The Los Angeles County Fire Museum is pleased to announce that “Flying Embers Hard Kombucha” is our newest sponsor. Their commitment to our organization will help preserve the history of the fire service as a proud and noble profession. Please support Flying Embers Hard Kombucha as they support us!
FROM THE PRESIDENT

IT IS A CRAZY world right now...

All of us here at the Museum hope and pray that all of you and yours are doing well and making it through this pandemic unscathed. We closed the museum in April and are hoping to reopen soon. Check the website homepage for up to date information on our opening. Our volunteer docents and shop crew are all doing well and eager to get back to the Museum to give tours and work on the fire engines.

Some of us have continued to work on a few of the projects in the shop while maintaining the social distancing recommendations or working there at different times or days than each other. Our two employees that handle guest relations, Kelly and Sophia, have been reassigned to photo archiving. They are scanning hundreds of historic images and cataloging those images as well. Since the Museum has closed we moved Engine 51 (1973 Ward LaFrance) to The Shop where it has been receiving much needed work. So even though we are closed we are getting plenty done.

In April we took delivery of our newest addition. For many years we have searched for a 1920’s or 1930’s Harley Davidson or Indian motorcycle to replicate one of the bikes our Forester and Fire Warden used to Patrol the mountainous areas in Los Angeles County. We are happy to report that the Museum is the proud owners of a beautifully restored 1937 Harley Davidson ULH. The bike is gorgeous. You can read more about this on page 23.

Luckily, we are all doing well through this crazy time and all of us at the museum sincerely hope all of you are doing well too. We worry about our families and friends and the supporters we have around the world. Please stay safe. We look forward to seeing you back at the Museum, hopefully, very soon.

Paul Schneider
President, Los Angeles County Fire Museum
OUR PARTNERS

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Inside Back
Engine Company 51 Squad Tshirts
THE MUSEUM
This is the main Museum for our public displays. It is located at 16400 Bellflower Blvd. in the MAYNE Events Center, on the ground floor.

THE SHOP
Located at 9834 Flora Vista Street, this is the “old Museum”. It is now known as The Los Angeles County Fire Museum Shop, or among friends: The Shop. It is a busy, working restoration shop. Our conference room and various archives are housed here as well.

“THE CATACOMBS”
Located in South Gate, this is our warehouse full of rigs that are in need of much attention and are not ready for public viewing. It is a storage facility that holds many artifacts as well as rigs.

LACoFD HEADQUARTERS
We have a spot located in the Training Center at LACoFD Headquarters, above in the photo. We have one rig and thousands of photographs, helmets, and other artifacts. Some of them are on display up there, but most are filed away. This is where our Historian, Dave Boucher, spends many hours.

PACOIMA
Located on the LACoFD Pacoima grounds, we have storage lockers full of goodies just waiting to have their time in the spotlight.

You all voted! The Los Angeles County Fire Museum is very happy to welcome Danny, “Dingo”, Dingillo to the Board of Directors. That brings us up to nine hard workers. You will find Dingo walking the floor of the Museum on many days, as he is also one of our famous Docents. Sounds like a great time to say THANK YOU to all of our Docents. Interested? See page 48 for more information.

ABOUT YOUR FIRE MUSEUM:
The County of Los Angeles Fire Museum Association is a public benefit nonprofit 501(c) (3) corporation, established in 1975 and incorporated in 1989. Acquisitions, restorations and operating funds are supported by monthly and annual membership dues paid by over 3,600 active-duty Los Angeles County fire fighters, retirees, members of other fire departments, and the public.

The museum’s collection includes more than 60 examples of historic apparatus, some dating back to the late 1800s, as well as hundreds of artifacts and thousands of photographs. The most popular vehicles in the collection are the original paramedic/rescue Squad 51 and the two Engine 51s from the 1970s television show EMERGENCY! The collection is currently housed in the new Museum facility, The Shop and a warehouse in South Gate and Bellflower, California.

The Museum Association is governed by a nine-member board of directors, nominated and elected by the membership every two years. Our board members provide the organization longevity in leadership and forward-thinking vision for the future.

IMPORTANT:
ACTIVE DUTY FIREFIGHTER MEMBERS
Please update your contact information with our Membership Chair. Both your physical address and email address please. We are getting quite a few returned Fire Wardens.
Membership@LACountyFireMuseum.com
Paul Schneider’s narrative

The Engineer’s job can often be a bit mundane after an initial rush of action. It all starts with a wild ride through narrow and busy streets full of drivers who seem to have no desire to yield the right of way.
Once you arrive at the scene.....

CONTINUED ON PAGE 8
...the Captain orders “lay a line” or “tank it,” then you spot the fire engine and the firefighters stretch hose lines to the fire and start yelling “water!!” The Engineer has the engine parked, the pump engaged, and water to the pump. The appropriate discharge valves are opened to send water to the eager firefighters itching to get to work.

If they “layed a line,” the Engineer connects the “supply line” to the pump intake. If they did not “lay in,” then the Engineer needs to hustle to secure a water source. Bottom line is, the first few minutes are usually where most of the action and excitement occurs for the Engineer. After that, they can usually catch their breath, monitor their fire engine and stay alert for further needs.

As with all facets of working at a fire though, sometimes the unexpected occurs and the routine becomes anything but.

Back in 1972 or so, Engineer Jim Hannum had a unique and rather exciting experience while operating Engine 164 at a commercial building fire in Huntington Park. His Captain was Doug War and his Fireman was Paul Neal. Wow, did they have an exciting day! Jim recently sent us a brief description of that experience along with some photographs and an interesting artifact.

**IN JIM’S WORDS:**

While on a rescue we heard an explosion. We backed around the corner and found a fire at a roofing company. The empty propane tanks were exploding. An empty tank blew up and flipped a full tank of compressed gas that was venting and burning into the air (about 20 feet). It landed on the valve which broke off and the tank rolled under Engine 164.

All photos courtesy of Jim Hannum
All of the sudden Jim’s 1965 Crown Firecoach looked as if it was on a giant stove top as fire billowed from under the apparatus. The pictures of the aftermath pretty much tell the story of this event. Jim removed and saved one of the scorched Engine Company number plates before his engine was hauled back to the Crown factory in downtown Los Angeles to be rebuilt. Much to our pleasure, Jim has donated that number plate to the museum. We are grateful for Jim to take the time to share his story, send us the photos of the fire damaged Engine 164 and the burned number plate. (See page 6, look at the front and you can see this plate.)

CONTINUED ON PAGE 10

So you Engineers out there, stay on your toes. You never know when things can heat up!!
Engine 164 is shown here after the burning and the rebuild by Crown
Photo was taken in the parking lot of Fire Station 164
E 164 - Shop #49274 - 1965 Crown - Serial #F1780
Photo by L. W. Arnold, April 1975
LACoFM archive photo: STA 164 001 - L.W. Arnold Collection
Service is meaningful and rewarding. So is saving. Homes for Heroes is focused on giving firefighters like you savings on a home. Because when we say, “thank you for your service,” we mean it and act on it.

