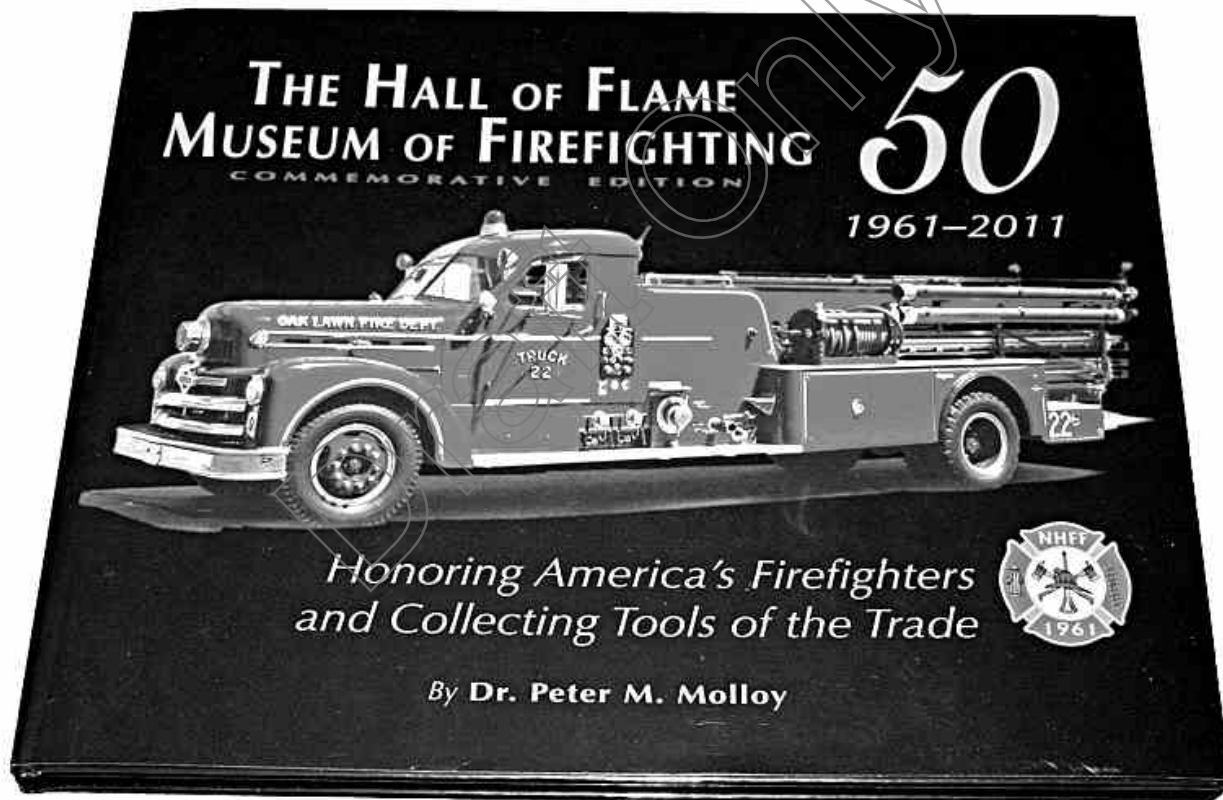


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News

Spring 2013

Museum Publishes 50th Anniversary Commemorative Volume

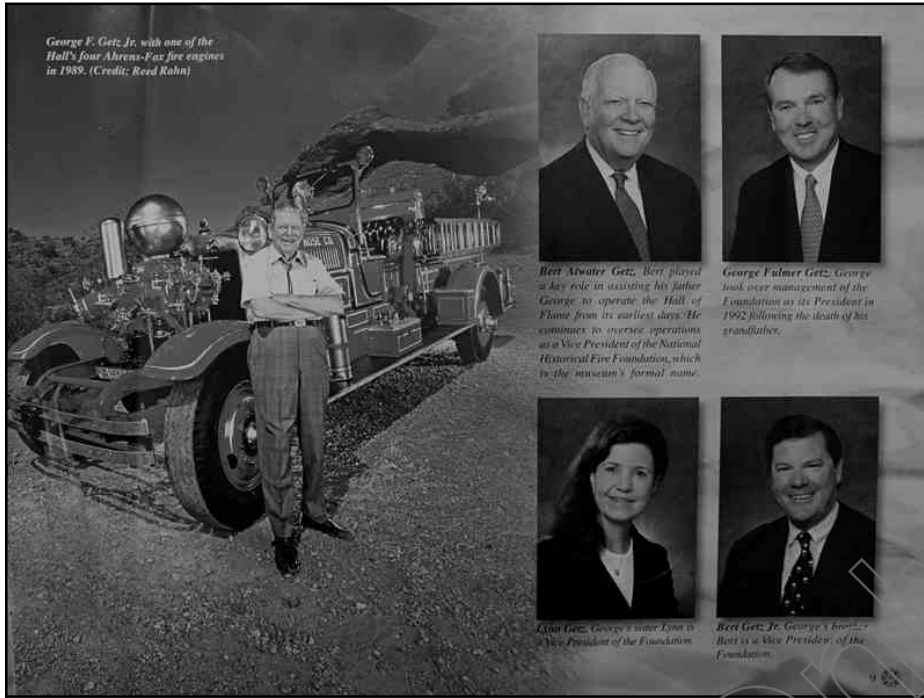


On the cover is the museum's 1955 Seagrave quad fire engine donated by the Fire Department of Oak Lawn, Illinois

In 1956 Chicago businessman George F. Getz, Jr. began to collect classic fire apparatus and equipment. His enthusiasm grew from a fire engine that his wife Olive gave him for a Christmas present in 1955. A few months before he and Olive were driving through Chicago and saw an old fire engine parked by a fire house. Mr. Getz thought that it might be fun to keep an old fire engine at their home in Lake Geneva, Wisconsin to provide rides for local children. Mrs. Getz called an American La France dealer and asked if he knew of any old fire engines for sale, and was told to contact the Oshkosh, Wisconsin FD. The department had recently bought a new engine and

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George F. Getz, Jr. with one of the Hall's four Ahrens-Fox fire engines in 1989. (Credit: Reed Rohm)



Bert A. Getz. Bert played a key role in assisting his father, George, to operate the Hall of Flame from its earliest days. He continues to oversee operations as a Vice President of the National Historical Fire Foundation, which is the museum's formal name.



George F. Getz. George took over management of the Foundation as its President in 1992 following the death of his grandfather.



