

On July 11, 2007 Fire Photographer Bob Bartosz took a very unusual photo of a famous notorious feared "Fire Dragon." This photo was taken after a fast moving thunder storm passed through South Jersey, leaving many lightning strikes. One lightning strike caused a disastrous 4 Alarm fire after hitting a huge storage tank which contained "Xylene" at the Sunoco Refinery Plant off Rt 130 in West Deptford Twp (Gloucester County).

**If you look closely at the photo you can see the neck of the Dragon with his head forming with his two glowing eyes of fire and his mouth blowing flames.**

(C) Photo by Bob Bartosz Box 226, Wenonah, NJ 08090

**Fall/Winter 2007**

# **TURN OUT**

# TURN OUT

## The Official Newsletter of the IFBA

Published Twice Yearly—Spring and Fall

### **The purpose of the IFBA is**

**"To serve as a common ground for Fire Buffs, active in promoting the general welfare of Fire Departments, allied emergency services, their officers and members."**

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### **Subscription Information**

*Turn Out* is available free of charge via internet website at [www.ifba.org](http://www.ifba.org). You may download and print each edition free; however, you may not sell or otherwise profit from selling printed copies.

Those individuals or clubs wishing a printed copy of *Turn Out* in lieu of obtaining through the website should contact Jim Williamson for additional information and pricing.

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### **Submission Policy**

*Turn Out* has an "open submission" policy. We encourage immediate submission of stories on fires and events "when they happen." More than one submission per issue is welcomed and encouraged.

Authors are strongly encouraged to submit articles electronically to the e-mail address noted below. As an alternative, articles may be submitted on CD or disk, or as a last alternative, in written form.

Electronic files should be prepared using a major word processing program, such as *Word* or *WordPerfect*. You may always submit an article in "text" format also.

Pictures should be digitized at 300 dpi resolution to allow for sizing. **All photographs must be captioned** and acknowledge the photographer. Of course, photos should be sharp and clear. Full color photos are encouraged.

Once submitted, all articles and pictures become the property of *Turn Out*.

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### **Deadlines**

Publishing date May 1, 2008—**Submission deadline April 15, 2008**

Publishing date November 1, 2008 - **Submission deadline October 10, 2008**

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# INTERNATIONAL FIRE BUFFS ASSOCIATES, INC.

## MEMBER CLUBS

### Region 1

Boston Sparks Assoc., Inc.  
Box 22 Associates  
Box 41 Associates  
Box 52 Assn., Inc.  
Box 61, Inc., Portland Fire Buffs  
Connecticut Fire Photographers Assn.  
Connecticut Special Signal Assn.  
Essex County Fire Wardens Assn.  
Middlesex County Firefighter & Fire Wardens Assn.  
Providence Citywide Fire Network  
Special Signal Fire Assn.  
The Leather Helmet Society  
TAC-9 Radio/Paging

### Region 2

The Fire Bell Club of New York, Inc.  
New York Central Radio System, Inc.  
Massey Shaw and Marine Vessels Preservation Society LTD  
Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America (SPAAMFAA)  
Third Alarm Assn., Inc.

### Region 3

Anne Arundel Alarmers Assn., Inc.  
Box 234 Assn., Inc.  
Box 414 Assn., Inc.  
Central Alarmers, Inc.  
Central Pennsylvania Fire Buff Assn.  
Firecom / Newslink  
Friendship Fire Assn.  
Greater Springfield Volunteer Fire Department, Inc.  
S. H. C. Assn.

### Region 4

Box 15 Club, Inc.  
Box 27 Associates  
Box 42 Associates, Inc.  
Central Ohio Fire Buff Associates  
Extra Alarm Fire Assn., Inc.  
Fire Notification Network of Michigan  
Fire Page Ohio  
Hamilton Fire Relief Co. 20  
Western Reserve Fire Buffs Assn.  
Western Reserve Fire Museum of Cleveland Ohio, Inc.

### Region 5

Box 4 Fire Buff Assn., Inc.  
Firefighting Historical Society, Inc.  
Fort Worth Red Helmets  
Greater Houston Fire Buffs  
International Fire Photographer's Assn.  
Little Elm Support Group 20  
Plano Fire Rescue Associates  
Signal "51" Group

### Region 6

5-11 Club, Inc.  
10-87 Club of Greater Rockford  
Extra Alarm Assn. of the Twin Cities  
Metropolitan Emergency Support Services, Inc. (M. E. S. S.)  
Metropolitan Fire Associates, Inc.  
Milwaukee Fire Bell Club, Inc.  
Milwaukee Fire Historical Society, Ltd.  
Moline Second Alarm Assn.  
Racine Fire Bell Club, Inc.  
Waukesha County Emergency Support & Rehab Inc.

### Region 7

2-11 Assn. Phoenix Fire Buffs, Inc.  
Box 15 Club of Los Angeles  
Fire Associates of Santa Clara Valley  
Mountain NewsNet  
Peninsula Fire Buff Club  
Phoenix Society of San Francisco  
Pioneer Hook and Ladder Company  
St. Francis Hook & Ladder Society  
Seattle Fire Buff Society  
Tacoma/Pierce County Fire Buff Battalion

### Region 8

Box 8 Club of St. Louis, Inc.  
Box 55 Assoc.  
Indianapolis Fire Buffs

### Region 9

Bayonne Fire Canteen, Inc.  
Bell & Siren Club, Inc.  
Box 54 Club  
FireCom Emergency Radio of NJ  
Gong Club, Inc.  
Signal 22 Assn., Inc.  
South Jersey Fire Photographer's Assn.  
Second Alarmers' Assn. & Rescue Squad of Philadelphia, Inc.

### Region 10

Box 12 Assn., Toronto  
Box 43 Assn.  
Club Appel-99 Quebec  
The Ontario Fire Buffs Associates, Inc.  
Greater Toronto Multiple Alarm Assn.

### Region 11

Broward Assn. For The Relief of Firefighters  
Central Florida Fire Buffs  
Metropolitan Fire Assn. of Atlanta, GA.



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October 6, 2007

Greetings Fellow Fire Buffs,

I am truly honored to serve as the President of this fine fraternity of people. While we all buff differently, it is our love and respect for the firefighters and the job that they do that brings us all together. It is my intention to try and attend as many regional meetings as I can.

I would be remiss, if I did not extend my appreciation and congratulations to Gerry Mahoney and the entire NEFCON 07 crew for a wonderful convention in Cambridge. Gerry successfully coordinated the efforts of all the Region 1 clubs, which participated, and set a standard for future conventions to strive for.

This year the Racine Fire Bells will be celebrating their 60<sup>th</sup> year of service and hosting the 2008 Convention. The convention will be held next August 13<sup>th</sup> -16<sup>th</sup>. The host hotel, the Racine Marriot is conveniently located and offers free parking. The club has apparatus displays, apparatus manufacturer's tours, informational seminars, and the opportunity to meet old friends and make new ones. Visit the Fire Bells' web site [www.racinefirebells.org](http://www.racinefirebells.org) for updated information.

It is never too early for clubs to start thinking about an exceptional member of their organization, who they feel is deserving of the "Henry N. Wilwers Fire Buff of the Year" award. The nomination is as easy as forwarding a resume to the Executive Office that states the reasons why the club believes the nominee should be considered.

I wish you all the best for 2008 and hope to see all of you in August at Racine.

Sincerely,

John T. Degenhardt  
IFBA President 2007-2008

***56th Annual International Fire Buff Associates Convention  
Racine, Wisconsin - August 13th to the 16th, 2008  
Tentative Schedule***

***Wednesday – August 13th***

- 0900 Registration Opens – All Day  
1200 Tours – Firehouse 3 Museum, Dispatch Centers  
1300 IFBA Executive Board Meeting - Mt Pleasant, Caledonia, Sturtevant  
Apparatus Display at Hotel  
1800 Opening Ceremonies, Fire Chief's Reception to follow

***Thursday – August 14th***

- 0700 Buffet Breakfast at the Hotel  
0830 Racine – North Side Apparatus / South Side Apparatus  
1100 SC Johnson Wax – Waxdale Orientation/Fire Protection Tour  
1200 Lunch - Waxdale  
1330 Somers, Kenosha, and Pleasant Prairie Apparatus  
1600 Back to the Hotel – Dinner on your own  
1900 Workshops, Area Fire Buffing, FH 3 Museum

***Friday – August 15th***

- 0700 Buffet Breakfast at the Hotel  
0900 General Membership Meeting – IFBA  
1130 Delegates/Alternate Lunch  
1300 Open Afternoon – Workshops - Dinner on your own  
1900 2009 Convention Preview, Area Fire Buffing, Ice Cream Social

***Saturday – August 16th***

- 0700 Buffet Breakfast at the Hotel  
0845 Union Grove, Kansasville & Raymond FD (Racine County Fairground)  
1030 LDV Emergency Vehicles / US Tank Apparatus Display  
City/Town of Burlington FD, Burlington Rescue Apparatus Display  
1215 Cotton Exchange Hwy 20/83 – Lunch  
Waterford, Rochester, Tichigan, Wind Lake Apparatus Display  
1500 Arrive back at hotel  
1830 Cocktails/Banquet, Installation of Officers, FB of the Year

***Sunday – August 17th***

- 0700 Breakfast on your own at Hotel

***Possible Workshops***

- Rehab Canteen Service  
Web Site Layout  
Fire Buff Communications (Radios/Pagers)  
Wills & Trusts  
Newsletter Layout  
Digital Photography  
MABAS Presentation  
Grants and Funding

*TurnOut  
Fall/Winter 2007*

***Area Attractions – Points of Interest***

**Come two days early, or leave two days late and  
enjoy many other attractions in the area.**

***Fire Museums***

**Aurora Fire Museum – Aurora, IL  
Elgin Fire Museum – Elgin, IL  
Chicago Fire Museum – Chicago, IL  
Milwaukee Fire Historical Society Museum/Safety Center  
Firehouse 3 Museum – Racine, WI  
Fire Bell Farm – Slinger, WI.**

***Railroad Museums***

**Illinois Fire Museum – Union, IL  
Rossville Depot Railroad Museum – Rossville, IL  
New Rochelle, IL – Major railroad crossing for Union Pacific,  
and Burlington Northern  
National Railroad Museum – Green Bay, WI  
East Troy Electric Trolley Museum – East Troy, WI**

***Other Area Attractions***

**Many area Golf Courses  
Milwaukee Zoo  
Racine Zoo  
Dog Track Racing – Kenosha, WI Dairyland Track  
Potowamati Gambling & Bingo – Milwaukee, WI  
Gurnee Mills Mall - Gurnee, IL  
Factory Outlet Mall – Kenosha, WI  
Grand Avenue Mall – Milwaukee, WI  
Regency Mall – Racine, WI  
Prime Outlet Mall – Kenosha, WI  
Six Flags Great America Amusement and Water Park – Gurnee, IL  
Milwaukee Brewers/Chicago Cubs**

***Marriott Hotel Lodging - \$95 a night + tax. No Parking Fees***

***Convention Registration Fee (Tentative) - \$185***

**Optional Ladies Program tentatively planned – Grand Tour of Lake Geneva,  
WI including lunch is planned for Friday August 15th. Cost Estimate \$40/  
person. Includes a boat tour of Lake Geneva, playground for many rich and  
famous people from the Midwest and across the country plus time for shop-  
ping in downtown Lake Geneva.**

**Child Care will be provided for the Banquet.**



## International Fire Buff Associates, Inc.

11017 N. Redwood Tree Court  
Mequon, WI 53092-4338

### Executive Office

January 28, 2008

To: All IFBA Member Groups and Associate Members

Subject: Nominations for the "Henry N. Wilwers Fire Buff of the Year" Award—2008

According to Article 8 of the IFBA By-Laws, all Active Member Groups and Associate Members are eligible to submit nominations for the "Henry N. Wilwers Fire Buff of the Year" award to be presented at the 56th Annual Convention in Racine, WI on Saturday, August 16, 2008 at the convention banquet.