_active & Retired Firefighters Save Money When you buy, sell, or refinance a home

On average, firefighters save over $4000

Service Deserves Its Rewards®

Richard St. Amant
310-989-7700

Homes for Heroes

https://bit.ly/Firefighters_HomesForHeroes

RichardStAmant@BHHSCP.com
Facebook.com/RStAmantRealtor

Homes for Heroes® Inc. is a licensed real estate company in the state of Minnesota | ©2017 Homes for Heroes, All Rights Reserved. Hero Rewards® not available in all states. Cash back amounts are estimates. The actual Hero Rewards amount may vary based on sale price of home (less appropriate credits) and in special circumstances, including, but not limited to, new construction and For Sale By Owner sales. Hero Rewards offers are limited and/or restricted in Alaska, Kansas, Louisiana, and Mississippi. You must be enrolled with Homes for Heroes and be represented at closing by a Homes for Heroes real estate affiliate to be eligible for Hero Rewards. Contact Homes for Heroes for further details.
From the Archives

By Jim Page and Paul Schneider

Paul Schneider in 2020

From our Museum archives, Fire Warden, Volume 9, Issue 1 - 2001, here is a story written by retired Los Angeles County Fire Battalion Chief Jim Page who passed away September 4, 2004. Jim served as our Museum Vice President and President during his time with our Board of Directors. He loved our Department and often spoke fondly of his experiences.

THE HOG LIVES ON

By Jim Page, 2001

When I was promoted to Engineer, I was assigned to West Hollywood. It was 1963 and 8’s had two engines, a truck and a squad. The second pumper, Engine 208, was nicknamed “The Hog.” It was a 1938 Seagrave and it carried 2 1/4” and 3 1/2” hose plus a big monitor mounted on top. The plan was for the engines to act as two-piece engine company.

In 1965 our Department bought two 2000 GPM pumpers. One was assigned to 8’s and replaced the old Seagrave, the other was assigned to 27’s in the City of Commerce. Immediately the new Engine 208 inherited the nickname of “The Hog” but this firefighting machine was a far cry from its ancient predecessor.

After several years in Battalions 4 and 5, I came back to West Hollywood in 1970 as a Captain on Engine 7. Our rig was one of the economy model Waukesha powered Crowns we nicknamed “Toyopets.” Even though our underpowered engine struggled to make it up the Hancock Street hill, and its pump was rated at 1000GPM, we knew we could count on “The Hog” if we ever needed really big water.

We really needed big water at 0305 hours on the morning of June 6, 1970. We were dispatched to a fire at the Playboy Club on Sunset. On arrival we found three stories of the ten-story building fully involved. Within ten minutes the fire spread upward to two more floors.

“The Hog” connected to a hydrant on Sunset and supplied Engine 8 (at the base of Truck 8) and the buildings standpipe system. Engine 8, in addition to pumping to Truck 8’s elevated master stream, also pumped one of three lines that supplied L.A. City’s Snorkel 27.

The interior attack

James O. Page on the roof of the Playboy Club in Hollywood cleaning up after the fire.

Photo: INC 053
crews used the standpipes to supply the high-rise hose packs. On one of the upper floors, firefighters discovered a stairwell standpipe valve was open and flowing hundreds of gallons of water. Pumping from a 36-inch main "The Hog" was undaunted; its 1091 cubic inch Hall Scott gasoline engine sang a throaty tune of internal combustion that harmonized beautifully with the high pitched whine of her pump. She supplied enough water to catch the fire on the fifth involved floor, and all she required in return was plenty of fuel.

Two years later "The Hog" got another chance to perform in Hollywood when the Goldwyn Studios burned. At some point, she was renumbered as Engine 8, repowered with a diesel engine, and her open cab enclosed. Eventually she was sold at auction. The buyer was Kevin O'Connell, master fire apparatus mechanic and owner of the B and M Siren Manufacturing Company (Editor's Note: See page 41). Kevin is a member of the Crown Firecoach Enthusiasts, a group that is dedicated to preserving the legacy of Crown as "the Royalty of Fire Apparatus."

Every time I see "The Hog", I am reminded of that night we spent together in 1970. It was our first big high-rise fire and she gave us what we needed, big water and plenty of it.

___ Paul Schneider in 2020 ___

As Jim wrote in his story, E208 "Hog" was purchased at auction by Kevin O'Connell. Kevin loved old Engine 208. He spent buckets of money rebuilding the Cummins turbo diesel in it and outfitted her with a radio set up that was more capable than those in our current frontline engines. He did all he could to keep 208 in shape, but he was not able to store it inside so cosmetically it suffered. Kevin passed away after a courageous and long fought battle with Pancreatic cancer late in 2019. His loss was huge for so many people in many diverse groups.

Kevin was truly a walking encyclopedia of all things automotive, radios, sirens, warning lights and fire engines. I could call Kevin from under a fire engine and take a picture of a problematic part and then send that picture to him and he'd instantly respond with not only the part name and original part number but the replacement part number if the original number had been discontinued! I often told Kevin that I wish I could download his brain onto a computer for future reference.

His story deserves a full article in a future Fire Warden. Long ago Kevin told me that upon his eventual death "The Hog" would be donated to our Museum. We now have his pride and joy and we will restore it to the condition Kevin had always dreamed of. Jim Page and Kevin O'Connell's stories will both forever be connected to that 1965 Crown known as "The Hog", and, we at the Museum look forward to returning it to its former glory.

(Editors Note: As with this story, connecting our apparatus and other Department equipment to the stories of the Firefighters who served on them, or cared for them, truly makes them come to life. Otherwise, they are "just" beautiful chunks of metal. If you have any stories/photos you would like to share, you can email them to: FireWarden@lacountyfiremuseum.com. We look forward to hearing from you.)

Photo: STA 08 012

CONTINUED ON PAGE 21

©2020 | LACountyFireMuseum.com 13
In the last edition of the Fire Warden (Volume 28-issues 3&4 - 2019), I wrote about the Home Gardens Fire Protection District and Engine 15. Not long after that went to print Bob Jones from Fire Station 103 brought a logbook to the Museum. It is from original Engine 15 and spanned the time frame from early 1927 to the end of 1927. The journal documents the transition from Los Angeles County Fire Department to the Southgate Fire Department.

Bob also had an original newspaper clipping from an article written in 1973 which features the story of the first fifty years of the Southgate Fire Department. The article sheds a great deal of light on not only the transition but also on the boundaries of the Home Gardens Fire Protection District and the Southgate Volunteer Fire Department that existed then. I did not know that our District and a Southgate Volunteer Department coexisted. It was always my understanding that the Home Gardens District became the South Gate Fire Department.

Another newspaper clipping Bob shared with us was about the actual formation of the Home Gardens Fire Protection District as recalled by the wife of the first Captain of that district. Thanks to Bob and his father, who was once a South Gate Firefighter who had acquired the log book and newspaper articles many years ago, we now know that the Home Gardens Firehouse covered an area South of Southern Avenue down to the Lynwood area and that even the Lynwood Fire Department took a piece of the Home Gardens area before the South Gate Fire Department took the rest.

These early logbooks are fantastic tools to uncover the early history of our Department. Most of you will be surprised to learn that the Los Angeles County Fire Department has thousands of logbooks stored in a container at the Department warehouse in Pacoima. The Museum recently reached an agreement with the Department that will allow the Museum to take possession of 1600 of these journals that cover the time frame from 1924 to 1951. We hope to pick those journals up soon and bring them to our Archive Center where we can catalog them and use them to research our Department’s earliest days.

If any of you have journals, documents or photographs of historic significance to our Department please consider loaning or donating them to us. Everything helps us tell our story. Contact FireWarden@LACountyFireMuseum.com, or bring them on by.

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Here is the text of the newspaper article:

**CITY’S FIRE DEPT. OPERATES ALL 50 YEARS**

The first mention of a fire department for the City of South Gate came during a Nov. 15, 1923 meeting of the board of trustees, later called the City Council.

The City was incorporated in January, and probably during this period, men were starting the Fire Department.