Lynn Getz. George's sister Lynn is Vice President of the Foundation.



Bert Getz, Jr. George's brother Bert is a Vice President of the Foundation.

Left: George F. Getz, Jr. in 1988. Right: Bert A. Getz, George F. Getz, Lynn Getz, and Bert Getz, Jr.

Hall of Flame. In 1971 he moved the museum to his new home in Arizona, opening its present Phoenix location in 1974.

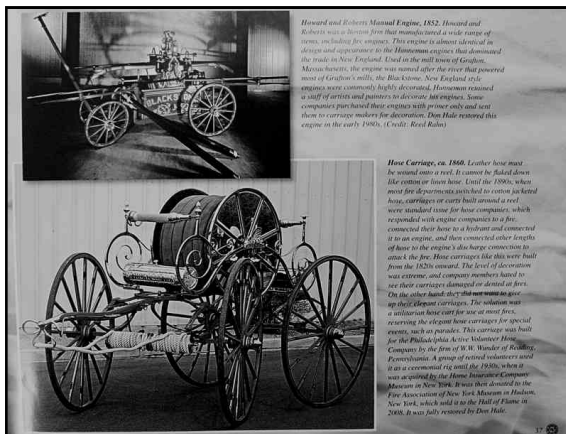
The 200 page book tells the Hall of Flame's story through chapters that describe the history of American and English firefighting from the 18th century to the 1970s. Other chapters deal with wildland firefighting in the United States and the National Firefighting Hall of Heroes, which honors American Firefighters who have died in the line of duty or who have been recognized for acts of heroism. There are well over one hundred color and black and white photographs of the exhibits, as well as a textual history of firefighting.

were seeking to sell their 1924 Type 12 American La France pumper. Mrs. Getz made a deal for the engine and on Christmas day she and the Getz' son Bert presented Mr. Getz with the rig. Mr. Getz soon found other pieces of fire apparatus for sale and became an active collector.

In 1961 he decided to establish a foundation which he called the National Historical Fire Foundation, to support the operations of a museum, which he called the

The book is available from the Hall of Flame for \$50.00, including shipping by Priority Mail. To order a copy, call the museum at 602 275 3473. The museum accepts AMEX, Mastercard, Visa and Discover cards.