Names of candidates for the award along with a resume stating the reasons for the person's nomination must be received by the Executive Office no later than June 1, 2008 in order to be considered by the Fire Buff of the Year Committee for the 2008 presentation. The IFBA operates on a fiscal-year basis, July 1 to June 30, for this award.

The Executive Office urges you to make this subject matter a top priority. This is a very great honor for the recipient and we are asking all clubs to put forth their effort in submitting these resumes. Surely you all have outstanding fire buffs in your midst, who may be deserving of this honor. If you have previously submitted a candidate and your candidate has not been selected, that name may be re-submitted. Only members of the IFBA Member Groups and Associate Members are eligible for this award. Our most recent award was **Jerry Traub** of the **Indianapolis Fire Buffs**. Please refer to the attached information regarding this award as provided by the "Fire Buff of the Year" Committee and the list of previous honorees. You may contact me at the address below for any information concerning this award.

It will be greatly appreciated if the nominations and resumes are forwarded to this office at the below address as soon as possible to allow the Fire Buff of the Year Committee sufficient time to study these nominations and make their final selection. Any names submitted after June 1 will not be considered.

Note: Do not submit these resumes to any member of the committee, as they must be officially logged in with the Executive Office for the permanent file. Otherwise, they will not be considered. We appreciate your attention and cooperation in this matter.

Sincerely your in good Fire Buffing,

William M. Mokros, Executive Vice President  
11017 N. Redwood Tree Ct., Mequon, WI 53092-4338  
262-512-0234, Fax 262-236-0095  
E-mail: executiveoffice@ifba.org

## **“HENRY N. WILWERS FIRE BUFF OF THE YEAR” AWARD**

We, the members of the “Fire Buff of the Year” Committee, would like to take this opportunity to re-emphasize IFBA’s interest in the continuation of this Award for many years to come, and to expand somewhat on the information contained in the accompanying letter from the Executive Vice President regarding the nominations for the 2008 Award.

The “Fire Buff of the Year” Award, as it was first known, was established in St. Louis in 1967 to honor the man or woman who best exemplifies the qualities that distinguish a Fire Buff’s outstanding achievements in the interests of the IFBA and/or the avocation of Fire Buffing. It has been awarded annually since that time. In April 1976 the name of the Award was changed to further honor its first recipient, Henry N. “Hank” Wilwers.

Any Active Member Group or Associate Member may nominate a member of an IFBA Member Group or an Associate Member to receive the honor. Nominations must be made, in writing, to the Executive Office, as described in the attached letter.

There are no specific “qualifications” or “standards” that must be met. The Committee considers (among other attributes): service to IFBA, service to the local buff club or clubs, service to local fire departments or agencies, service to national fire agencies, assistance to the fire service community in general. The “key word” is, of course, “**service**.” A simple resume, supported by letters of recommendation, is all that is required by the Committee.

If a nominee is not selected, this does not signify a “pink slip” rejection for all time. It simply results from the fact that only one candidate is chosen annually. Should the nominator(s) wish a nominee to be re-considered the next year (or at a later date), a letter to that effect is the only requirement (all files are maintained for a number of years). The Committee does not automatically review these files each year - a re-nomination must be made.

The Committee protects the confidentiality of its deliberations and the identity of the honoree is not made public until the Award Ceremony at the annual convention banquet, nor does the Committee divulge the rationale for its selection, beyond the biographical data presented at the banquet, when all present learn of the accomplishments of the Award winner.

We would like to urge all IFBA Regional Vice Presidents and Member Group officers to make their constituents more aware of this fine opportunity to honor one of their own with this prestigious Award. There are many IFBA’ers who are qualified to join the previous honorees who have been recognized for their accomplishments.

Phil Reid, Chairman  
Noel Kerkhoff  
Stuart M. Nathan



# Region 1

Boston Sparks Assoc., Inc.  
Box 22 Associates  
Box 41 Associates  
Box 52 Assn., Inc.  
Box 61, Inc., Portland Fire Buffs  
Connecticut Fire Photographers  
Assn.  
Connecticut Special Signal Assn.  
Essex County Fire Wardens Assn.  
Middlesex County Firefighter & Fire  
Wardens Assn.  
Providence Citywide Fire Network  
Special Signal Fire Assn.  
The Leather Helmet Society  
TAC-9 Radio/Paging



# Essex County Fire Wardens' Association



Delve into Museums & History

Unfortunately it is with deep regret that we must inform the brothers that the Last Call Box was struck for our long time Secretary and member of the Ipswich Fire Department, Norman F. Stone, Sr. on September 6<sup>th</sup> in Ipswich, Massachusetts.

Our meetings have been enhanced with the availability of local museums that have welcomed us to meet and have collations; while availing us the opportunity to present various programs, as well as, to view the restorations of hand engines, towers and alarm systems and antique fire gear.

In the town of Newbury, Mass. is the ***American Hand Engine Society Museum***, 0 Morgan Avenue, Newbury, Mass., which has the following on display:



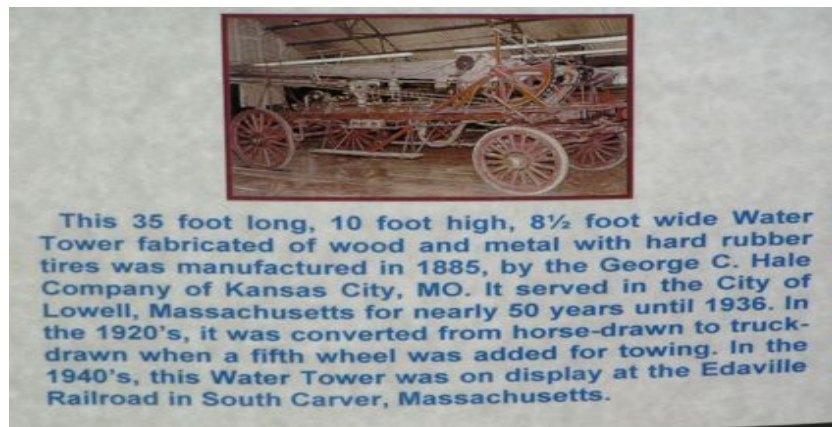


Presented at this meeting was a movie of Fires in Essex County that were historical and went back over 50 years; compiled by Retired Fire Fighter Dave Williams of the Gloucester Fire Department.

**Haverhill Fire Department Museum**, 75 Kenoza Avenue, Haverhill, Mass., has the following on display:



We were welcomed by Retired Fire Chief John Hammel and the volunteers of the museum. We viewed a slide presentation by Retired Fire Fighter John McGuire of the Great Haverhill Fire which devastated the business district. Fire Fighter John McGuire also manned the Andover Fire Tower until a short time ago. Coincidentally the fire happened during Chief Hammel's watch.







**Peabody Historical Fire Museum**, located on Felton Street, Peabody, Mass. was dismantled and rebuilt at the present location. The building originally was used by Peabody Engine Company No. 3 on Endicott Street and was moved to the Historical Society's Brooksby properties in 1990. It was built in 1875. At one time the hitch was hung from the ceiling and the team backed into it.



We were afforded the opportunity to have the museum and the grounds for our annual picnic made possible by the Historical Society's President William Power.





A chemical plant explosion in Danvers, Mass. leveled an entire neighborhood last Thanksgiving. Outside of injuries from glass and debris, there were no fatalities and this could have been worse. Beyond the width of a street for the perimeter fire and about a thousand feet of the chemical plant is a large storage area for a propane distributor whose glass windows in the showroom were shattered .

The blast was heard over forty miles away in Maine and New Hampshire along with vibrations that had many thinking that there was an earthquake.

At our annual dinner meeting with the Rockingham County Fire Wardens Association, New Hampshire and hosted by Georgetown Erie Four Fire Company, Georgetown, Mass., we had the pleasure of Deputy Chief Kevin Farrell of the Danvers Fire Department present a compilation of slides, videos and audio transmissions from the news services and citizens. He emphasized the procedures followed and the successes they had by meeting with the emergency services on scene, which coupled the state and federal agencies.

They do travel with the presentation in the state, and it would be worth contacting him to see if they have something that could be presented by others outside of Massachusetts area.



June 2007—Three township departments stopped this early morning apartment fire on the far-southside of Marion County (Indianapolis) with no injuries reported. Photo by Tod Parker



# Region 5

Box 4 Fire Buff Assn., Inc.

Firefighting Historical Society, Inc.

Fort Worth Red Helmets

Greater Houston Fire Buffs

International Fire Photographer's Assn.

Little Elm Support Group 20

Plano Fire Rescue Associates

Signal "51" Group

# GREATER HOUSTON FIRE BUFFS

PO Box 687

DeSair, Texas 77402

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President Jerald Ricks Vice President Mike Pack Secretary/Treasurer Tom McDonald

## ONLINE Fall 2007 "Turnout" Report By Tom McDonald

(Photos also by him unless otherwise noted)

### 2007 HFD Activity

So far this year, the multiple-alarm fire activity in Houston has kept pace with the two previous years, which were both record-setting. 2006 ended with a new record of 72 multiple alarm fires (or the equivalent), and 2007 is on a pace to end with approximately 70. As of late September, HFD has had 50 multiples in 2007.

The most talked-about multiple of the year so far was a 4-alarm fire in an occupied 6-story office building on March 28 in which 3 occupants died and an HFD Captain was rescued from a fifth floor window after issuing a Mayday and running out of air. I wrote a lengthy article about this fire that appeared in

the June issue of *Firehouse*.

Late this summer, HFD administrators released an internal report to the media about that fire which praised the department's overall performance, but which did reveal a number of policy and procedural missteps that hampered operations, including the fact that the Captain mentioned had separated from the rest of his crew.



Above: HFD Tower 6 operates two master streams at a 3-11 apartment fire at W Gulf Bank & Antoine in northwest Houston on August 20

Left: Firehouse magazine's June cover showed dramatic HFD rescues during a mid-rise office building fire on March 28. (Photo: Brandon Jacob, GHFB).

### HFD run highlights for 2006

Run totals are out for 2006. Here are some highlights. Note that all units are numbered same as the station at which each is quartered (e.g. E28, L28, and DC 28 are all from Station 28).

#### Busiest Engines

Co	Runs
51	3552
28	3440
35	3387
55	3353
33	3260
67	3255
68	3241
82	3154 (my old company)
46	3087
73	3021

#### Busiest Ladders

Co	Runs
51	1570
68	1466
28	1187
07	1079
67	1044

#### Busiest District Chiefs

Co	Runs
*10/83	1223
*82/68	1090
28	1049
08	0884
46	0844

Each DC above with a \* denotes a run total for just one unit. Each unit was relocated in May 2006 from the first house to the second, but still covered basically the same area.

#### Busiest units of other types

- ~ Rescue Co 42 had 895 runs
- ~ Safety Officer 2 had 2658 runs
- ~ Squad 68 had 6149 runs  
(Squads have Paramedics but don't transport; they respond with an Ambulance)
- ~ Medic 10 had 4533 runs  
(Medics transport with Paramedics)
- ~ Ambulance 51 had 4921 runs  
(Ambulances, transport with EMTs)
- ~ EMS Supervisor 30 had 2555 runs

### Club news

This past spring, GHFB hosted the 2007 Region 5 meeting in San Antonio. As that city has no IFBA-member club, the Houston planners did the leg work and put on a great program.

Retired SAFD member Frank Walsh, who is now one of the key players in developing the city's fire museum, was of immense help coordinating the meeting. He even managed to break away from other obligations that weekend long enough to host our group on a tour of the museum building, which is only five blocks south of The Alamo.



Above: IFBA Region 5 members and guests pose in front of Texas' most famous landmark, The Alamo, during the spring 2007 Region 5 meeting in San Antonio. (Photo: Chuck Liedtke)

Larry Childress, officially a member of GHFB, but a resident of and avid buff from Tyler, Texas, was elected the new Region 5 Vice President, replacing Bill Wilcox, who chose not to run again. Larry was sworn in at the IFBA Convention in Boston in August with many of his friends present.