The board of trustees adopted Resolution No. 15, providing for a Volunteer Fire Department and adopting its constitution and by-laws. These facts are recorded in the City Hall.

Edward L. McCormick was appointed Fire Chief, and a fire truck was accepted. A motion was made to pay Fred S. Hirsch Company, Inc. for the truck along with 500 feet of hose and one nozzle.

History of this period is minimal, and few records are available, however, the Constitution of the Volunteer Fire Department is still in the City Hall archives. The volunteer fire chief and other officers were to be elected by the membership.

**Name Volunteers**

Evidently one of the first acts of this volunteer body was to hold its own elections. In the first known meeting in 1925, firemen listed on the roll were Peter DeYager, Chief; William Halliman, Captain; William Mayne, Lieutenant; and Edward McCormick, Secretary.

Other members of the Volunteer Fire Dept. over a period of two years were Oliver Nolon, F.M. Baker, Joseph Nichols, Ray Gould, Nick Vendouris, Elwood Brevig, Regis Farrell, Leslie Keays, Thomas Bosques, Oliver Johnson, Claud Powell, Clayton Wilson and Henry McLaughlin.

The first fire truck purchased in 1923 was a small Ford truck converted into a fire truck, with a small pump and hose bed for fire hose and nozzle. In 1924 the City purchased a 350 gallon per minute Seagrave from Fred Hirsch. He was a real fire apparatus pioneer, as his company sold the City of South Gate the 1923 used truck, the 1925 Seagrave as well as later the 1941, 1948 and 1952 fire trucks. Hirsch still attends fire apparatus conventions, even though retired.

The Board of Supervisors of the County appointed August William “Cap” Swanson as Fire Warden on May 12, 1924 for the area south of Southern Avenue in “Home Gardens.” “Cap” Swanson’s duties as Fire Warden were to oversee the burning of dry grass on vacant lots and be the public relations man for this area for the Board of Supervisors.

**Home Gardens Paid**

On October 1, 1924, a 750 G.P.M. American LaFrance was delivered to this area, which was annexed to South Gate in 1928. The fire station was at San Gabriel and Tweedy.

Fire Warden “Cap” Swanson then became Captain Swanson of the Los Angeles County Engine No. 15 Home Gardens Fire Protection District. These men were paid Firemen, and thus the Home Gardens Firemen preceded the paid Fire
City’s Fire Dept. Operates All 50 Years

The first mention of a fire department for the City of South Gate came during the Nov. 16, 1932 meeting of the board of trustees, later called the City Council.

The City was incorporated in January, and probably during this period, men were starting the Fire Department.

The board of trustees adopted Resolution No. 14, providing for a Volunteer Fire Department and adopting its constitution and by-laws. These facts are recorded in the City’s archives.

Edward M. McCormick was appointed Fire Chief, and a fire truck was accepted. A motion was made to pay Fred S. Hirsch Company $5,000 for the truck along with 206 feet of hose and one nozzle.

History of this period is minimal and few records are available, however, the Constitution of the Volunteer Fire Department is still in the City hall archives.

The volunteer fire chief and other officers were to be elected by the membership.

Name Volunteers

Evidently, the first act of this volunteer body was to hold its own elections. In the first known meeting in 1935, firemen listed on the roll were Peter Deagler, Samuel Hallman, Capt., William Mayne, lieutenant, and Edward McCormick, secretary. Other members of the Volunteer Fire Dept. over a period of two years were Oliver Nolen, P.M. Baker, Joseph Nicholas, Roy Gould, Ed Vennisouris, Ewing Brevig, Regis Farrell, Leslie Keays, Thomas Bosques, Oliver Johnson, Claude Powell, Clayton Wilson and Henry McLaughlin.

The first fire truck purchased in 1923 was a small Ford truck converted into a fire truck, with a small pump and hose bed for fire hose and nozzle. In 1924 the City purchased a 250-gallon, 3-minute Seagrave from Fred Hirsch, Hirsch still builds fire apparatus, as his company sold the City of South Gate the 1928 Seagrave as well as 1941, 1948 and 1952 fire trucks. Hirsch still builds fire apparatus, conventional enough today.

The Board of Supervisors of the County appointed August William Cap. Swanson as Fire Warden on May 13, 1924 for the area south of Southern Avenue. "Cap" Swanson’s duties as Fire Warden were to oversee the burning of dry grass on vacant lots and be the public relations man for the Board of Supervisors.

Home Gardens Paid

On Oct. 1, 1924 a 750 G.P.M. American LaFrance was delivered to this area, which was annexed to South Gate in 1928. The fire station was at Jon Gabriely and Tweedy.

Fire Wardens’ Corps then became Captain Swanson of the Los Angeles County Engine No. 15 Home Gardens Fire Protection District. These men were paid Firemen, and thus the Home Gardens Firemen preceded the paid Fire Department in South Gate.

Chief Peter DeYager’s South Gate Volunteer Fire Department had a fire station at the City Hall, Post Street and Victoria Avenue. They shared this facility with the police and other City departments.

Some of the young volunteers slept at the fire station, but were awakened many times by the loud drums the police would house in the drunk tank directly below the dormitory. A large alarm was located on the roof of the City Hall to call the volunteers to any fire. Rate of pay was $1 per hour and $2 for fires.

In early days in the summer months, part of the fun of being a Volunteer Fireman was to participate in water fights. These water fights, and the rate of pay of $1 for drills and $2 for fires, must have proved a contributing factor, as some volunteers began to increase their fire response renumeration by getting extra fires in vacant lots. A great part of the City was vacant in those days.

Train to Progress

A couple of the firemen were early urban renewal advocates as they graduated to empty bars, garages and old buildings. In the trial for arson that followed, it was stated they never set a building on fire that anyone wanted. This was arson and one of the men was convicted and sentenced in early 1927. The City Council made a decision that they needed a paid fire chief in the aftermath of the arson case.

While the trial was in progress, recruitment was held and William Mayne, a volunteer fire captain and member of the police department, was appointed as acting fire chief of the Volunteer Fire Department.

Bill Mayne, a resident of South Gate and retired from the police department, looking for a quiet life, in those days he had to wait until the phone caller had completed the assessment of the emergency to find out if it was a fight, a fire, or a mad dog. Then he would grab a police cup, his firearm helmet, or his dog catching tools before leaving the station.

Later, in 1929, the City of South Gate was more than doubled in size by three annexations that included land east of, south of Southern, The Los Angeles County Fire Protection District Station No. 15 was acquired along with the 1925 750 G.P.M. American LaFrance apparatus.

Six Los Angeles County firemen changed over to the South Gate Fire Department, thus increasing the size of the department.

The department grew very slowly after 1929. During the depression firemen were sometimes paid in "scraps," not money. This "script" could be used at most Twenties "browsers" stores just like money, except it was discounted.

Write Manuals

Civil service was granted to City employees in January 1927, and four men were hired to administer a day by system for the regular firemen.

In 1936, Chief Glines resigned to become the supervisor of Fire Training, Department of Education for the State of California. He was the originator of the State Fire Training Program.

The fire training manuals written by this group of firemen, used by departments throughout the United States.

In 1938, William F. Carleton became the youngest paid fire department chief in California.

During the years of 1943-46, this truck was the envy of many cities for its unique fire alarm and emergency hospital features for possible use as a mobile hospital.

Chief Carleton resigned in 1949 after a heart disability. Chief Glines had just returned from duty in the U.S. Army, and the City Council conducted a Civil Service examination, from which Chief Hugh P. Powell was selected for the part-time fire chief position.