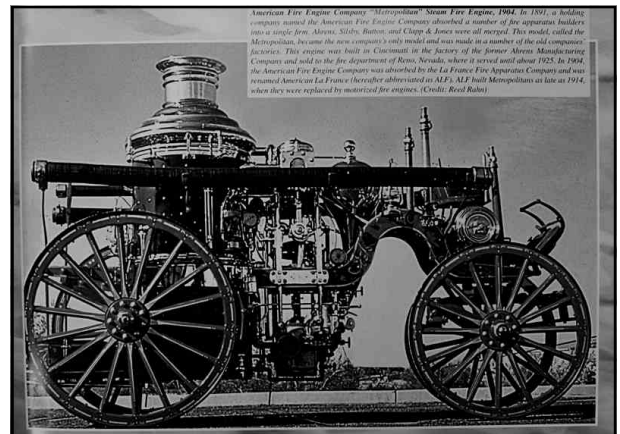
Museum members can purchase the book \$ 45.00, including shipping. It's also available as a member premium for Red Helmet and White Helmet categories.



Howard and Roberts Manual Engine, 1852. Howard and Roberts was a firm that manufactured a wide range of items, including fire engines. This engine is almost identical in design and appearance to the Hunsom engine that dominated the trade in New England. Used in the mill town of Andover, Massachusetts, the engine was named after the river that powered most of Andover's mills, the Black Stone. New England style engines were commonly highly decorated. Hunsom retained a mill of Andover and passed it down to his sons. Some companies purchased these engines with pride only and sent them to carriage makers for decoration. Don Hale restored this engine in the early 1980s. (Credit: Reed Rohm)

Horse Carriage, ca. 1860. Leather hose must be wound onto a reel. It cannot be laid down like cotton or linen hose. Until the 1880s, when most fire departments switched to canvas or rubber hose, carriages or carts held around a reel were standard issue for horse companies, which expanded with engine companies as they connected their hose to a hydrant and connected it to an engine, and then connected other lengths of hose to the engine's also large connection to make it flow. These carriages fit the work built from the 1820s onward. The level of decoration was extreme, and company members had to wear their carriages damaged or dented if they. On the other hand, they also were an opportunity to display carriages. The white was a silhouette horse cart for use at most fire engines, not by parade. This carriage was built for the Phoenix Active Volunteer Fire Company by the firm of W. B. Wheeler of Bradley, Pennsylvania. A group of retired volunteers used it as a ceremonial rig until the 1950s, when it was acquired by the Home Insurance Company Museum in New York. It has been donated to the Fire Association of New York, Museum in Hudson, New York, which sold it to the Hall of Flame in 2008. It was fully restored by Don Hale.

The book contains high quality photos and descriptive text for all wheeled objects and many other parts of the collection.



American Fire Engine Company "Metropolitan" Steam Fire Engine, 1904. In 1891, a holding company named the American Fire Engine Company absorbed a number of fire apparatus builders into a single firm. Ahrens, Stebbins and Clapp & Jones were all merged. This model, called the Metropolitan, became the new company's only model and was made in a number of the old companies' factories. This engine was built in Canton, in the factory of the former Ahrens Manufacturing Company and sold to the fire department of Reno, Nevada, where it served until about 1928. In 1942, the American Fire Engine Company was absorbed by the La France Fire Apparatus Company and was renamed American La France (thereafter abbreviated as ALF). ALF built Metropolitan as late as 1914, when they were replaced by motorized fire engines. (Credit: Reed Rohm)

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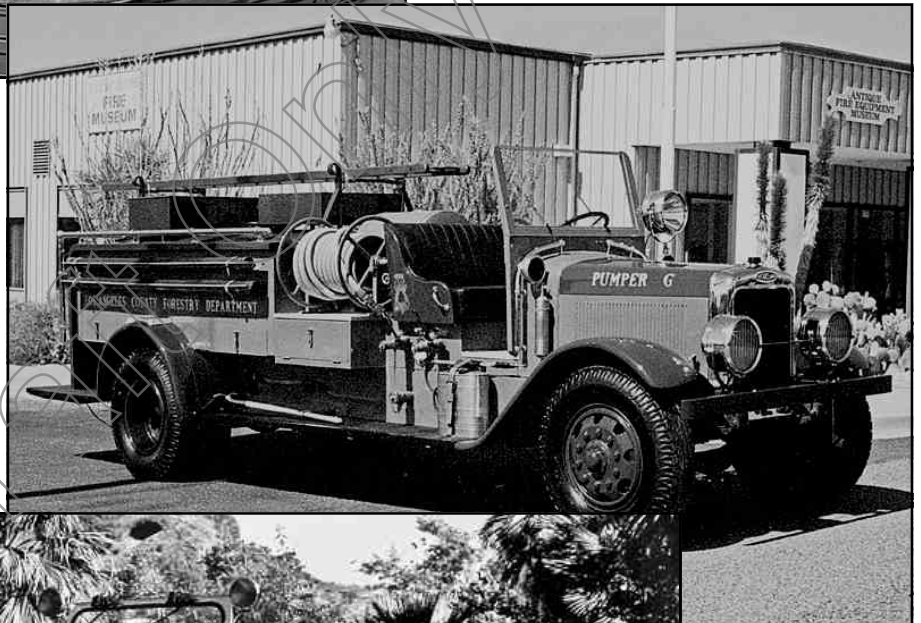
50th Anniversary Commemorative Volume (Continued from page 2)