### Region 5 members head to Boston



Above: Cambridge FD Tower Ladder 2 raised its boom and flew a giant US flag outside the IFBA headquarters hotel.

Below: Worcester FD Pipe & Drum Corps performed several numbers flawlessly at the opening ceremonies, much to everyone's delight.



Above: A photo treat was a Boston harbor fireboat racing alongside our cruise vessel with its water cannons firing.

Below: Region 5 members who attended the Boston convention included (L-R): Bill Wilcox, Tom McDonald, Larry Childress, Charlie Womack, and Mike Kuk (Photo: Steve Hansen)



### Coming Next Issue

After literally 33 years of shooting pictures using thousands of rolls of film, I now proudly own a handy-dandy little Sony digital camera. I have shot more than 2,000 photos with it in just about a month. So, future columns surely will be more colorful with plenty of photos. Let me hear your thoughts, likes, dislikes about this column at:

[TMCFIRE@AOL.COM](mailto:TMCFIRE@AOL.COM)

Please put the word Turnout in your e-mail heading so I don't confuse it for spam. Thanks for reading.

# Photos of Interest from North Texas



The city of Burleson, TX suffered perhaps its largest fire on Saturday afternoon December 2, 2006 at Palm Harbor Homes located on the Interstate 35W access road. The manufacturer of modular homes had a production building measuring approximately 200 x 400 that was completely destroyed by fire with, an estimated

loss of \$8 million. Numerous fire departments responded to assist, including the city of Ft. Worth.

All photos and captions  
by Jeff Harwell,  
[jefflizharwell@sbcglobal.net](mailto:jefflizharwell@sbcglobal.net)



*TurnOut  
Fall/Winter 2007*





Burleson, TX Ladder 1 – with their 70 foot Sutphen aerial tower – battle a fire in a one story brick residence on December 4, 2006 that completely destroyed the occupied structure on Forest Court. Mutual aid responded from nearby Crowley.

Joshua, TX firefighters were assisted by Burleson, Briar Oaks, and Keene fire departments for a well involved house fire on a rather windy day last December 7, 2007. In addition to the wind, firefighters were hampered by low water pressure.



Firefighters in Joshua, TX were alerted to a mobile home fire just off State Highway 174 on the evening of June 21, 2007. Due to the number of calls and heavy smoke visible enroute, mutual aid was requested from nearby Briar Oaks and Keene.





While Arlington, TX firefighters were wrapping up a 2nd Alarm apartment fire on the city's east side back on August 1, 2007, they noticed a large column of smoke just west of their location. Sure enough, a one alarm assignment was soon dispatched to a structure fire on Jubilee Trail. Battalion 1 cleared from the apartment fire and became first due for the well involved single story dwelling.



Firefighters from the Lafayette FD have responded to assist units battling a fire in a one story vacant frame house just outside Pittsburg, TX on August 24, 2007. The fire would eventually spread to a second vacant house, however firefighters were able to save a third occupied house.

***TurnOut  
Fall/Winter 2007***

# Region 6

5-11 Club, Inc.

10-87 Club of Greater Rockford

Extra Alarm Assn. of the Twin Cities

Metropolitan Emergency Support Services,  
Inc. (M. E. S. S.)

Metropolitan Fire Associates, Inc.

Milwaukee Fire Bell Club, Inc.

Milwaukee Fire Historical Society, Ltd.

Moline Second Alarm Assn.

Racine Fire Bell Club, Inc.

Waukesha County Emergency Support &  
Rehab Inc.

**By Chuck Bleck and Mike Penchar**

The 5-11 Club missed the past two electronic issues of the Turn Out due in part to technical problems caused by our Internet provider. We will attempt to bring you up to date on all of the past changes, fire action, and activities since our last report.

Fire action in the city has increased significantly due in part to an increase in arson fires and newly implemented high-rise procedures by the CFD. All firefighters are now in full bunker gear which has resulted in more multiple alarms for firefighter rehab. In 2006 we had a total of 31 multiples. As of this month we have responded to 42 multiple alarms and several still and boxes. If the average holds for the next three months, we could see over 60 multiples.

We will report on two significant fires which occurred since last report.

The last 5-11 occurred on October 24, 2006 in the six-story mill-joisted warehouse once housing the George Diamond Steak

House. The building was a landmark and was under renovation when the fire occurred in the basement. The fire got immediate headway and broke out through the roof only



View of Sector 3 of the 5-11 at George Diamond Steak House, (Photo by Gordon Nord)

10 minutes after the 1<sup>st</sup> Battalion arrived. A Level One Haz-Mat was given 20 minutes into the fire when a collapse seemed imminent. The building was built in the 1890s and was designed by Louis Sullivan and had been remodeled several times in the past. With the ongoing renovation work, open shafts and stairwells gave the fire total control of the building. The CTA elevated tracks were only six feet from the rear of the 75x150-foot structure. Over 10 hand lines, deck pipes and 5 tower ladders were used as well as 6-7-1 turret wagon which used both guns to place 4,000 gallons of water per minute on the rear



of the building to protect the CTA tracks. The CFD used over 45 pieces of apparatus and 300 firefighters to control this blaze.

A more recent blaze occurred on September 8, 2007 in 100x600 ft. one and two story brick joisted building which had been converted from 6 other structures into a Mega Mall. Located in a near north side business district on Milwaukee Avenue, this building had been vacated for over one year due to building code violations and only recently reopened. The fire was bottled up upon arrival of the 7<sup>th</sup> battalion firefighters, but soon escalated to a 4-11 plus specials due to the roof construction. All firefighters were ordered off the roof and from inside within 15 minutes. A 150 ft. fire ball blew out the top of the center section within the first half hour. This fire was the first run for our new SSU-1 canteen which we had been rehabbing since May. The vehicle replaces our well used 1976 GMC step van. The 1981 Chevrolet step van which becomes SSU-2 was also at the fire and will become our south side rig. It will be stationed on the south side to cover some of those alarms south of 39<sup>th</sup> Street.

The apparatus scene for the past year has been very active with the arrival of five new Spartan Crimson 1500 gpm pumpers with 500 gallon tanks and 30 gallon foam cells. The following companies will be getting these new rigs: Engines 60, 62, 64, 86 and 98. Engine 98 will be getting a unit with the three-stage pump due to its location in the high rise downtown district. Truck Companies 12, 18 and 20 also received new 100-foot tandem axle aerials from Pierce using Dash cabs.

Two new hose wagons have been purchased to replace the 1976 unit. These rigs use Pe-



6-1-1 Hose Wagon 2006 Peterbilt/Welch 5,000 ft. 5-inch hose (Photo by Chuck Bleck),

terbilt cabs and Welch bodies. The first unit, 6-1-1, is in service at Engine Company 81 at 105<sup>th</sup> and Hoxie. These units carry 5,000 feet of 5-inch hose and adapters and connections.



2-7-2 Command Van, 2006 Ford F-750 with Oshkosh body (Photo by Chuck Bleck)

Two new command vans have been placed into service and have been active since late 2006. 2-7-1 and 2-7-2 are Ford F-750 chassis with the box by Oshkosh Specialty Vehicles. These rigs have six consoles with radios and computer terminals and feature two Harrison hydraulic generators powered by a PTO. The Special Operations Bureau has two decon units. One was recently

acquired with Homeland Security grants and has a radio signature of 5-3-0. It is housed in Engine Company 22's quarters. Also housed at Engine 22's house is a new 5-1-1A, a 2006 International 4300 with Hackney body.

Midway Airport has received a new 2006 Oshkosh Striker T-3000 crash truck that was placed in service this past summer. It has a 1950 gpm pump, 3000-gallon water tank, 420 gallons of AFFF and a haz-chem package. O'Hare Field has a new tower ladder and has a bid out to replace several rapid intervention units.

The EMS Bureau has received 56 new ambulances using Ford F-450 chassis with Braun bodies. These units are part of a three-year program to upgrade the entire fleet. A new ALS ambulance Company 60 was put into service and is stationed at Engine 93's house. Three new BLS ambulance units were also placed in service this past year: Ambulance 92 at Engine Company 79, Ambulance 93 at Engine Company 42 and Ambulance 94 at Engine Company 101. Also now in service are two Rehab units built on Ford F-450 chassis with bodies by Supreme. They are numbered 5-7-1 and 5-7-2 and respond on all multiple alarms.

The Special Operations section of the CFD has two new units. The first unit is known as 5-2-5 and is a Technical Rescue Team vehicle built on 2006 Spartan/Summit fire equipment. The second unit is a new collapse rescue truck known as 5-2-1 and is housed with Engine Company 5 and Truck 2 which respond as a

Task Force. The vehicle is a 2007 Spartan and built by Hackney and replaces the 1988 Ford/Mickey unit.

The station rebuilding program has been slowed somewhat. Three firehouses are being built this year for Engines 70, 18 and 121. All of the existing stations for these companies are at least 90 to 100 years old.

The 5-11 Club has lost two senior members in the last year. Norbert Handley, a former retired police officer, passed away October 29, 2006 after an extended illness. Life member, Fred Kirchwhem, who was 96 years young, died February 14, 2007. Both of these fine gentlemen will be missed. Both men did service with our canteen during the 1970s.

Club activity included the 14<sup>th</sup> Annual Fire Muster at the Quinn Fire Academy on June 16, 2007. The Club continues to have many activities besides our annual muster. 100-year anniversaries were recently celebrated for Engine Company 110 and Engine Company 112. Also our annual awards dinner will be held October 21<sup>st</sup> this year and will honor two members of the CFD.

Below is a photo of our new canteen



SSU-1 Canteen (Photo by Mike Penchar)

SSU-1 at the Rosehill Cemetery Fallen Firefighters Memorial. The Club has welcomed six new members, all of whom are to be phased into our canteen operations. Having two units with automatic transmissions certainly has helped in a drive for new members. The Club is grateful for member Jim Mallinger's purchase and donation of the rig that was formerly a utility van for the City of Schaumburg, Illinois. Jim also paid for all the lettering seen on the rig in the photo.

As always, call or e-mail one of our members if you are planning to visit our city. Have a safe Fall. Visit our website at [www.5-11club.org](http://www.5-11club.org) for up-to-date fire photos and 5-11 Club events.



4-11 at Mega Mall on Milwaukee Avenue (Photo by Tim Olk)

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## **Milwaukee Fire Bell Club, Inc.**

**by Gary Schmidt, Director**

As summer approached, the Milwaukee Fire Bell Club was witness to a number of extraordinary events.

### **A Suburban Tragedy**

June 2, 2007 was a warm Saturday morning, 75 degrees and mostly sunny. An eighty-year-old widow was in her kitchen, preparing lunch, in her one story ranch, which she called home for 50 years. Her husband, who passed away several years ago, was an employee of the Milwaukee County Sheriff Department. He used to earn extra income by repacking gunpowder into target practice shells in his basement for the deputies. An adult son, who also lived in the home, was on

a trip to northern Wisconsin.

The house was just down from the corner of North 109<sup>th</sup> Street & West Wisconsin Avenue in an idyllic residential neighborhood, with towering mature trees. Located on the western edge of Wauwatosa Wisconsin, the second largest suburb in Milwaukee County, the area is very peaceful, despite being only a few blocks from a major intersection and tourist attraction (the Milwaukee County Zoo). On that day, however, something happened that will be forever etched in the memories of many people. Unbeknownst to all, an appliance in the basement was leaking natural gas.

At 11:04am, an explosion occurred. The house was lifted from its foundation, flipping



the first floor, with everything crashing into the basement. Eerily similar to a recent industrial explosion five miles to the east that shook a nearby Milwaukee Fire Station (see last edition of Turnout), the blast was felt in

Wauwatosa Station 3 one-half mile away. Firefighters ran outside to see a debris cloud in the sky. Upon reaching the scene, they had flames towering 75 feet in the air, with three other houses and a garage to

the east, south, and west pushed from their foundation. The houses on the east and west of the explosion caught fire from the heat of the blast and pieces of flaming materials landing on the roof. The roadway in front of the house was strewn with glass. The house across the street had the frames of their windows bow outward toward the explosion. A car parked in the driveway of that house had its rear win-

dow sucked out. It was a scene that most firefighters never see once in their careers.