Chief Glines retired in 1949 with a heart disability, and by Civil Service examination, Chief Carleton was promoted to chief. Battalion Chief Hugh P. Powell was promoted to assist chief. Powell retired to Hesperia in 1957.

Chief Hugh P. Powell was elevated to fire chief and Battalion Chief Robert A. Emerick appointed assistant chief fire chief in 1961.

The 1964 National Board of Fire Underwriters survey had shown deficiencies in the fire alarm system. A new alarm board system was built at No. 1 Station with around-the-clock system, a new fire prevention system of training and education for City firemen, and a new fire prevention system of training and education for City firemen.

At the old No. 2 fire station, the new "All-in-One" truck, this fireman had been a daily routine, plus a horseless firehouse across the street, a game of pinocchio. This fireman activity ceased when the new station was built near the South Gate Park.

But South Gate has good fire department, good fire apparatus, and dedicated firemen in the year 1972, 50 years after the beginning of the City.

It is well known that the first residents of the area now called South Gate, were Indians.

Jimmie Johnson, late 20s, the fact was substantiated when city workmen unearthed the skeletal remains of two much older Indian residents as reported in The Press.

The workmen digging trenches for sewer lines along Ellsworth Avenue discovered the remains, one near Victoria Avenue, the other near Ellsworth Avenue.

"The skulls are intact and in a good state of preservation," the article stated. It was believed that the newer residents were descendants of an old Indian burial ground.

AHEAD OF THE TIMES—South Gate’s Fire Dept. was so adept it designed and built rescue units such as this one of 1940 vintage which could handle any emergency calls immediately. Forward looking department plans and procedures have long been an example to other fire departments across the state and nation.
Department in South Gate.

Chief Peter DeYager’s South Gate Volunteer Fire Department had a fire station at the City Hall, Post Street and Victoria Avenue. They shared this facility with the police and other City departments.

Some of the young volunteers slept at the fire station but were awakened many times by the loud drunk police who would house in the drunk tank directly below the dormitory. A large siren was located on the roof of the City Hall to call the volunteers to any fire. Rate of pay was $1 for drills and $2 for fire calls.

In early days in the summer months, part of the fun of being a Volunteer Fireman was to participate in water fights.

These water fights, and the rate of pay of $1 for drills and $2 for fires, must have proved contributing factors, as some volunteers began to increase their fire response renumeration by setting grass fires in vacant lots. A great part of the City was vacant in those days.

**Trial in Progress**

A couple of the volunteers were early urban renewal advocates as they graduated to empty barns, garages and old buildings. In the trial for arson that followed, it was stated they never set a building on fire that anyone wanted. This was arson and one of the men was convicted and sentenced in early 1927. The City Council made a decision that they needed a paid fire chief in the aftermath of the arson case.

While the trial was in progress, recruitment was held and William Mayne, a volunteer Fire Captain and member of the police department, was appointed as acting Fire Chief of the Volunteer Fire Department.

Bill Mayne, still a resident of South Gate and retired from the police department, laughingly says that, in those days he had to wait until the phone caller had completed the message of the emergency to find out if it was a fight, a fire, or a mad dog. Then he would grab a police cap, his fireman helmet, or his dog catching tools before leaving the station.

Later, in 1928, the City of South Gate was more than doubled in size by three annexations that included land east of Otis, south of Southern. The Los Angeles County Fire Protection District Station No. 15 was acquired along with the 1925 750 G.P.M. American LaFrance pumper.

Six Los Angeles County firemen exchanged over to the South Gate Fire Department, thus more than doubling the size of the department.

The department grew very slowly after 1928. During the depression firemen were sometimes paid in “script,” not money. This “script” could be used at most Tweedy Boulevard stores just like money, except it was discounted.

**Write Manuals**

Civil service was granted to City employees in January 1937, and four men were hired to implement a day off system for the regular firemen.

In 1938, Chief Glines resigned to become the supervisor of Fire Training, Department of Education for the State of California He was the originator of the State Fire Training Program.

The fire training manuals written by this group have been used by departments throughout the United States.

In 1938, William F. Carleton became the youngest paid fire department Chief in California.

The population of South Gate was nearly 40,000.

South Gate had a unique tax income at this time, as both General Motors and Firestone Tire and Rubber purchased fire...
See your balance rise with eChecking!

It pays...

30x the bank average!

For more information visit our website www.fafcu.org

National rate for interest checking accounts is approximately 0.05% Annual Percentage Yield according to elitepersonalfinance.com on 01/10/2020.

Insured by NCUA
protection services from the South Gate Fire Dept.

Still in Use

In 1957 the Los Angeles County Fire Department demanded that Firestone Tire and General Motors be annexed to the County Fire Department. Both companies, by election, became a part of the City of South Gate by annexation in 1958-59. These large companies added about one-third of the assessed valuation to the City.
In 1939 a two-story headquarters fire station, 8917 State Street was completed by the Works Progress Administration at a cost of about $65,000. It is still in use.

The City of South Gate has had an excellent record in a low fire loss year in comparison with cities on the national scene.

The County Station at San Gabriel and Tweedy, that became Station No. 2 in 1928, was moved to 4867 Southern in 1948 to a new station built with money the City acquired by selling lots people had lost in the depression, due to nonpayment of taxes.

The No. 3 fire station had been activated in 1942, during World War II, when the growth of building in the Hollydale area necessitated closer response for fire calls. In 1958 the City built a new station to replace that twocar garage.

The City of South Gate has been a leader in the creation of new equipment.

The first so-called squad truck was built in this area in 1935 by “Dick” Chaffee and other personnel. From a basic Ford chassis, a pump and water tank were installed for the many grass fires.

Hospital on Wheels

A first aid compartment was also incorporated, and South Gate was one of the first cities to require standard and advanced first aid courses for all men. This first aid truck responded on all fires and first aid calls and was the forerunner of an emergency rescue and firefighting truck built in 1940-41.

This rescue truck was one of the first, if not the first, of its kind in California. It was conceived by Chief William F. Carleton and built in the Department shop. This truck was a small hospital on wheels. It was also a fire fighting bunker. There was space for four patients.

During the war years of 1941-46, this truck was the envy of many cities for its unique first aid and emergency hospital features for possible use as a mobile hospital.

Chief Carleton resigned in 1949 due to a heart disability. Chief Glines had just returned from duty in the U.S. Army, and the City Council conducted a Civil Service examination. Glines became chief of the South Gate Fire Department for the second time.

Find Deficiencies

Chief Glines retired in 1954 with a heart disability, and by Civil Service examination, Assistant Chief G.E. Peterson was promoted to chief. Battalion Chief Hugh M. Powell was promoted to
Garage Burning Spurs Action

Early Volunteers Protect South Gate

(NOTE: The following is an account of the formation of the Fire Protection District for the area of South Gate below Southern Avenue from west city limits to Atlantic Boulevard. Mrs. Claudia Swanson, wife of retired Battalion Chief A.W. Swanson, wrote this account. Mrs. Swanson wrote.)

By Mrs. Claudia Swanson

"On or about Feb. 20, 1924, less than a week after we arrived in Home Gardens, a small garage house owned by A. Spagnol, located at 3911 Tweedy Blvd., was burned to the ground.

"It so happened that my husband, A.W. Swanson, was at Mr. Tierman's house, working on a real estate deal which led to the building of the Allen Theater and the original fire station, one year later.

"The Spagnol house burned to the ground, but with a garden hose, the Tuttle Feed Store was saved. My husband badly burned his hands and I suppose the desire to create a fire department was more or less born that night."