*Mack Model C Engine.
The Baldwin, New York Fire Department bought this Mack Model C engine in 1966, toward the end of Model C production. Baldwin restored an open cab, a rarity for the late 60s, as well as a Mack gasoline motor. During the 1980s, the department replaced the gasoline V-12 with Mack's largest diesel engine, and also rebuilt the Waterous pump.*

Left: The Fire Department of Baldwin, NY donated this 1966 Mack Model C fire engine. Baldwin kept the rig in perfect condition. It's a popular parade rig.

Below: Gene Austry donated this rare 1930 Moreland brush truck once used by the Los Angeles Department of Forestry, which was absorbed into the LA County FD. Museum restorer Don Hale returned the truck to its 1930s appearance.



Left: This 1931 Ahrens Fox Type N fire engine served the New York town of North Tarrytown until well into the 1950s. It was restored by Don Hale. It's pictured here in the Papago Park of Phoenix.

Twenty Five 1 : 72 Scale Aircraft Models Join Wildland Firefighting Exhibit



The models are on display in two large cases. Each model is labeled and described in a printed catalogue. At left is a diorama of a P-3 tanker dropping retardant on a fire, and a variety of single and multi engine aircraft. Below are models of a Martin Mars, a DC-6 tanker, a PBY Catalina, and a P2V Neptune, among others.



Last Fall the Phoenix Chapter of the Plastic Modelers Society donated twenty five scale models of aircraft used to fight wild fires from the 1930s to the present day. The club built the models for a modelers' convention, and donated them to the Hall of Flame so that visitors could continue to enjoy them. The aircraft are plastic kit models of aircraft that were converted from mili-

tary or commercial use to tankers used by private contractors or by state and federal firefighting agencies. Each model has been carefully painted and decorated to match the configuration of one of these agencies. All twenty five models are of on exhibit in two large cabinets in the wildland firefighting gallery



Left: A Grumman F7F Tigercat fighter/bomber converted to an air tanker. Used by the Marine Corps in the 1950s, Tigercats found extensive use as air tankers in the American West in the 1960s and 70s. Model by Keenan Chittester.



A Lockheed P-3 Orion four engine converted anti submarine warfare patrol aircraft, purchased by Aero Union, a California based air tanker contractor, drops retardant on a forested area. Model and diorama by Craig Pierce.



Above: A Sikorsky S-64 Skycrane helicopter can carry over 2500 gallons of retardant and has a pump that can refill its tank drafting from a lake in a very short period of time. Model by Chris Nadeau.

Right: A Lockheed P-2 Neptune. This is another converted anti submarine patrol aircraft built in the 1950s. This model is decorated in the scheme of the Aero Union Company. It can carry over 3,000 gallons of retardant. Model by Bruce Briggs.



Museum Receives Another Great Addition: A 1972 Crown Firecoach Engine



Left: The Crown engine at Dave Barron's house in the summer of 2012. Dave's father drove the rig for several years during his career as a firefighter in the city of Orange, California.

Right: The Crown engine in service in the city of Orange, California around 1985. With the exception of faded paint, the rig today is identical to its appearance thirty years ago. The roof was an after market device that was commonly used to provide protection from sun and rain.



Last summer we were fortunate to be the recipient of a Crown Firecoach fire engine used for about 25 years by the fire department of the City of Orange, California. Retired LA County firefighter Dave Barron donated the rig, which his father had driven for years as a member of the City of Orange FD. Crown dominated the fire apparatus market in California from the 1950s through the 80s, building well over 800 pieces of apparatus. The vast majority of these rigs were designed for large city fire departments: large pumpers, a variety of aerials, snorkels, rescue trucks, quints, squirts, and hose wagons. Models from the 50's through the late 70s were almost identical in appearance. In 1982 the company phased out its line of fire apparatus in favor of its more profitable bus manufacturing side.