The Wauwatosa Fire Department responded with a full assignment (their dispatch center

was overwhelmed with multiple locations reported by citizen calls, Police radio traffic and FD units). Almost immediately, a full first alarm was dispatched, which included an engine from the neighboring West Allis

Fire Department that was conducting a PR Open House. Due to the structural damage, only an exterior attacks could be made. Area homes were to be evacuated for about 2 blocks until it could be determined that there

were no explosive conditions. Concerns were high since witnesses reported several smaller explosions after the initial blast. A neighbor was hit by flying glass

and needed conveyance to the hospital. Re-



Handlines and Elm Grove Tower No 1 working on the fires 90 minutes after the explosion. Photo by Chuck Liedtke



Four hours into the incident, showing damage to house west of the explosion. Photo by Chuck Liedtke

markably, there were no other injuries, but there was a person unaccounted for. As the fires continued to rage out of control, Wauwatosa Command requested MABAS (Mutual Aid Box Alarm System) Division 107 box 5-21, which brought a second alarm to the scene.

The Milwaukee Fire Bell Club was monitoring the radio transmissions while having their rig, Emergency Support Unit Number 1 (ESU-1) on display at Bayshore Safety Day along with the North Shore Fire Department in the northeastern corner of the county.

Upon hearing a special call request for their rehab services, ESU-1 responded after gingerly backing their vehicle out through the narrow shopping mall roads (along with the North Shore FD that had to shift personnel around at their PR event to respond to the Wauwatosa incident).

With the threat of storms moving in, a second bus was called for to house the evacuees, which would be displaced for several hours (the storms dissipated before reaching the area). With so many houses to check, and with active fire in two houses, a 2<sup>nd</sup> alarm MABAS box was requested (making it a 3<sup>rd</sup> alarm response in total). This was the first MABAS 2<sup>nd</sup> alarm for Division 107 (Milwaukee County, excluding the City of Milwaukee) since its adoption of MABAS 8 months earlier.

Once the main fire was out in the exploded house, two front end loaders were called in to tear down the pile of debris. As the afternoon wore on, everyone was hoping that the homeowner was also in Northern Wisconsin, but when the son arrived on scene alone, things were looking grim. The elderly lady would only leave the house for short walks, would be back by now had she been out.

The State Fire Marshall and the ATF arrived on scene. A nearby restaurant supplemented the Fire Bell Club service with 100 meals. Assessing the area, over a dozen homes suffered damage, and debris was found ¾ mile away. After 6 hours of digging through the rubble, in the basement, surrounded by a refrigerator and stove, the woman's body was found.

The response log:

The Wauwatosa Fire Department responded with a full structure assignment:  
Engine 3, Quint 3, Engine 1, Ladder 1, (Paramedic) Med 230, Rescue 1, and Car 2.

A full first alarm:  
From Wauwatosa: Quint 2, (Paramedic) Med 220, Rescue 33, a support chief  
Mutual aid: an engine and chief from West Allis, and a truck from Elm Grove.

MABAS (Mutual Aid Box Alarm System) Division 107 Box 5-21:  
Engine and chief from City of Brookfield, a truck from the North Shore Fire Department, a private ambulance, and a county bus for Fire Department Rehab.

Special call: the Milwaukee Fire Bell Club Emergency Support Rehab Unit (normally due on the 2<sup>nd</sup> alarm MABAS box)

2<sup>nd</sup> alarm MABAS Box: Engines from Greenfield and Butler, a truck from the Town of Brookfield, and a chief from North Shore.

Special Call: County Bus for evacuees.

### **New Fire Chief for Milwaukee**

On June 4, 2007, the City of Milwaukee Fire & Police Commission sworn in a new Fire Chief, Douglas Holton. Chief Holton spent 25 years with the Milwaukee Fire Department



Chief Holton, with his wife, at the swearing in as Milwaukee's 15 Fire Chief. Photo by Darin Malkowski

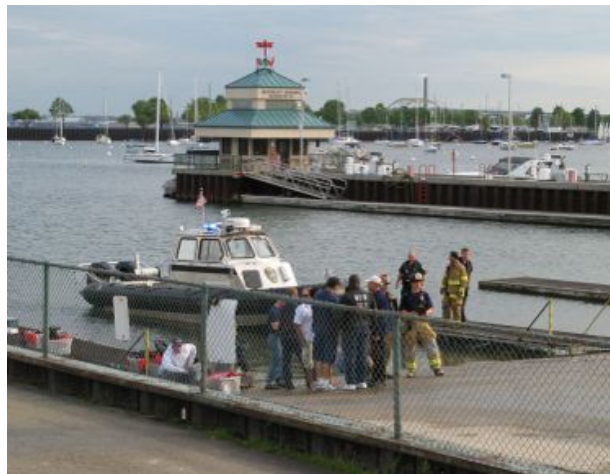
rising to the rank of Deputy Chief, before leaving for the St. Paul MN Fire Chief position in 2003.

Changes to state and municipal laws in the last decade has limited the term of Milwaukee's police and fire chiefs to 4 years. This was the first time a sitting fire chief's term expired while still under the employ of the Department (the 13 previous chiefs retired, resigned, or died while in office). Chief William Wentlandt and Assistant Chief Mark Sain have returned to Battalion Chief positions. Chief Holton becomes the first African American fire chief for the City of Milwaukee and also the first time a chief from another city became chief of Milwaukee. His cousin, David Clarke, happens to be the Sheriff of Milwaukee County, and his brother is an Incident Safety Officer (captain) for the Milwaukee Fire Department.

### **Medical Transport Jet Plunges into Lake Michigan**

Just hours into his first day as Chief of the Milwaukee Fire Department, Douglas Holton

was called to the scene of an unbelievable event. Around 4pm on June 4, 2007, the pilot of a Cessna Citation radioed Milwaukee's Mitchell International Airport reporting mechanical problems with the aircraft. The jet plane, with 2 pilots, 2 doctors, and 2 nurses onboard, had taken off 5 minutes earlier with organs destined for transplant recipients at the University of Michigan Medical Center in



One of the Milwaukee Police Boats at the recovery staging site. Photo by Chuck Liedtke

Ann Arbor. The plane, over Lake Michigan, attempted to circle back to land in Milwaukee. Five minutes later, witnesses began calling the Milwaukee Fire Department saying something crashed into the lake.

The Fire Department sent a dive rescue response, using the McKinley Marina as a staging location. Agencies responding included the City of Milwaukee Police, the Milwaukee County Sheriff's Department, and the US Coast Guard. While some floating debris was recovered early that evening, recovery operations continued for several days, often hampered by choppy water and other bad weather. Eventually, all six bodies were recovered.

Response Log: 1750 N. Lincoln Memorial Dr.  
06-04-07

Dive response (16:07): E6-3, L5, Bn. 1-4,





Numerous Milwaukee Fire Department rigs in the Marina parking lot. Photo by Chuck Liedtke

Med 7, Car 18 (Safety) , (Dive) Rescue 3, Dive 2

S/C (16:12): FB1, E2 (to staff Fireboat 1)

S/C (16:13): Dive Rescue Team activated (remaining 15+ members on duty)

S/C (16:15): Car 3 (Shift Commander)

S/C (16:30): E9 & Communications Command Unit

(Milwaukee Fire Bell Emergency Support Unit No 1 responded at this point)

S/C (16:43): E20

S/C (16:46): Off Duty Recall of Dive Rescue Team

S/C (17:23): Med 14



Tired and hungry Milwaukee Fire Department divers get rehab 5 hours into the incident. Photo by Chuck Liedtke

Most units picked up by 21:30 due to darkness and fuel and jagged pieces of debris in water. The dive team did stay on scene longer in boats, using a side sonar device to continue the search.

### Side by Side Alarms

A very odd scenario unfolded late in the day on Wednesday July 11, 2007. The Milwaukee Fire Department received a report of something burning in the Glen Oaks Cemetery shortly before 6pm. Engine 36 and Truck 15 were dispatched. E36 reported garage-type structures burning, deep in the cemetery and called for a full first alarm assignment. A few minutes later, E36 noticed another fire to the south, across railroad tracks, and called for a separate full assignment for that fire.

Seeing that fire escalate, E36 called for a second alarm for the second fire (note: no units were technically on that scene yet). E37 responded to the first fire, but all other companies on the first fire's full assignment, seeing the larger fire upon arrival, assumed that was the fire they were sent for and began fire attack there. Smoke from that fire could be seen 10 miles away.



Within minutes, upon realizing that 3 businesses (J & B Construction – a roofing firm, Miki’s Auto Salvage, and Best Lumber & Fuel Company, a lumber yard) were on fire, a third alarm was called for.

The fire attack was difficult, as the burning structures were extending perpendicular from

suppression, but both the Glendale and Milwaukee Police would perform the fire investigations.

In all, Fire Bell Club member Dick Nailen tallied 41 big lines, 9 aerial streams, and 1 deck gun being used on the blaze. At the height of the fire, 24 engines and 8 ladders were on



This is an aerial “before” picture of the scene, looking north. Railroad tracks bisect the area, from upper left to lower right. The first fire was north of the tracks in the garage-like structures in the cemetery. South of the tracks are the commercial properties, including a lumber yard. Green Bay Avenue (the point of access) is angling on the left. (Internet picture)

the street. A fourth alarm, including a call for the High Volume Hose Unit, was requested. Grass fires were sparked along the tracks, so two more engines were specialized in. With one firefighter down with heat exhaustion, and staging being drained, two more engines and one additional paramedic unit was requested.

About 90 minutes into the operation, it was determined that the eastern portions of the fire were actually in another municipality. Given that access was only from the west (the Milwaukee side), it was decided that the Milwaukee Fire Department would handle the fire

scene. Most companies picked up around midnight; however, crews were called back throughout the night putting out hot spots. Police investigations subsequently found that two separate fires (cemetery and lumber yard) were arson, causing an excess of \$1.25 million damage.

4530 N. Green Bay Ave (2 garages in the cemetery)

17:57	Investigative Response	E36 L15
18:03	Spec Call Full Assignment	E37-18-13 L12 B2-1 M7 C18

4400 N Green  
Bay Ave.

18:10 Spec Call  
Full Assignment  
E8-27-5-2 L10-  
13 B5-4 M4

18:10 Second  
Alarm E32-6-20  
L5-2 M14 C3 E9  
CCU CAIR1

18:17 Third  
Alarm E30-1-3  
L1 B3 E12 L11  
R1-4

18:19 Fourth  
Alarm E24-21-  
28-33 HV1



Aerial attack from the south end of the fire, protecting a neighboring business's Liquid Nitrogen tank. Photo by Chuck Liedtke

18:41 Special  
Call for grass  
fires E34-22

19:25 Special  
Call E4-39  
M16

01:11 Special  
Call E18-30 L10

01:25 Special  
Call M5 B2

01:39 Special  
Call L15

04:02 Special  
Call E36 L10

06:26 Special  
Call E36 L10



Five of the seven ladder trucks are shown attacking from the west on Green Bay Avenue. Photo by Chuck Liedtke

## ***Metropolitan Emergency Support Services, Inc.***

### **When is a Canteen not a Canteen?**

*When it belongs to: Metropolitan Emergency Support Services, Inc.*

*By Chief of Operations - Terry B. Cox*

In our suburban area, support services much better describes the canteen service as an answer to rehab and other issues that are included in the maintenance of a good rehab sector. In the 1960's, a station wagon with coffee and pound cake was all that was needed for the rehab of the firefighters. However with the addition of Homeland Security, the use of plastics and other products that gives off hazardous by products of a structure fire. The use of more restrictive bunker clothing and the unified command system requires more creative and scientific approach to rehab.