Form Lumber Company

"At any rate, street corner groups began talking of the need of fire protection. As more people came, more homes were built, stores erected, and the need became greater.

"The Garden City Lumber Co. was formed with my husband as general manager. The lumber company opened for business on the corner of San Carlos & Tweedy on April 9, 1922.

"S.L. Stoffle, the president, my husband and other officers of the lumber company tried to get less exorbitant fire insurance rates. They were told that, without fire protection, the insurance company did not want the risk without a high premium," she said.

"Some months later the Home Gardens Improvement League was formed, composed of businessmen in the tract including L.A. Martin, Sam Dudlee, Grady Young, H.J. Waterbury and Earl Flke.

"W.O. Parks, first purchasing agent for the city, V.C. Sawwell F.C. Hendricks, S.L. Stoffle, A.W. Swanson and several others, took up the fight for fire protection.

"The first meeting was Jan. 11, 1924. After several meetings, Assistant Chief Baker of the Los Angeles County Fire Dept. came out and explained the need for fire protection.

"Other meetings were held. On Feb. 8, 1924, at a public meeting of the lumber company, the Home Gardens Improvement League was told that petitions should be signed and presented to the Board of Supervisors before March 1. No fire district could be formed for a whole year because of the budget unless the deadline was met.

"Several men were appointed to a committee to get the petitions signed. Mrs. Edison, Mrs. Sumrall and I were selected to call on people opposed to the fire district, pointing out the benefits to be received, and explaining that reduced insurance rates would offset the increased taxes.

"Grady Young, Sam Dudlee and Will Swanson attended a meeting of the Los Angeles Fire District representatives in Belvedere Gardens on April 31, 1924. Swanson was made a member.

"The fire district petitions were finally approved and my husband was appointed Deputy County Fire Warden on May 12, 1924. He appointed R.H. Stephens as his assistant, to take charge of clearing and burning off lots, and helping people become acquainted with fire ordinances and burning regulations.

Near Tragedies

"One of Will's first duties was to assist in the apprehension, arrest, and conviction of a woman who had a mania for starting fires. Just to see the excitement. Several fires were traced to her.

"Two fires just missed being tragedies, as children were sleeping in the houses she tried to burn. She is still at Norwalk State Hospital.

"Plans for the theater, drug store and fire station were started in May, 1924, to be completed soon as the fire apparatus was due to arrive. A meeting was held in June attended by representatives of the Los Angeles County Fire Districts and several prominent businessmen. The Improvement League went on record as unanimously in favor of my husband's appointment as fire warden.

"As an example of the real need for fire protection, Home Gardens had 19 real fires during the month of July. Fire crackers were legal then. In one case, a five-month-old baby was burned to death.

Lots of Noise

"The American LaFrance engine arrived Oct. 20, 1924 and Swanson was appointed full time fire captain. A.F. Johnson, engineer, one-half time, and H.C. Parks, fireman, part-time, and Earl Cauftield, night fireman.

"With a great deal of noise the original truck which had no muffler led a parade over the entire district Oct. 21, 1924.

"At this time the area had several volunteer firemen, Earl Flke, later mayor of South Gate, F.C. Hendricks, Will Gordon, F.W. Bum, Grady Young, V.C. Sawwell, W.F. Hawkins, J.A. Chester, Joe LaLarco, Joe Lonigro, Frank O. Don, J.L. Harnman, A.L. Carlson and Harry Berkman.

"Flke had the honor of being the first volunteer to drive and receive instructions on pumping."

AMERICAN LA FRANCE—Though being young as city, Home Gardens had good fire protection. In 1924, until had new American La France truck. On truck, from left, are Firemen J.A. Chester, H.C. Parks, A.F. Johnson, Captain A.W. Swanson and V.C. Sawwell.
On or about February 20, 1923, less than a week after we arrived in Home Gardens, a small garage house owned by A. Spagnol, located at 3917 Tweedy Boulevard, was burned to the ground.

It so happened that my husband, A.W. Swanson, was at Mr. Tierman’s house, working on a real estate deal which led to the building of the Allen Theater and the original fire station, one year later.

The Spagnol house burned to the ground, but with a garden hose, the Tuttle Feed Store was saved. My husband badly burned his hands and I suppose the desire to create a fire department was more or less born that night.

Form Lumber Company

At any rate, street corner groups began taking of the need of fire protection. As more people came, more houses were built, stores erected, and the need became greater.

The Garden City Lumber Co. was formed with my husband as general manager. The lumber company opened for business on the corner of San Carlos & Tweedy on April 9, 1923.

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With a great deal of noise, the original truck which had no muffler, led a parade over the entire district October 21, 1924.


Fike had the honor of being the first volunteer to drive and receive instructions on pumping.

Assistant chief. Peterson retired to Hemet in 1961.

Chief Hugh M. Powell was elevated to Fire Chief and Battalion Chief Robert A. Embleton was appointed assistant Fire Chief in 1961.

The 1958 National Board of Fire Underwriters survey had shown deficiencies in the fire alarm system. A new switchboard system was built at No. 1 Station with around-the-clock dispatchers. A new fire prevention system of training men was inaugurated to belie the old theory that firemen just sit around and play checkers.

At the old No. 2 fire station near the Allen Theater, checkers had been a daily routine, plus a horseshoe lot across the street, or a game of pinochle. This fireman activity ceased when the new station was built near the South Gate Park.

But South Gate has good equipment, good fire apparatus, and dedicated firemen in the year 1973, 50 years after the beginning of the City.

It is well known that the first residents of the area now called South Gate, were Indians.

In the late 1920s, the fact was substantiated when city workmen unearthed the skeletal remains of two such former residents as reported in The Press.

The workmen digging trenches for sewer lines along Liberty Boulevard discovered the remains, one near Victoria Avenue, the other near Seville Avenue.

“The skulls are intact and in a good state of preservation” the article stated. It was believed that the sewer trench traversed an old Indian burial ground.
Calling all Los Angeles County Fire Department retirees!! Memberships and membership dues are the life blood for the Fire Museum. Most of our funding comes from active Los Angeles County Firefighters who pay monthly dues through a payroll deduction plan. When a Los Angeles County Firefighter retires, those membership dues cease. Many of you do not realize that. As a result, we lose members and their all-important dues. We currently maintain over 1000 retirees as members yet only 100 are dues paying members. If the retirees who have fallen off the payroll deduction program due to retirement, would reinstate their monthly contributions, the resulting increase in funding would greatly assist the museum in our efforts to restore and preserve our Department’s history. So please consider becoming dues paying members again.

Thank you all for your support past, present and future!
We really can’t do this without you!

For retirees who would like to once again financially support the Museum and what we do, we have many ways that make it easy...

F&A Federal Credit Union - if you have a membership there
Set up an automatic transfer from your bank
Send us a check
Use a credit card on our website Donation page
Or use Paypal, which is also available on our donation page http://www.lacountyfiremuseum.com/Donate.html

Best yet… stop by and deliver the donation while you see in person the great things happening here
If you have any questions or need help, please email our Membership Chair Paul Oyler membership@lacountyfiremuseum.com

Our collection Photo STA 014 is a true treasure. Our future Department Chief, here as Engineer Cecil R. Gehr, is the gentleman on the left in the rig’s seat. Captain Ted Schneider is sitting on the right of the 1924 American LaFrance 750GPM Pumper. Your donations provide us the means to prepare high quality scans of our collections so we can share them with you and researchers everywhere. (see Fire Warden Volume 25 - Issue 2 - 2016 for more on “History Maker” Captain Schneider)
For many years we have talked about finding an old motorcycle to represent the motorcycle fire patrol bikes once operated by the Forester and Fire Warden. Indian and Harley Davidson motorcycles were purchased in the 1920s and 1930s and used into the 1950s as patrols in the mountainous regions of Los Angeles County. Horses were also used in this role. Danny Flemming was the last man trained as a Los Angeles County Forester and Fire Warden Motorcycle and Horse Patrolman.