The LA city and county fire departments purchased almost 300 crowns over a period of thirty years. Crowns were noted for their rugged construction and finely crafted chassis and equipment. Many departments were happy to place themselves on long waiting lists and pay a premium for Crown apparatus.

Our rig is a typical Crown pumper, serial number F1672, with a 1500 gpm Waterous pump, a 400 gallon booster tank, and a powerful 885 cubic inch Cummins 380 HP diesel motor. It can cruise easily at over 70 miles per hour and still pumps well. Its only need is a new coat of paint.

Thanks for your membership support!

New and Renewed Members

Associate Members — \$25

Philip Anderson	Harland Gove
Charles Bachini	Daniel Jager
George Childs	Thomas Kehoe
John Connolly	Harold Lockhart
Alister B Cooke	Vic Massenkoff
John Doherty	William Page
Andy Fish	Peter Reed
Daniel Glenn	Marilyn Ticknor
Charles Goddard	Leonard Williams
Richard Goddard	Amy Woodrick

Black Helmet Brigade — \$60

Cory Adams	Darwin Lomdyaktewa
Edmund Allen, III	Joseph MackInday
Robert Baumgarten	Bernard Punte
Al Canfield	Edward Rominger
Charles Dahlberg	Philip Taska
Thomas Elliott	Norman Trela
William Ericson	Jeff Trevas
Gordon Fowler	Jonathan Umbdenstock
Don Grejczyk	Howard Weaver
James Johnson	Eric J. Wieser

Red Helmet Brigade — \$100

Norman Arendt	Conrad Marcione
Ray Bowman	Don Marsh
Skip Carney	Fred Mills
Steve Cloutier	Paul Mott
Michael Dillon	Michael Newburger
Olaf Drieschner	Alan Nielsen
Diane Eckstein	Dean Pedrotti
Gene Gehrt	Jean-Michel Reed
R. Thomas Green	Mike Richardson
Joe Hinkle	Col. A Park Shaw
Lydia Kolsch	Thomas Steely
Howard Kravetz	Michael Stemmler
Scott La Greca	David Thompson
F, Richard Leininger	Gary Thirston

White Helmet Brigade — \$250

Chief Fred Rice

Benefactor — \$1,000

Rhett Butler

Life Member — \$3,000

Battalion Chief Thad Dahl
Ron Saeger
The Trail of Painted Ponies

Family Members — \$35

Paul Abe	John Gebert	Leonard Ornstein
Christopher Agrela	Colleen Gish	Carley Peters
Donald Aldrich	Thomas Griffin	Ed Philpott
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The Hall of Flame is operated by the National Historical Fire Foundation.

The Hall of Flame is in the Phoenix Papago Park, across Van Buren Street from the Phoenix Zoo.

The museum is open 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

Web Site:
<http://www.hallofflame.org>

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

♣ HALL OF FLAME VOLUNTEERS ♣

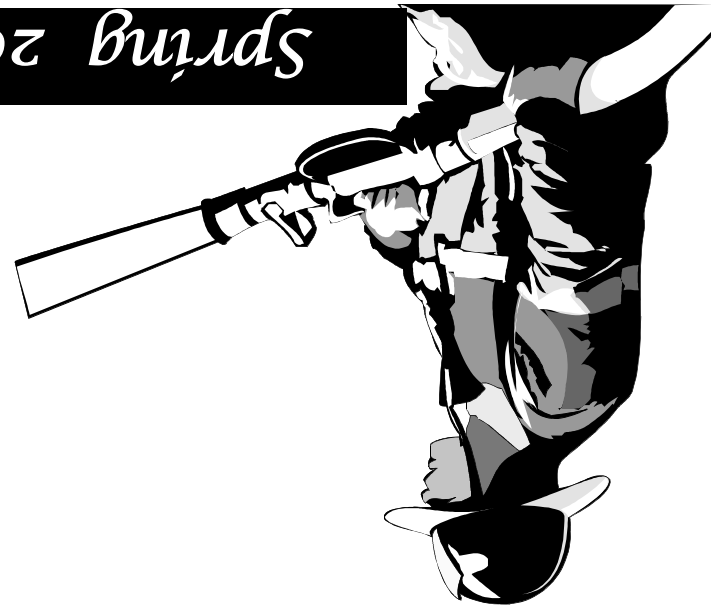
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NATIONAL HISTORICAL FIRE FOUNDATION
6101 East Van Buren Street
Phoenix, AZ 85008