The Metropolitan Emergency Support Services, Inc. was formed to be more than just a rehab entity. With the help of the local Fire and Police Chiefs, other advisors like the local training academies and emergency services and disaster agencies, MESS has developed into a support service that is identified on more than 350 box cards in our mutual aid box alarm systems. In our area, the law enforcement agencies have identified areas that this service complements their agencies as well.

MESS covers about 1000 sq. miles of Northeastern Illinois with auto-responses (box cards) and on occasions will help in the surrounding Wisconsin area as well. Included is all of Lake County in IL and parts of Cook and McHenry County's in IL. In Wisconsin, MESS has responded to parts of Kenosha County also. Included in this response area are 64 Fire departments and 99 Police agencies.

With a staff of 115 volunteers MESS staffs 5 canteen vehicles, a warming/cooling bus and port-o-potties 24/7/365. MESS is recognized as a 501(C) 3, not-for-profit charitable organization with the federal government and a tax exempt organization with the state of IL. These vehicles respond from fire stations within this primary response area. This is a dense urban area with a population over 750,000. Over the past 15+ years, MESS crews have responded to over 3,000 call outs. These responses have covered every thing from house fires, to drowning, hostage situations and crowd control. "We may respond to a call expecting it to be the normal 1-2 hours long, and not return for 4 days" stated Terry B. Cox, Chief of Operations.

As a rule when MESS arrives on location of a fire incident, there is a rehab area established. As a crew enters the rehab area the first stop is a squad (air Truck) where they will drop their S.C.B.A.'s, to be filled and cleaned. Then they will continue to the MICU to get their vitals taken. If everything is within acceptable limits the crew will continue to the Canteen for food and liquids. After a 20 minute rest they will reverse the process and return to staging for redeployment.

In May of this year we responded at the request of the Gurnee, IL Fire Department to feed and rehydrate sand baggers and emergency personnel at a flooded area in their town. After 4- 24 hour days and serving between five and six thousand servings, we discontinued operations when the river that was flooded reached its crest and started to sub-



side. During this same time frame MESS crews responded to six other box alarm call outs. Because our service is at no charge, all of the food served was donated by the Gurnee community at large.

When the Northern Illinois Police Alert Services (NIPAS) responded to call outs on four occasions this year for crowd control, they responded with 100-120 highly trained and equipped police personnel. MESS was sent with them to provide rehab for their police officers.

Mess was asked and participated in two of the Homeland Security's top off drills, TOP OFF - ONE and TOP OFF - TWO in the Chicago area, as part of the Logistics' portion of these nation wide drills. In TOP OFF - TWO we feed several hundred participants at three different sites, Glenview, Summit, and

Northbrook IL.

Supported by the Fire and Police agency's themselves MESS also gets support from several large cooperation's in our area. The first fund raiser for MESS was held this September at a Fox Lake Fire facility and sponsored by the Lake County Fire Chief Association & Lake & Mc Henry County Special Teams. Over two hundred people came and we collected over \$5,000 for supplies.

For added information about MESS please visit our web site at [www.1800getmess.org](http://www.1800getmess.org) Or you can find us at [www.firecorp.org](http://www.firecorp.org) Zip code 60099

[www.nfba.com](http://www.nfba.com) or **[www.olkee.smugmug.com](http://www.olkee.smugmug.com)**

You can also feel free to call Chief Cox at 1-847-812-5623



7-2007—Mixed occupancy strip mall on Indianapolis' east side kept third-alarm level companies busy all night. A church, fish market, and printer were destroyed. Photo by Tod Parker.



# Region 7

2-11 Assn. Phoenix Fire Buffs, Inc.  
Box 15 Club of Los Angeles  
Fire Associates of Santa Clara Valley  
Mountain NewsNet  
Peninsula Fire Buff Club  
Phoenix Society of San Francisco  
Pioneer Hook and Ladder Company  
St. Francis Hook & Ladder Society  
Seattle Fire Buff Society  
Tacoma/Pierce County Fire Buff Battalion

## ***FIRE ASSOCIATES OF SANTA CLARA VALLEY***

By Len Williams  
Past President, IFBA,  
1985 - 1986

Fire Associates started the year like a race horse, with 23 runs though 3/27/07, compared to 14 at the same time in 2006.

Then the action died, and there were only two runs between 3/18/07 and press-time 5/3/07. Of course the name of the game isn't to see how many runs can be accumulated, but to serve when called upon.

Outside of the response arena, Bob Gundrum, charter member 37 years ago, and immediate past president, was among several City of Sunnyvale volunteers honored at a reception hosted by the City. Bob has been member of the Sunnyvale Radio Emergency Amateur Radio Emergency Service (SARES) for 5 years, the past 2 as the Emergency Coordinator. SARES is part of the Emergency Operations Plan coordinated by Sunnyvale's Public Safety Dept.

The pictures which accompany this are of responses made earlier this year.



These were taken by member John Whitaker at a 3-alarm fire at a small strip mall in San Jose 2/3/07. Units operated throughout the night and caught the rising sun at daybreak. (Above) Picture shows Fire Support Unit No. 1, with Len Williams standing at the rear.



My photos from SJFD's 4-alarm fire at the Santa Teresa Apts. One of the busiest rehab

efforts we have experienced recently. Both Support Units #2 and #3 were employed.



Photos from SJFD's 4-alarm fire at the Santa Teresa Apartments, one of the busiest rehab efforts we have experienced recently. Both Support Units #2 and #3 were employed. Photos by John Whitaker.





Photos from January 2, 2007 5-alarm fire in Santa Clara. Fire Associates had both Support Unit 1 and 2 on scene. Fire consumed condos under construction. Member Ed Del Prete watches as a firefighter draws lemonade from Support Unit #2. Photos by John Whitaker.





# Seattle Fire Buff Society

This Microsoft Powerpoint presentation of an auto fire with a compressed natural gas fuel tank explosion is very interesting. Please click on the link below to view the entire slideshow (you must have the Powerpoint program or Powerpoint viewer (which may be downloaded free from [www.microsoft.com](http://www.microsoft.com))).



## ***FIREFIGHTER NEAR MISS***

Auto Fire with  
Compressed Natural Gas  
(CNG) Fuel Tank Explosion

Prepared By Operations Division  
April 2, 2007

To view Powerpoint presentation,  
double click on above slide.

# Region 8

Box 8 Club of St. Louis, Inc.

Box 55 Assoc.

Indianapolis Fire Buffs



***Indianapolis Fire Buffs  
2205 East 58th Street  
Indianapolis, Indiana 46220***

By: Jerry Traub

The second half of 2007 has seen a dramatic increase in Canteen activities in metropolitan Indianapolis area. 92 runs were recorded from April to early January. Co-chairpersons Mark Burke and Ed McMichael developed a "Fast Unit" response where buffs' personal vehicles were provided with ice chests and snacks tubs to respond more quickly to smaller incidents. Ron Cunningham and Mary Morgan were outfitted to respond on South and West areas. If needed, the Salvation Army unit will be activated from IFD reserve station #12.

Members continue to receive run notices for city and county dispatch through our Pager system, in partnership with Jeff Taylor and IFD Communications.

IFB has developed and registered [www.indianapolisfirebuffs.org](http://www.indianapolisfirebuffs.org). Arrangements for a PAYPAL connection to allow dues and pager payments are in development.

Three members attended New England FIRE-CON '07 in Cambridge, MA, August 8-11. Jim Williamson, Ed McMichael and Jerry Traub participated in all aspects of business, social and educational programs. Traub was named Henry Wilwers Fire Buff of the Year at the closing banquet. A committee of local buffs had met and presented a nomination to the national committee, which chose Traub as this year's winner. Thanks to the Region One clubs of IFBA for a really memorable event. Racine, WI will host 2008 convention, with several members already planning to attend.

During the summer, IFD chief Robin Nicoson approached our canteen crews about expanding our

response to include another canteen and a warming/cooling vehicle to be used during extreme temperature incidents. Surplus vehicles from two recently combined township departments would be retrofitted. IFB members and retired IFD firefighters from Local 416 would receive advanced rehab training and be issued radios to respond as RSU (Rehab Support Unit) 1 through 5. When word of this preparation got out, the local CBS affiliate TV station did a feature story with interviews of club members and video of the new unit. Progress has slowed, as city legal and insurance issues have been slow to be resolved.

Our Hawaii trip raffle fundraiser was held from September to November. Sales were expanded to the newest IFD stations (formerly Washington and Warren townships). Total payout increased to \$3,500 and total prizes increased to 13. First prize dinner was held in December at IFD #20, where Brian Killilea and his shift enjoyed a steak dinner with cake and ice cream. A grateful winner, Killilea donated \$200 to the Buffs, who directed his donation to new RSU operations account at F/F Credit Union.

November meeting included election of 2008 officers:

President, Rodger Birchfield

Vice-President, Ed McMichael

Secretary, Jerry Traub

Treasurer (2<sup>nd</sup> year of term), Paul McMichael

Annual IFD Firefighter Recognition Banquet was attended by several members, spouses and friends. A surprise award was presented to David Babcock by Local 416 president Mike Reeves. The very rare Phoenix statue (developed from original art at local union's Memorial Plaza) was given for extraordinary service and technical assistance to Survive Alive child safety education

program and Fire Prevention programs. Congratulations, Dave!

Preparations will begin shortly for rehab services and hosting during Fire Department Instructor Conference in town April 7-12, 2008.



Nov. 16, 2007—Indiana State Fire Marshal Roger Johnson (right), Indianapolis Fire Buff member, consults with the Chief Officer on the scene of a two alarm fire that totally destroyed this carpet warehouse. Seven area departments worked throughout the afternoon and into the night on this incident. Crews were still extinguishing hot spots two days later. Photo by Tod Parker.



January 30, 2008—Marion County Health Department/Wishard Hospital emergency ambulance maintenance building is engulfed in smoke and flame on one of the coldest days of the year. Several ambulances were lost in this fire. Two nearby elementary schools were evacuated when smoke from this fire entered their ventilation systems. No injuries were reported, and the cause was accidental. Indianapolis Fire Buffs served firefighters for nine hours in two shifts. Photo by Tod Parker.





January 20, 2008—"Be careful what you wish for." Sign at florist reads "Flowers Warm The Heart!" This business was destroyed in a daytime fire when temperatures hovered around 10 degrees. Photo by Tod Parker.

January 29, 2008—A rare winter tornado pushed this row of cars into each other as it blew through an apartment complex on Indianapolis' west side. Air temperature dropped from 53 degrees to 30 degrees in less than one hour. By midnight, it was 13 degrees with 40 mph winds, causing a wind chill well below zero. No injuries were reported.



# Region 9

Bayonne Fire Canteen, Inc.

Bell & Siren Club, Inc.

Box 54 Club

FireCom Emergency Radio of NJ

Gong Club, Inc.

Signal 22 Assn., Inc.

South Jersey Fire Photographer's Assn.

Second Alarmers' Assn. & Rescue  
Squad of Philadelphia, Inc.



## GONG CLUB, INC.

JERSEY CITY, NJ

by Paul Schaetzle

### SMOKY SUMMER SUNDAY

For the first time in nearly four months, a 3rd Alarm went over the circuits in Jersey City. Sunday, August 12, 2007 was a picture perfect summer Sunday; cloudless, bright sunshine and temperatures hovering in the mid-80's. That lazy summer afternoon quickly came to an end for the F.D.J.C. when Box 527 was transmitted at 15:13 hours for 12 Nevin St. with the ominous note that numerous calls were being received.

Batt. 4, Batt. Chief John Farrington, reported heavy smoke in the area as he turned out from quarters 3 blocks away, with Eng. Co. 9 hot on his heels. As Chief Farrington rounded the corner into Nevin St., a short, dead end street off Storms Ave. in the McGinley Square section, he reported a working fire, quickly followed by "fire through the roof; transmit a 2nd Alarm!".