Our goal has been to find a 1937 Harley and maybe a 1920s Harley, and/or a 1920s Indian to restore and paint in the colors of the Forester and Fire Warden. We have talked about it, looked around a little, talked about it some more, but never really went after it.

Well late last year we employed the power of the internet and Facebook and posted an image of one of our Department’s 1937
Harley-Davidson Patrol Bikes. Harley experts from across the country responded. From them we learned that we were looking for the ULH model and one person, Thomas Plaskis, reached out to us. He actually had a 1937 ULH for sale!

**Thomas Plaskis** retired from the FDNY after 20 years as a Firefighter. He retired to the mountains of western North Carolina to ultimately solidify his love of antique motorcycles. It all started because his father owned a Harley-Davidson and his brothers followed their Dad. Tom, at 16 years old, finally convinced his mother that he was ready for a 1972 Harley-Davidson Sportster. Tom and one of his brothers rode their bikes “around” the USA, coast to coast grazing the Canadian border and through the Florida Keys. Through the years, Plaskis has ridden his motorcycles through every state in the lower forty-eight.

Tom became fascinated with antique motor bikes after his retirement from the Department, and today his basement is part motorcycle museum and part workshop. He has toy bikes, antique signs, and old Harley calendars among other items. There are shelves and drawers full of bike parts. He acquired a 1940’s, 1937, and a 1945 Knucklehead with a sidecar. He built OUR 1938 from the ground up. Mr. Plaskis still speaks in loving terms about the bike build: “I’d say ninety percent of it is original parts or parts from that era. I had the parts assembled and had them in the basement, and once I started putting the bike together, it was almost like it was on an assembly line. I finished it in early 2014, and it fired right up! It is a fun bike. It gets a lot of looks.”

Some of you might know about the Daytona Bike Week. Another famous event during the week is Willie’s Tropical Tattoo Bike Show. Tom entered the bike in the Willie’s show. He did not think it was quite up to snuff against the other very custom 400-500 other motorcycles entered. “My bike really isn’t the kind to go in a show. There’s a lot of very custom stuff: home-built, hot rod stuff,” he said.

“It was about the end of the show and I was ready to go home and waiting for the crowd to dissipate when they called me. Willie had seen my bike and gave me the Willie’s Choice Award,” Plaskis said, “the tattoo girls smothered me as I made my way to the front to pick up my award. I knew the bike was special, I put a lot into it,” he added, “but I didn’t expect that.” His bike was even graded by the American Motorcycle Club of America. Tom’s work earned the bike a rating of 94 out of a 100. He “lost” those few points because Tom had to use reproduction fenders for the restoration.

Tom Plaskis is active in motorcycle and car clubs that raise money for local charities. He also helps honor local veterans through the Western North Carolina chapter of the 8th Air Force Historical Society.

We are so lucky to have found Tom, who not only had the type of bike we were looking for ... he had performed that amazing restoration on the bike already.

Tom sent us about a dozen images of the bike, and we were very impressed. We had always assumed we’d buy a bike that would need to be restored, but buying one done was suddenly very appealing to us. We have never restored an old Harley and therefore we would need to learn how to do it and do it right. Plus, after years of restoring fire engines, we have learned that it is cheaper to buy one that is already done!

So none of us are motorcycle guys and thus don’t speak “Harley”. Luckily we were introduced to a Long Beach Firefighter who speaks fluid “Harley”. **Jim Kimbrough**, of the Long Beach Fire Department, has numerous Harley-Davidsons of various eras and he has restored bikes. He is currently working on a 1940’s Knucklehead. Jim was kind enough to call Tom, the owner of the 1937 Harley and ask all the right questions on our behalf. After about a two hour conversation Jim called us and recommended we buy Tom’s bike.
idea. Even though we were all in agreement, that’s a lot of money, so we started thinking about ways of recouping the cost of the bike.

Well, out of the blue I get an email from Retired Battalion Chief Al Shriver. He asked that I call him regarding a possible donation to the museum. I called Al and he informed me that some retirees had formed a group known as the Retirees Legal Fund. Al, and Retired Captain Steve Johnson, were the lead members of the organization. They had money in the fund that was no longer needed as the group was going to dissolve. Al told me he would get back to me with the total amount that the group would be donating. After a couple of weeks went by, I got a call from Al to inform me that they will be sending us a check for……….$33,000! Sometimes things just work out! A big thanks to all of the members of the Retirees Legal Fund! We simply cannot thank them enough.

It took a few weeks to get the transportation of the bike ironed out, but eventually the much-awaited day arrived. The Harley was rolled off a transport and wheeled into the shop. It is truly a beautiful machine. We now have to decide if we want to repaint it or leave it as is and display images of our Department’s bikes behind it to help tell the story of the motorcycle patrols. More than likely we will repaint it. Either way this bike will be an amazing new addition to the Museum’s collection.

LEFT Photo: FFW 010D scanned with permission from Devil Wind Fire Wagons, Page 6

Verdugo Division personnel pose on the 1929 Buick pick-up. The tallest man in the back is Roland Percey. Walter Noller is on the 1928 Harley-Davidson motorcycle #208 (on fuel tank). Photo was taken in late 1929 just prior to moving to La Canada.

BELOW Photo: AP 112D
Engine 51 gets some attention

Since the Museum was closed, E51 was moved to the shop
TOOLS HELPING PRESERVE HISTORY.
ONE BOLT AT A TIME.

Use coupon code WARDEN15 to get 15% off your next tool purchase at www.powerbuilt.com
ABOVE: Photo S1 040D - President Paul Schneider perched on the roof holding E51's siren
A great view of the busy Museum Shop

BELOW: Photo S1 040D - E51s "Punch List"

1. Water pump belt
   Dayco 24438 17A1110
2. Idler pulley & pump
   Gates 25-11230
3. Power steering
   Dayco 17872 2
4. Alternator
   25-11755 Napa or Gates
   Starter button restored red paint
ABOVE: Photo S1 037D - E 51's back end fully loaded
BELOW: Photo S1 070D - detail from above showing the custom E51 hose, donated by Firequip

Previous page

1: Photo S1 034D, The Famous Ward LaFrance E51 in The Shop
2: Photo S1 063D, water pump
3: Photo S1 064D, Ted’s hands deftly working on E51’s water pump
4: Photo S1 038D, fan hub maintenance
5: Photo S1 043D, E51’s fan and hub
6: Photo S1 042D, fan hub in The Shop's vise
7: Photo S1 050D, new rubber door seal
8: Photo S1 036D, THE E 51
9: Photo S1 059D, new door seal
10: Photo S1 051D, the world famous numbers

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The fantastic work done by Kenny’s Autobody & Towing is on display at the Fire Museum!

- Our 1941 Ford
- Beautiful Pumper J
- 1955 Crown’s front panels & wheels
- Squad 51’s hood and front fenders

Come on in to the Museum and see our fabulous Stutz!
1903 American Steam Fire Engine

CLOSE TO OUR GOAL!

BELOW: Photos ST 016D and ST 017D  "ummm...that is not quite the intended use!"