The fire was actually at 10 Nevin St., a 2 story residential building, 25' x 45' and was rapidly extending to a second attached frame structure at #12. An occupant of

the building was removed and transported to the Jersey City Medical Center, reportedly with serious burn injuries. Handlines were stretched to both buildings and a half dozen ground ladders and one aerial covered the buildings. Despite an aggressive interior attack, fire extended into the exposure building prompting Deputy Chief Timothy Kearney to strike a 3rd Alarm at 15:25 hours.

This fire put up quite a tussle, requiring



**3-3 527 Jersey City 8/128/07 10-12 Nevin St.** No day at the beach here! Two homes destroyed on a dead end street on a sultry summer Sunday. (Charles Choffey Photo)

much truck work and 7 handlines to contain. Companies spent the next several hours opening walls and ceilings to expose hidden pockets of fire. The high heat and uncomfortable humidity took its toll, requiring companies to be rotated out of the buildings for relief. Two additional engines



and two additional ladders were special called for relief after the fire was contained. Units maintained a watch line until 00:56 hours on August 13. The Fire Investigation Unit turned out in force, but no cause has been determined at this point.

Some Gong Club members were fresh off the highly successful I. F. B. A. Annual Convention in Cambridge, MA, but that didn't stop them from performing their usual service on the fireground. Car 26, the Gong Club canteen, worked for 4 hours, dispensing some 185 bottles of water, 15 gallons of Gatorade and 50 cold towels. The crew also set up the Club's misting fan across the street from the fire building and then grabbed the misting fan from the rehab rig and set that up at Car 26.

Response:

- 1513 Box 527 Eng. Co, 9-15-4-7  
Lad. Co. 9-12 Res. Co. 1,  
Div. 1, Batt. 4, MSU
- 1515 WF 527 Batt. 3 Eng. Co. 10-8 Car 30
- 1516 2-2 527 Eng. Co. 5-22-2  
Lad. Co. 6  
Car 1-3-26-28
- 1525 3-3 527 Eng. Co. 14-11 Lad. Co. 3
- 1628 S/C Eng. Co. 18 Lad. Co. 11
- 1637 S/C Eng. Co. 6 Lad. Co. 2  
Decon / Rehab Unit

## OCTOBER 8<sup>TH</sup> KEEPS ITS REPUTATION!

October 8th - a day noted in fire service history as the anniversary date of the Great Chicago Fire - will also be remembered in Jersey City as the date of a major fire in one of the wa-

terfront's ever increasing number of high rise structures. Box 114 was transmitted at 2049 hours for a fire in a residential building under construction at 77 Hudson St. at Grand St. This poured concrete structure is the first



**4-4 114 Jersey City 10/8/07 70 Greene St.** Car 26 operating at York & Greene Streets as Ladder Co. 12 works their ladder pipe on the fire. (Robert Scollan Photo)

high rise venture for noted New Jersey developer K. Hovnanian Co., who has built a num-



**4-4 114 Jersey City 10/8/07 70 Greene St.** Master stream reaching to the sky from Sussex St. (Robert Scollan Photo)



ber of communities of single family and townhouse homes. The fire actually involved the second tower in the complex, being developed by Equity Residential as rental property.

The two towers are destined to rise to some 49 stories each. The condominium tower opened a sales office on September 22, 2007 with unit prices ranging from \$500,000 to \$3,000,000. Real estate industry publications reported in August 2007 that two penthouse units were sold to a single buyer for \$6,000,000! At the time of the fire, one tower had reached 18 floors, with a lower structure at 9 stories. Wooden forms for the poured concrete provided plenty of fire load, reminiscent of another major fire that ravaged a luxury high rise while under construction at 33 Hudson St. on June 24, 2002.

Interior operations were suspended as the structural integrity of the recently poured 18th floor became suspect. Fire also dropped down into lower floors due to falling debris. Companies withdrew to a safe distance and ladder pipe, deck pipe and tower ladder streams surrounded the building. Adjacent buildings across Greene St., on Grand St. and Sussex St., were evacuated. Although 2nd and 3rd alarms were struck in relatively short order, Deputy Chief Michael Terpak ordered a 4th Alarm at 2244 hours for brand control. The fire also marked the first major operation for the Department's new High Rise / Tunnel Unit, manned by the crew of Eng. Co. 18.

The Gong Club canteen, Car 26, operated at Grand & Greene Streets for over 5 hours dispensing 18 gallons of Gatorade and 525 bottles of water. Hungry fire fighters also consumed some 250 hamburgers. Due to the unusually warm weather, the misting fan was also deployed. The Bayonne Fire Canteen was special called to handle a bevy of evacuees being sheltered at Public School #16 at 96 Sussex St.

Rundown:

2048 Box 114 Eng. Co. 2-6-10-9-7 Lad.  
Co. 2-6 Res. Co. 1 High Rise / Tunnel  
Unit MSU / Safety Batt. Car 20 Batt.  
1Div. 1  
2053 WF 114 Sqd. Co. 4 Lad. Co. 7 Batt.  
4 Car 30  
2101 2-2 114 Eng. Co. 8-22-14 Lad. Co.  
12 Batt. 2 Car 3-26-28  
2110 S/C 114 Lad. Twr. 4  
2133 3-3 114 Eng. Co. 15-17 Lad. Co. 4  
Car 1-4-5-14  
2244 4-4 114 Eng. Co. 11-13 Lad. Co. 9  
0041 Fire under control

## **DAYTIME BLAZES PLAGUE NORTH HUDSON**

A steady diet of daytime multiple alarm fires has kept North Hudson fire fighters on the go, not to mention wreaking havoc with the buffs' work schedules! August 16<sup>th</sup> was a typical sweltering summer day; not a day that you would want any type of fire much less a 5<sup>th</sup> Alarm. However, North Hudson companies were turned out to just such a situation directly opposite the quarters of Eng. Co. 4 at 29<sup>th</sup> & Central Ave. in Union City. Fire engulfed two three story frame multiple dwellings at 540 and 542 29<sup>th</sup> St. shortly after 1000 hours that day.

Companies from Jersey City and Hoboken joined in the fray, combining with North Hudson units to confine this fast moving inferno to two buildings. Ironically enough, this was not the first time a major fire stuck this same block. A similar situation, also a 5<sup>th</sup> Alarm, destroyed 536 29<sup>th</sup> St., another 3 story frame tenement, on May 13, 2001.

Extreme heat quickly sapped the energy from the firefighting forces, requiring frequent rotation and plenty of fluids. Car 26, the Gong Club canteen, operated for over 5 hours, serving some 10 gallons of Gatorade



**5-5 West New York 11/9/07 6308 Jackson St. Ladder Co. 5 starting water on Polk St. (Robert Scollan Photo)**

Eng. Co. 11, a scant two blocks north of the building, transmitted a 2<sup>nd</sup> Alarm upon arrival, with a 3<sup>rd</sup> Alarm following one minute later. The Green Point Co., a costume jewelry factory, was fully engulfed in flames, with fire extending to a 2 and ½ story frame dwelling to the north.

The fire building, a one story brick structure, 50' x 100', was one of many similar small knitting mills tucked into the narrow residential streets of West New York and Union City. Although no longer a knitting mill, the fire load was just as heavy. Heat from the fire melted the vinyl siding off a two story frame dwelling to the rear at 6313 Polk St.

and 560 bottles of water.

Cooler weather prevailed at the next matinee in North Hudson. November 1, 2007 was more the norm for autumn as compared to warmer weather we enjoyed in October. Numerous calls reporting a building fire at 6803 Meadowview Ave., North Bergen were received at 1520 hours. First due Eng. Co.9 reported a working fire in an occupied one family brick dwelling. The western slope of North Bergen is a fire fighter's nightmare, making San Francisco's famed hills look tame. Narrow streets and tightly parked cars create an adventure at every corner on these blocks.

Skillfully placing their apparatus, North Hudson units placed two ladder pipes and a deluge set into operation, as flames engulfed the original fire building and a similar dwelling to the north. Car 26 operated for nearly 4 hours at this incident with the 6 gallons of coffee and only 60 bottles of water served reflecting the cooler temperatures.

Eight days later the action shifted a few blocks west, to 6308 Jackson St., West New York. The daytime sky was filled with a column of ominous black smoke at 1245 hours on Friday, November 8, 2007.

Again employing outstanding driving prowess, Ladder Co. 5 threaded their way through a narrow driveway off Polk St. to reach the rear of the building. A ladder pipe was quickly placed in operation to protect several exposed dwellings along Polk St. Master streams were also set up on Jackson St. and handlines moved in to attack the fire in the exposure.

The roof of the factory collapsed, rendering the building a total loss, but the damage to the adjoining structures never advanced beyond the two dwellings noted above. Once again, Car 26 worked for an extended period, 5 and ½ hours, dishing out 4 gallons of Beef Stew and Beefaroni, 4 gallons of hot chocolate, 8 gallons of coffee and 198 bottles of water.

## **ENGINE CO. 18 RETURNS!**

After over a one year absence, Jersey City Engine Co. 18 resumed service in September 2007. The company had been placed out of service in December 2005 when the condition of their quarters at 218 Central Ave., was deemed unsafe. At one point the building had been sold, but the City Council rescinded

the sale, feeling the price was too low. Plans for repair of the building are unclear and the apparatus was reassigned to Eng. Co. 6, whose rig was seriously damaged in a collision.

With the arrival of five new American LaFrance pumpers this summer, assigned to Eng. Co. 2-11-14-19 and Squad Co. 4, Eng. Co. 14's former 1999 Pierce Saber was reassigned to Eng. Co. 6. The 2003 Pierce Saber, still proudly emblazoned with "18" was returned to the company, who now responds from the quarters of Eng. Co. 14 and Lad. Co. 7 at 595 Palisade Ave., the newest house

in the city.

The Heights' "Big House" also is home to the newly created High Rise / Tunnel Unit, which is manned by Eng. Co. 18. Until a custom rig is built, the unit is using a converted box truck, filled with a large quantity of masks, cylinders, PPV fans and other equipment germane to the unit's mission. Eng. Co. 18 will respond citywide with the High Rise / Tunnel Unit on reported fires in every high rise building, the PATH and New Jersey Transit tunnels and, of course, the Holland Tunnel.

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**The Bell and Siren Club, Inc.**  
Organized 1949  
Charter Member International Fire Buff Associates

**REPLY TO:**  
Post Office Box 269  
Caldwell, New Jersey 07006  
973-395-0095



**EMERGENCY CALL:**  
Newark Fire  
Headquarters  
973-733-7400

## **Bell and Siren Club Purchases New Canteen**

By Ira Cohen

The Bell & Siren Club's current canteen, the Rig, was purchased in 1981, and about 2 years ago members started the ball rolling on getting a new vehicle. As can be expected with any 25 year old truck, repair bills were mounting and we were not confident in driving it to anything other than fires.

One of the strengths of the I.F.B.A. is we all freely share information, and ideas. We knew that if we were going to design a new Rig, we did not have to reinvent the wheel. Within a several hours drive of Newark there were many buff clubs that had relatively new canteens.

During Martin Luther King's birthday weekend in January, 2006 arrangements were made to visit several of the Region 3 Clubs that had canteens. Included were the Central Alarms, Box 414, Box 234 and the Anne Arundel Alarms. We wanted to also see the new canteen of Friendship Fire Association in Washington DC but they were still waiting for it to arrive. But we did see pictures and spec sheets of the new truck. On the way back home we stopped in Philadelphia to inspect the Second Alarms new canteens. While we did not make a special trip to Jersey City, we were very familiar as well with our neighboring club's relatively new canteen.

Then President Chris Coon, Tom Pelaia, Sheldon Reynolds, Bill Hicks and Ira Cohen made this trip and it proved to be an extremely valuable venture. We saw different

canteen designs, each incorporating the ideas of the local club.

There were many questions that we had before the trip, and our visit helped clarify some of our concerns. In no special order they included:

- Step van vs. traditional truck chassis
- Gas vs. diesel
- Size—how long?
- Type of refrigerator/freezer
- Type of stove
- Type and size of sink
- Cabinet and storage space

We liked the look, but the only problem would be that the front passenger seat would have to be moved in to allow for entrance into the work area in the back of the canteen. That would require a manufacturer who was familiar with this modification.