Madison and Kevin Schneider helping to clean the decorative steam engine stack prior to nickel plating.
Photo ST 022D - Steam engine decorative stack being prepped for plating. Metal man Bob Key, of Torrance, spent many hours working all the dents out of this stack.

Photo ST 006D - The steam engine decorative stack is missing here. Looks funny! The pump, on the other hand, is installed and looks fabulous!

We needed to bend the cast brass support. This part is the forward most support for the suction hose that was carried on the right side of the steam engine.

BELOW: ST 020D and ST 021D Before and After, note the arrow in the left photo.
HOW DO “THEY” DO THIS KIND OF THING?

Our master fabricator/mechanic, Vice President Joe Woyjeck, had to build a simple jig to do it. Joe welded bolts to his welding table and we (Joe and Paul Schneider) placed the cast brass part in the jig and used a ratcheting cargo strap to slowly bend the part.
THE STEAMER’S PISTOL PUMP

ABOVE: Photo on the left: Photo ST 040D - Pump Kudos to Bruce Bansen, aka “Bruce the Brush” of Torrance, for his outstanding gold leafing skills
Photo on the right: ST 024D - Painted and decorated pistol pump ready to install

This is what team work is all about!

LEFT: Photo ST 043D
Joe is sitting in the Chief’s chair making preparations to guide the pump to the posts

RIGHT: Photo ST 035D
Guiding the pump while Joe gently works the fork lift. Met the posts perfectly!

LEFT: Photo ST 032D
RIGHT: Photo ST 036D
Paul is hands on to guide the pump while Joe gently works the fork lift.

It takes a very gentle hand on the forklift controls. Our master driver did a great job.
FINALLY INSTALLED AFTER 18 YEARS!
Some photos have a special draw for us because of their stark reality; they just commemorate a special time in the world in a plain and simple way with no fancy artwork. Such is the photo we have here.

Shown is the crew of Los Angeles County’s first fire Station #1. It was located at 3909 E. Brooklyn Avenue, Belvedere. Brooklyn is now Cesar Chavez Boulevard. This station, along with thirty others, would come into existence during 1924 – 1925, thus laying the groundwork for the Los Angeles County Fire Department.

Visible on the right is the 1922 or 1923 REO Chemical engine left over from the Volunteer Department. Only with a magnifying glass could I determine that the new 1924 American LaFrance 750 G.P.M. Pumper is lurking behind the men on the left in the photo.

These men formed into a team, led by a Captain, who stands on the left in this photo (he has a badge!). At some point, yet to be determined, the badge design was changed and removed from the suspenders. Also, the suspenders were discontinued and replaced with a belt of the wearers own choosing. Six-inch-high black work shoes were required and were purchased by the men themselves.
The Los Angeles County Fire Museum is located on the first floor of the City of Bellflower’s MAYNE Events Center. If you wish to book an event at the facility, there are three choices for the event spaces.

- An event held upstairs in the MAYNE Events Center
- An event held in the Los Angeles County Fire Museum
- An event that is held in both the Mayne Events Center and the LACo Fire Museum

To book any events that include the MAYNE Events Center, please note the information below, and contact Violetta Figueroa.

For any events that include the Los Angeles County Fire Museum, please contact Museum Director Paul Oyler at Membership@LACountyFireMuseum.com

For any event held in the MAYNE Events Center, TGIS will be your caterer, providing top notch service, food and drinks for your event.

Culinary Bliss. Unforgettable Events. Cutting Edge Design.

All this and more when you plan your next event at The Mayne with award winning TGIS.

Food by our internationally trained staff.

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For more information, to book an event or schedule a tour, contact Violeta at 562.804.1934 or vfigueroa@tgiscatering.com.

FOR ALL THE MAYNE EVENTS IN YOUR LIFE

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An “Ambulance Cycle”?  

YEP! A Harley-Davidson motorcycle ambulance!  

This vehicle, purchased in 1928, was stationed at the temporary headquarters of the Forest and Fire Warden Verdugo Headquarters on Michigan Avenue, known as Foothill Boulevard in La Crescenta. We are still working on finding the address. That station was closed when it moved to the Foothill and Georgen Road in La Canada the following year. That station was known as the Arroyo Seco Division Headquarters. It had three rigs, but no sign of the “ambulance” could be found. It seemed to have disappeared altogether.  

Looking at the photo there are some things we may surmise about this machine, one might be that it had been driven quite a bit and could have used some new tires. Was it really an ambulance? It looks like it could only house a child victim in that small area. Might it have been used to haul supplies and/or V.P.s into the back country? How about a store run to Glendale or Pasadena for who knows what?  

Some things we don’t know about this machine begins with who built the sidecar. Did Harley-Davidson build it and the motorcycle? Maybe it was built in the Department’s shops. We don’t know how much it cost; the author is guessing $500 to $1000.  

The Forestry vehicle replacement program allowed eight more straight motorcycles to be purchased in 1936-1937. We know that they were painted two-tone green with a gold badge on the gasoline tank in place of the Harley-Davidson logo in script. And… that is about it for what we know.  

Having a detective streak in one’s self does not hurt in this business. It makes one’s task a lot more fun.  

(Editor’s Note: the author commented on the bottom of his typewritten page… “Had a lot of trouble with the typewriter not spelling well this time.” He asks, “Time to trade it in?” What do you all think, should our venerable Historian waylay his revered typewriter for the digital platform?)
A SIREN? An amazing find from the Lounsberry collection is a like-new 1940 catalog of B&M Motorcycle Sires. While reading through it, I located the exact model that the Forester and Fire Warden used on the eight Harley-Davidson motorcycles delivered in 1937. A magnifying glass was necessary to use on the few photos we have of that model of motorcycle in order to identify the siren used.

Here is the foreword from the 12-page catalog:

“WITHOUT a reservation of any nature, the B and M Two-Tone Siren with Horn is the supreme achievement in design and effectiveness of any highway warning devise ever offered for the Motorcycle Officer.

It provides him with a voice that actually pierces the air for miles and makes him an absolute --- and safe --- master of the highway.

Being rotated positively and at a terrific speed by engine power, the usual battery annoyance and expense is eliminated.

There is no doubt as to the absolute superiority of the siren as a warning signal. But the nature of modern traffic has affected the range of its usefulness very materially and presented new and difficult problems which are solved with the B and M Two-Tone Siren with Horn.

Every B and M Siren is carefully machined and assembles with extreme care, and they are fully guaranteed as to quality of material and expertness of workmanship.

They have been thoroughly tested in the most exacting kind of Police Service and are recognized by hundreds of Municipalities as standard equipment.”

We send our thanks again to the Lounsberry Estate.

CONTINUED ON PAGE 42
MOTORCYCLE SIRENS

Catalog No. 4
1940

Featuring B and M Two-Tone Sirens with Horn

B AND M SIRENS
Mechanically or Electrically Driven for
Fire Trucks
Fire and Police Automobiles
and Ambulances
Motorcycles, Airplanes, Boats, Airports,
Corner Signals and Large General Alarm
Sirens for small towns and Frost Alarms

Manufactured by

B AND M SIREN MANUFACTURING CO.
763 EAST PICO ST. ..::.. LOS ANGELES, CALIF.
Showing Two-Tone Siren with Horn, front wheel installation on Harley-Davidson Motorcycle. The two-tone plus the horn doubles the noise. Will fit any model and year Harley-Davidson.

Price - - - - - $36.50
Municipal Emergency Services, Inc. (MES) is the largest supplier of 3M™ Scott™ SCBA and equipment to first responders in the U.S. Our commitment is to supply premium products for firefighting, rescue task force, hazmat, confined space, urban search and rescue, and emergency medical services. Contact your local representative today to learn about the thousands of products we carry!

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FLAK JACKETS???
By Historian Dave Boucher

This photo was taken on a day between August 13th through the 15th of 1965 at an unknown helipad. Probably in South or East Los Angeles. They are preparing for a fly over of the Watts Riot areas of Los Angeles City and County. On the left stands County Supervisor Kenneth Hahn, the Chief’s driver, Los Angeles County Sheriff Peter Pitchess and County Fire Chief Keith Klinger. Sitting patiently in the cockpit of the Department’s first helicopter, the Bell 47 G-2 is our then-pilot Roland Barton. The Department’s Heliport was named after him.

During the riots, as a twenty-nine-year-old Firefighter on a crew of four men recalled to man a reserve 1951 International Pumper, we went in and out of the action. We had to wear the flak jackets too. I was not alone in wondering why we wore them. Afterall, these could not stop a bullet. Stop a rock, stop a bottle, or stop half of a brick ...perhaps. That would be about it. At least we felt that someone was trying to do something to help protect us.

This Los Angeles County Fire Department photo is one of the best I have seen among the of hundreds we have yet to review. I have thirty or so set aside to publish and discuss in our newsletter over the next couple of years. We have what seems like a never-ending supply of topics and photographs to share. We appreciate your comments and encourage you all to share your stories too.
The Los Angeles County Fire Museum sends our thanks to Hammati #115 for sponsoring the 3D scanning of both The Shop and the Museum and producing two 3D videos.

Hammati helps Real Estate Agents sell homes faster, has services to find Agents for Sellers and for Buyers to find the perfect home. The hot ticket in buying or selling homes right now are 3D videos of the properties, Hammati #115 can help you with that service.

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NOT ONLY FIRE ENGINES GET CAUGHT IN FIRESTORMS...
Photo: INC 090 - Chief Hiram Swallow’s 1955 Ford was overtaken by the Liberty Fire which burned in Malibu during October 1958. The Chief barely escaped.
On the previous page, you read about the 3D scanning done at The Shop and The Museum. Hammati #115 sponsored the scanning, the production and the hosting of the video for us. It is very exciting for us to share these with you while we are, well we were, all stuck at home.

See The Shop 3D video here:
https://www.lacountyfiremuseum.com/shop-3d-tour/
See The Museum 3D Tour video here:
https://www.lacountyfiremuseum.com/museum-3d-tour/

THANK YOU VERY MUCH HAMMATI #115

The 3D Museum and 3D Shop images are screen shots from the videos.

PHOTO ARCHIVE WORK

Since the news in the last issue of the Fire Warden, we purchased a very powerful computer, 2 monitors, and a super scanner for our photo and document archiving project. We literally moved them into the Archive Room and were ready to set it up….when… well you know. So, the computer, along with the Engine Co. 51′s (the Museum’s Store) computer went home with Sophia and Kelly so they can continue the scanning work at home.

Hundreds of photos have been scanned and put up on our cloud archive, with more every day. This just might be the one really good thing to come out of this closure. Sophia and Kelly can put their efforts into the archive work and shrink the pile! Cataloging of the newly scanned images and sharing them with you will begin shortly. This has been one of the Board’s goals since I joined the team back in 2009, and it is just wonderful to finally see it coming to fruition.

LACoFD SHARES PHOTOS

Our Historian, Dave Boucher, has been working with the Department. He goes in and dives into their photo archives on the Department’s Flickr account filling in the details as best he can on the images. We all know the Department supports the Museum in many ways, and one of them is the sharing of any photo they have up in the archive. Our collection just grew by over 10,000+ images! Someday, we will figure out how to integrate them with ours for researchers.
The Los Angeles County Fire Museum is open to the public Wednesday through Saturday from 9am to 2pm. Our Museum is known for the wonderful artifacts and apparatus that we share with the public. The LACo Fire Museum is run by volunteers, and we are putting a call-out for some very special volunteers.

If you are an active or retired Firefighter, from ANY Fire Department, and love to share your experiences and knowledge, then we need you. We invite you to come into the Museum to meet with our Docents who are in house for the day to learn how you can become a docent and what to expect. Your schedule would be your choice. You could come in for two hours or four hours a day, once a week, once a month, or every Thursday... etc. Your choice.

When you are here, you not only will have the opportunity to speak with our public patrons, but you will get the “old home” feeling of being around everything firefighting related, including some old friends. If you feel this is for you, please come in or send an email to membership@lacountyfiremuseum.com.

This call-out is for active or retired firefighters only, thank you.

GO SHOPPING AT OUR MUSEUM STORE
www.LACountyFireMuseum.com/engine-company-51
WAR SURPLUS
By Historian Dave Boucher  Photos by Arnold Muench

Photo FOR 001, below, was taken behind Los Angeles County Fire Department Headquarters at 524 N. Spring Street in 1946. Photo FOR 002, above, was taken at the Pacoima Warehouse, as the backgrounds indicate. The five Jeeps were spanking new, they have newly-assigned “N” numbers behind the hoods. The Jeeps have consecutive license plates, except for the one on the left. All have the original style L.A. County Seals on the sides of their hoods (Photo FOR 003D - a detail from FOR 002) and are otherwise “stock original.” These were War Surplus purchases from the Federal Government. Cost? $725.00 each.

The single vehicle in the second photo has been modified for a single purpose – to be a Weed Abatement rig. The small gasoline-powered engine and pump drew water out of the thirty gallon (or so) tank mounted behind the front seats.

Each Spring, the clearing of weed-filled vacant lots was accomplished by several crews of temporary Forestry Division employees burning the brush. This was to eliminate neighborhood fire hazards. The pump with several sections of ¾” hose, were used to control the occasional “escape fire.”

I believe, but cannot verify, that the increased frequency of escape fires, and the liabilities caused by them, plus new “anti-smog” laws, doomed the Weed Abatement program. Besides… where did all the vacant lots go to?
Do you remember these guys?
We wouldn’t either if we did not have the photograph with their names written on the back: L to R Engineer De La Mere, Captain George Plympton, and Acting Captain Don Bollor. With artifacts like these, it is vital that we have the funding to be able to acquire, preserve and share these tangible links to our past. Your support makes this all possible. Your estate planning today can play a huge role in the preservation of your County of Los Angeles Fire Department’s rich history.

TO MAKE YOUR BEQUEST to the County of Los Angeles Fire Museum Association, please use the following language:

“To the County of Los Angeles Fire Museum Association in Bellflower, CA, I give __________% of my estate.” Or you can name a fixed dollar amount.

Mail to: County of Los Angeles Fire Museum
Office of Estate Planning
9834 Flora Vista Street
Bellflower, CA 90706

YES! Please send me information on how to include the County of Los Angeles Fire Museum Association in my will!

FYI - I have already included the County of Los Angeles Fire Museum Association in my will.
Engine Company 51 is the Los Angeles County Fire Museum’s Gift Shop and our online storefront. **POPULAR ITEM: SQUAD 51 Tshirts!!** Go to the website to see all we have to offer.

Go to: [https://www.lacountyfiremuseum.com/engine-company-51/](https://www.lacountyfiremuseum.com/engine-company-51/) for more information and place your order today.
“The Hog” as Engine 8 in the 1970s posing with the Museum’s 1915 Ford Model T/ American LaFrance Chemical Hose Car. Photo STA 008 113 - Courtesy of Christopher Arnold.

See Page 6 for the story on “The Hog”