The ride home was a lively one, with much discussion on what we had seen and what ideas we would like to incorporate into our new truck. These Club members became the core group for the New Rig Committee, with Tom Pelaia selected as overall Chairman.

We knew right away that the large bus type units run by Anne Arundel and Philadelphia were too big for our needs and would never fit into our quarters. However all the other



canteens had the general size and features we were looking for.

After seeing the canteens, the delegation came to the conclusion that we liked the regular truck chassis better than the step-van.

In the months that followed there was a lot of talk but no action. While all the Bell and Siren members agreed that a new Rig would be nice, there was a major difference of opinion on whether or not we could afford to buy a new

truck. Some felt it was far cheaper to spend money on repairs and upgraded maintenance rather than commit over 6 figures to a new Rig.

Based on what we saw and projecting current



prices, we estimated that replacing our Rig would probably cost upwards of \$150,000, and we just did not have that kind of money in our treasury, nor were we assured of winning the next lottery. So much as we wanted to proceed, things were at a standstill.

Like most of the I.F.B.A. Clubs that operate canteens, the Bell & Siren Club is not a “volunteer fire department,” or “rescue squad.” Thus, we were not eligible for any of the Homeland Security, Federal Fire Grant, or other funds that might be available for such a purpose. We fell through the cracks of the legislation.

While other clubs had been successful in attracting private industry to donate towards the new vehicle, we did not get any corporate support. The two main reasons for denying our request were many non-profit and worthy groups were asking for donations and there was more demand than money, and for those corporations that did have grant money, it seemed that the major requirement for all was that the funds had to be used for education.

Our inactivity continued until June of last year when the Rig developed battery and alternator problems. Faced with another major repair, it was decided to proceed with serious discussions on getting a new canteen.

While funding remained the key problem, we realized that we had no choice but to proceed, and we were confident that somehow we would be able to finance our new Rig.

The New Rig Committee developed a “wish list” which was presented to the general membership for approval. Key ideas included:

- Diesel over gas, if affordable
- Conventional chassis, not step van
- Toilet, with outside entrance
- Air conditioning entire Rig
- Way to have “self-service” of drinks
- Adequate storage area for spare jugs, misting fans, folding tables as well as normal supplies
- Large refrigerator/freezer
- Microwave
- Hot chocolate maker along with coffee makers
- No stove—use electric pots
- Ice bin
- Outside mister spray
- 2 rear mounted telescoping floodlights
- Two serving windows, one on either side

Several of the canteens we had seen were built by Krammes Kustom of St. Clair, PA and the general feeling of the clubs was that Jim Krammes and his staff did a good job.

We also checked out several New Jersey companies that fabricated canteen units. The main reasons we went with Krammes were:

- Other club’s recommendations
- Use all kinds of chassis, not just step vans
- Could build the truck using commercially available refrigerators and other appliances; everything did not have to be custom made
- 2 ½ hour drive from us

Armed with our “wish-list,” negotiations started with Krammes, and based on our preliminary specs, they provided a bid. This was based on using a 2007 GMC Top Kick 5500 chassis, with Krammes building the body.

However, before we could proceed much further, we had to make a decision about whether to get a gas or diesel engine. Everyone we spoke to said if you are buying a truck, you go with diesel; gas is not practical.

But these were truck dealers and drivers who put on considerable mileage each year. Our current Rig is 25 years old and we only have 30,000 miles on it.

No local GMC dealer had our Top Kick 5500 chassis in stock, nor could they promise delivery before the end of 2006. It seems that the EPA was imposing new regulations, effective in 2007, and everyone wanted to purchase the diesel chassis before those reforms went into effect. However, gas chassis were readily available.

We were quoted around \$45,000 for a gas chassis and between \$50-55,000 for the diesel, before adding \$5-7,000 for the new EPA



requirements. These numbers seemed to seal our fate to a gas engine, as the extra \$15,000 for diesel seemed too much.

However, Tom Pelaia decided to spend some time on-line to see if he could do better and discovered that Michiana Truck Center, in South Bend, Indiana had several of the diesel chassis in stock for *less than \$40,000*. Not only was this price cheaper than gas, but the chassis was fully loaded. Moreover, we would not have to pay for the 2007 EPA regulations.

A deposit was sent and for less than \$1,000 Michiana offered to deliver for us the new

chassis to Krammes in Pennsylvania.

The selection of diesel had other implica-



tions, besides the type of engine. Our current Rig has two fuel sources-gas for the engine and generator and propane for the coffee urns and stove. With the new canteen we wanted to only have one; this meant that we would have to use electric to run all our appliances.

On the face of it that would not seem to pose a problem, but with the propane fired coffee urns on our current Rig, they throw off enough heat to keep the back of the truck warm on cold winter days. Without that, we needed to include a heater for the back of the Rig. We also needed to insure that our generator would be large enough to supply whatever power we needed.

While we felt very good about the money we saved on the chassis, we were concerned about the cost of the body. We really could only afford to spend about \$90-100,000 on the fabrication and our original "wish-list" would have been significantly higher.

It was time to cut, and pare down our list. First to go was the toilet. While it would have been a nice feature, the reality was that maintaining, cleaning, and emptying it would have been a major ongoing expense. Also, it

is very rare for the Bell and Siren Club to be at a scene for more than 2-3 hours. Not that that eliminates the need for a toilet, but it means that it is not a top priority.

Next were the rear floodlights and air conditioning. Usually the Rig is parked away from the fire building, so the lights would have minimal benefit. Aside from the cost of the AC, the compressor would have to be mounted on the roof, and we would not have enough height to get the new Rig in our quarters. As there were no other viable options to locate the unit under the Rig, or elsewhere, we eliminated this feature. However, our cab does have air conditioning which will cool the front part of the truck.

Our Treasurer Lois Tanis had placed some electric pots and griddle on our Rig, and even though we have a 3 burner propane stove, we found that these pots were more efficient. They boiled water faster and were easier to use than the stove. So in planning for our new Rig we decided to save money and space by not having a stove. We will simply carry several of these pots and a griddle in a drawer, and plug them in as needed.

The Club had always operated with one serving window on the curb side of the Rig. While a second window on the driver's side would have been useful at times, we really did not see the need for it, and since it did add to the total cost of the vehicle, that also was eliminated.

Finally, Krammes was willing to work with us if we could supply some of the appliances. We were confident that we could try to work deals or get things donated to further save money.

Based on this, Krammes quoted us \$90,300, with a further discount if we paid in 3 equal stages. This was agreed to and a contract was signed.

Now all we had to do was come up the money to pay for the new Rig!

As was mentioned, we could not count on any government grants or funding. However, back in 1980 the Bell and Siren Club started a payroll deduction with the Newark firefighters to help finance the purchase of our current Rig, and through the years they have been

generous in increasing their donations. The FMBA's (unions) of East Orange, South Orange and Bloomfield make annual contributions to the Club, and recognizing our needs, they increased their support. East Orange went even further by agreeing to also start a payroll deduction for their firefighters.

With this support the Club has been able to grow our Capital Fund and save about \$80,000 to pay for a new Rig. But that still left us about \$60,000 short. The only way we would be able to finance the new truck would be to increase the sources and amounts of donations and to secure a loan at the most advantageous interest rate available to us.



For the last few years the Bell and Siren Club has been responding to major fires in all areas of Essex County when requested by the Fire Coordinator. This has given us a more visible presence in many fire departments that we normally would not serve. The Club is also an associate member of the Essex County Fire Chief's Association, and this relationship helped us get donations for the new Rig. Some towns gave us cash donations, and others indicated that they wanted their contributions to go toward the purchase of a specific item. For example Newark donated 2 new multiband radios and Orange provided our new refrigerator and microwave.

In January, 2007 Frank Sapienza was elected President and he was very instrumental in calling manufacturers directly and getting them to sell us items at greatly discounted prices. Included were: an Onan 8.5 KW diesel generator; two Bunn Thermal Wise coffee brewers; and one Bunn whipped hot chocolate maker. Together these savings were almost \$5,000.

The final piece of the financial puzzle was solved when Ira Cohen discovered that the State of New Jersey had low interest loans available to volunteer fire departments and *organizations*. Under that language we did qualify and after months of dealing with technicalities and "red tape," we were finally granted the maximum loan available—\$50,000 at only 2% interest, repayable over 10 years.

Paying this off over ten years should not present a hardship, and the Club is confident that we are on firm financial footing to not only pay for our new Rig, but also to continue our canteen and service operations to the firefighters.

Every year the Newark Fire Department in cooperation with Newark Museum holds an Antique Fire Apparatus Muster the first Sunday in June. It was our hope that the new Rig would be ready for this, and the souvenir mugs had an imprint of our new truck on them. However, as should have been expected, there were delays and Krammes did not start production until May, 2007.

The new target date was Labor Day, but that gave way to Columbus Day. And finally on that day, October 8 our new Rig was delivered to quarters.

Krammes drove it from their shop to our quarters in East Orange, and they told us that it ran fine. That will probably be the longest run it ever goes on, about 130 miles. We were pleased that the trip was uneventful, but we were a little disappointed that there were a few things missing from the Rig. Fortunately it is nothing major, and in about a month Krammes will come back out and take care of installing anything missing, and also fixing anything that might have developed when we start to really use the Rig.

We are confident that this will not be an issue.

On Wednesday October 10 Newark hosted all the other Essex County Fire Departments at a drill of their specialized apparatus, most of which was secured through Homeland Security money. Included were Urban Search and Rescue; Specialized Rescue/Haz-Mat equipment; as well as an orientation of how these Special Operations vehicles will be available on a mutual aid basis to the rest of the county. We were invited to show off our new Rig at this drill, and that was our first run.

Below is a summary of the features of our new canteen:



- Ø 2007 GMC 5500 chassis, 19,500 GVW
- Ø 6.6L Duramax 6600 diesel engine
- Ø Allison 1000 series automatic over-drive transmission
- Ø 18' integral aluminum body built by Krammes Kustom
- Ø 50 gallon potable water tank with a 3.3 GPM water pump
- Ø 7 gallon hot water heater
- Ø Onan 8.5 KW diesel generator
- Ø Brushed aluminum cabinetry with stainless steel countertops
- Ø Two Bunn Brew Wise thermo coffee urns
- Ø Bunn automatic hot chocolate dispenser
- Ø 19 cubic foot GE refrigerator with bottom drawer freezer
- Ø 2 cubic foot GE microwave
- Ø 4 cubic foot built in ice chest
- Ø Double sided compartment to provide thermoses for self-service
- Ø Built in Mister for firefighter rehab
- Ø Back up camera and GPS

Looking back, we are very appreciative of all the help and support we got from the fire departments we serve, as well as our fellow buff clubs. We also want to recognize all the work Tom Pelaia put into this project. Without these combined efforts, our new Headquarters #17 Rig would never have been built.

## Children and Fire Alarms

Submitted by Bob Bartosz

A local television station studied how children responded to smoke alarms in their homes, and the results shocked most viewers. Click on the link to the right to view this video presentation.



### Out of The Past

On March 1, 1970 a Box was transmitted for Front and Richmond Street in the Waterfront section of Philadelphia Pa. Fire fighters found heavy fire in a two story commercial building. In the photo it shows Ladder Co. 7's Dalmatian mascot, Lady standing guard on top of their truck, as her faithful masters are seen on the roof top ventilating. Unfortunately a few days after this photo was taken, Lady would die in the Line Of Duty. Ladder Co. 7 was answering a Box Alarm and as the Truck Co. was leaving the station Lady missed jumping on the truck and was run over. This was a terrible tragedy to all the fire fighters who knew her.

Photo By Bob Bartosz  
Tin Helmets Iron Men Fire Book

[Children\\_FireAlarms.wmv](#)

# Region 11

Broward Assn. For The Relief of  
Firefighters

Central Florida Fire Buffs

Metropolitan Fire Assn. of Atlanta, GA.

# **METROPOLITAN FIRE ASSOCIATION OF ATLANTA, GA**

By: Jeffrey A. Harwell

Metro Atlanta suffered another non heart related Line of Duty Death at the start of this summer. Incredibly for the second time in six months the Line of Duty Death occurred on a major holiday. On Thanksgiving Day of last year City of Atlanta firefighter Steven Solomon perished at a one alarm house fire on the short west side of Atlanta. On Memorial Day, May 28, 2007 Fulton County firefighter Felix Maurice Roberts perished during an early morning house fire at 325 Gorham Close in the northern portion of the county.

Fulton County Company 8 arrived to find a large 4000 square foot house well involved with a report of one person trapped. Rescue operations were immediately started with one crew going right and the other on a left hand search. During this operation a flashover occurred with the brunt of the heat and flame blast overtaking the position of Firefighter Roberts and Captain Wayne Gilliard. Other firefighters pulled the two injured members to the outside. Roberts was rushed to North Fulton Regional Medical Center where he succumbed to his grave injuries. Captain Wayne Gilliard was taken to Grady Memorial Hospital's burn unit suffering from second-degree burns on this hand and head. Captain Anthony Avery was taken to North Fulton Regional Hospital for chest discomfort and was treated and released. The body of the trapped occupant was eventually found in the bonus room over the garage. Felix Roberts was born in Fort Bragg, NC but grew up in Tampa FL. He was a Desert Storm veteran having served in the U.S. Army. He joined the Fulton County Fire Department in 1999. Funeral services were

held on Saturday June 2 at Elizabeth Baptist Church on Cascade Road. Our canteen served at the staging area located at Fulton County FD Headquarters.....Also on Memorial Day DeKalb County Firefighter Derrick Kelley was killed in a motorcycle accident at the Atlantic Beach Bike Festival in Myrtle Beach, SC.

Negotiations are ever so slowly proceeding on the possibility of the MFA obtaining operational rights and safe-keeping of Decatur, Georgia's 1924 American LaFrance Type 75 Triple combination pumper. The apparatus was originally restored by former MFA member Peter Wilcox and later donated back to the City of Decatur. Due to the Decatur Fire Department establishing a truck company and an air/light unit, storage space has become very limited. The department is negotiating to try to keep the apparatus in the metro Atlanta area, and feels that MFA and SVFAA members have the expertise on this equipment and would be ideal caretakers. We'll keep you posted.

Metro Atlanta is still working on becoming the garden apartment fire capital of the world. The following list covers multiple alarm fires in apartment buildings, plus the few commercial multiple alarms that have occurred, since our last report:

April 20 – Atlanta – 3540 Camp Creek Pkwy – two story 50 x 150, knock down w/ hand lines

April 21 – DeKalb County – 2036 Wood Terrace Ridge, Wood Terrace Apts, three story fully involved defensive w/ Q19 & T23, FF mayday located and transported for evaluation

April 22 – Metro Atlanta departments

responding mutual aid to Waycross area in SE Georgia for wildfires

April 23 – Gwinnett County – 6860 Bebout Drive, Cotton Mill Apts, defensive w/ 2 ladder pipes

April 24 – DeKalb County – 1310 Woodbend Drive, Timber Trace Apts, grass fire into roof of clubhouse, roof completely gone

April 25 – College Park – 2900 Camp Creek Parkway, Southern Highs Apts, heavy fire 24 unit building, defensive with 3<sup>rd</sup> Alarm equivalent response including our canteen

April 27 – Smyrna – 490 Windy Hill Road, Hickory Lake Apts, mutual aid from Cobb County

April 29 – Atlanta – 43 25<sup>th</sup> Street NW, three story apt building with heavy damage to six units

May 5 – DeKalb County – 3800 Brockett Trail, Woodhaven Apts, Company 23's first in

May 5 – DeKalb County – Winters Chapel Road, Peachtree Place North Apts, going defensive with T18 and Q19, one deck gun and multiple 2-1/2" handlines

May 9 – Atlanta – 1392 Beatie Avenue SW, 2<sup>nd</sup> Alarm unknown type structure

May 9 – Atlanta – 390 Irwin Street NE, three story apt bldg w fire running the attic, 1 FF injury

May 9 – Atlanta – 254 Sciple Terrace, 2<sup>nd</sup> Alarm for multiple houses on fire, E7 finds another house on fire while responding at 846 Thurmond Street NW

May 13 – Atlanta – 435 Chappell Road NW, extra engine & truck on two story apt

May 14 – DeKalb – NE Expressway & Briarwood, 2<sup>nd</sup> Alarm at old Comcast warehouse

May 15 – Jackson – 138 Shreel Avenue, tire shredding facility, all city units and M/A from Butts County, Henry County, and cities of McDonough and Flovilla.

May 15 – Clayton County – 276 E Upper Riverdale Road, Highland Manor Apts, defensive mode

May 20 – Atlanta – 764 Charles Allen Drive NE, 2<sup>nd</sup> Alarm apartment fire

May 25 – Atlanta – 425 Chappell Road NW, 2<sup>nd</sup> Alarm vacant warehouse, partial roof collapse, a couple of doors down from the May 13 fire

May 26 – Several are departments running "smoke in the area" calls, turns out to be smoke drifting north from the Waycross wildfires in SE Georgia

May 30 – DeKalb County – 1281 Brockett Road, Lakeshore Apts, defensive mode, one child fatality

May 31 – Atlanta – 320 Fairburn Road SW, 2<sup>nd</sup> Alarm on unknown type structure, offensive mode

June 4 – Atlanta – 240 West Paces ferry Road, mansion type house under construction, 2<sup>nd</sup> Alarm

June 7 – Riverdale – 709 King Road, Budget Inn Motel, 44 units destroyed by outside fire that spread into structure, 5 civilian fatalities, our canteen responded to this incident

June 8 – DeKalb County – 6963 Brandon Hills Road, Brandon Hills Condos, E23 on scene with flames 30' into the air on two story apartment building requesting 2<sup>nd</sup> Alarm with Q23 to set up ladder pipe

June 12 – Rockdale County – Iris Drive, Conyers, Tall Oaks Apts, at least one tower ladder operating

June 21 – Atlanta – 800 Peachtree Street, E15 on w/f 3<sup>rd</sup> Floor in rear with heavy smoke on 5<sup>th</sup> Floor, 2<sup>nd</sup> Alarm by Battalion 3

June 24 – Marietta – 1826 Lantern Ridge Road, 2<sup>nd</sup> Alarm on 2 story apartment, quick knockdown with master streams, some 2<sup>nd</sup> Alarm units returned

June 29 – Gwinnett County – Westoch Drive at West Chase Townhomes, defensive on 3 story townhomes

July 3 – DeKalb County – 158 Habitat Circle, Highland Club Apts, w/f 3 story apts, 2 jumpers, pulling 2-1/2" handlines

July 6 – Gwinnett County – 3344 Fairway Oaks Drive, fire in four apartment units



July 18 – Atlanta – 1911 Baker Road NW off Bankhead Hwy, single family dwelling with entrapment, extra engine + truck over 1<sup>st</sup> Alarm, 2 youth fatalities

July 21 – Atlanta – 2<sup>nd</sup> Alarm, 559 Parkway Drive NE, 3 story building, NFI

August 4 – Hall County – FF Angie Roach injured at a structure fire when floor collapsed, flown out via helicopter with 2<sup>nd</sup> and 3<sup>rd</sup> degree burns to lower extremities and abdomen, no respiratory problems

August 5 – Henry County – 2<sup>nd</sup> Alarm, Old Atlanta Road in Stockbridge area, apartment fire

August 9 – Atlanta – 2<sup>nd</sup> Alarm on arrival, 367 Chandler Road SE, tire store with exposures, 2 LP's

August 9 – Atlanta – 2<sup>nd</sup> Alarm, 415 Fairburn Road SW, heavy fire 2/3 of building, 3 LP's, 2 injured FF

August 11 – Cobb County – 2<sup>nd</sup> Alarm on arrival, 1824 Lantern Ridge Lane, fire in crawl space

August 21 – DeKalb County – Economy Inn, I-20 and Wesley Chappel Road, 2<sup>nd</sup> Alarm on arrival by C7

September 29 – Atlanta – 440 Ansley Walk NE, working fire 3 story garden apartment, initial special call for 2 engines for deep seated fire conditions, then special call for 3 + 2 for extra manpower

September 29 – Atlanta – 2<sup>nd</sup> Alarm, 1945 Westview Drive SW, 2 story apartment building

October 1 – Griffin – 452 N. Hill Street, fully defensive (including snorkel) on two story funeral home

While most fire departments across the country are constantly expanding to meet the growing communities they serve, one metro Atlanta department is in a state of downsizing thanks to disgruntled county residents. Fulton County is divided into to halves separated by the city of Atlanta. As we reported in an

earlier issue of Turn Out, residents in the northern half gradually became unhappy with their county government and started a drive toward forming their own city. And on December 1, 2005, the city of Sandy Springs was born. With that one act, Fulton County would eventually loose stations 2, 4, 6, and 22. Well, north Fulton wasn't done yet. On December 1, 2006, the city of Milton was established, and with it the county lost stations 10, 14, and 18. Now if you're keeping track, you know that all Fulton County stations in the northern part of the county carry even numbers, so that only leaves Stations 8, 12, and 20 (there never was a Station 16, Engine 16 used to run with Engine 6 out of Station 6 as a double engine company until it was abolished due to budget constraints). However these stations are living on borrowed time as true Fulton County stations. Actually, the city of Jones Creek has already been created and encompasses all the remaining unincorporated areas of northern Fulton County, including the three remaining stations just mentioned. The city is currently contracting with Fulton County to provide fire protection until a new fire department is established. To the best of our knowledge, the following list represents the current numbering scheme:

#### Sandy Springs Stations:

Fire Station #1 – 1425 Spalding Drive –

(Former County Station #6)

Fire Station #2 – 139 Johnson Ferry Road –

(Former County Station #2)

Fire Station #3 – 6025 Heard's Road –

(Former County Station #22)

Fire Station #4 – 4697 Wieuca Road –

(Former County Station #4)

#### Milton Stations:

Fire Station #41 – 12670 Arnold Mill Road –  
(Former County Station #14)

Fire Station #42 – 15260 Thompson Road –

(Former County Station #10)  
Fire Station #43 – 750 Hickory Flat Road –  
(Former County Station 18)

Current Jones Creek Stations under contract

with Fulton County:

Fire Station #8 – 3165 Old Alabama Road  
Fire Station #12 – 10265 Medlock Bridge  
Parkway  
Fire Station #20 – 10925 Rogers Circle



Photo description for IMG\_3281 - Photographer David Hurt captured this really nice looking open cab 1968 American LaFrance pumper operated by the Fairview, Alabama as Engine 154. Fairview is a small community along State Highway 69 some 12 miles northeast of Cullman in northern Alabama.



Doing a bit of antique shopping on a recent trip home, Indianapolis Fire Buff member Mary Morgan came across a vintage fire extinguisher to add to her collection. The only problem was that the extinguisher still held its load of carbon tetrachloride, now a controlled substance. Thankfully, a quick visit to friends at a local fire house took care of the problem, and Mary now proudly displays her trophy. Rumor has it that she is looking for a mate - empty, of course!





## **To our readers:**

**Your *Turnout* staff is creating two broadcast e-mail lists. List “A” will be those persons who would like to receive an e-mail alert when a new issue of *Turnout* is posted on the IFBA website.**

**List “B” would be those persons who would like a reminder, approximately two weeks before submission deadline, that copy and/or pictures are due.**

**To be added to one or both lists, please e-mail the Indy Publishing Group at [turnout@ifba.org](mailto:turnout@ifba.org) with your name, club affiliation, e-mail address, and choice of list A, B, or both.**

**Be sure to let us know of any e-mail changes.**



