



National Fire Heritage Center Newsletter

Message from the President

One of the sayings that I have used regarding persistence is “a journey of a thousand miles begins with a single step”. What is not stated in that cliché is that there are many steps in a mile and there is a big difference in the energy required if those miles are downhill or uphill. The cliché also fails to talk about the fact that if you take only one step forward and stop, you will never get to see the scenery along the rest of the way. I use this phrase to highlight the significance of where the National Fire Heritage now is compared to where it was several years ago. We started off with an idea that was a step. We held a meeting to talk about the idea that was another step. Then we incorporated another step. Before you get concerned that I am going to describe every single stepping stone over the last years. I rest my case that you now get the message. We are not where we started.

It is my belief that the open house that we held in October at the Museum in Emmitsburg was a wonderful sign post along our journey. We definitely are in a different place because we have trodden the pathway of progress. No one doubts that there is not a lot of work ahead of us. We have significant challenges just to keep pace with what we have now initiated; a home for the collective memories of those who have served this discipline.

I would like to take the time to thank everybody who has helped us along the way but I am afraid if I start listing individual names, I will miss someone important or give undue credit to someone who has not contributed much other than moral support.

I will take a certain amount of license however with my own restraint by recognizing two people, Mr. & Mrs. Wayne Powell. While the rest of us have been walking on the path of ideas, they have been following a well worn path from their home to our facility to make our ideas into reality. I don't think anyone can doubt that the physical presence that we experienced in our open house is directly linked to the devotion of the Powell family to what we are accomplishing. They should be recognized for that effort.



Ronny J. Coleman





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January, 2012

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Open House Celebration



Dr. Benjamin Franklin accompanies President Ronny J. Coleman and the members of the Board of Directors of the National Fire Heritage Center in cutting the ribbon at our annual meeting in 2011. In this photograph are Don Briggs, Shane Ray, Bill Killen, Gary Frederickson, Robbie Robertson and Vickie Pritchett.

The following are the remarks of the President in opening the event:

Preservation of the Perishable, By, Ronny J Coleman

Four score and seven years ago our fathers brought forth on this continent a new nation conceived in Liberty, and dedicated to the proposition that all men are created

Oh – Wait a minute. I think someone else has already given that speech. In fact, not too far away from here. It may well be one of the shortest speeches ever that has received international acclaim every since.





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President Lincoln was not always known to be so brief –

And, generally speaking neither am I, but the solemnest of that occasion gave the President a reason to be succinct and focused with his words. He was recognizing a watershed event in the history of the nation and did not wish to replace its impact by the use of unnecessary rhetoric. I would like to follow his advice closely today by stating that this too is an occasion to remember what has been conceived and what has been accomplished in battling an enemy as old as civilization; the ravage of uncontrolled fire. We are here today to remember those that have dedicated their lives to the task of reducing that destruction to the smallest possible opportunity.

Tomorrow, right up the road we will commemorate the men and women that have fallen in the battle fought in the past. Today we will commemorate those that lived full and rewarding lives and did not succumb to death on the battlefield, but rather their lives have ended in obscurity sometimes, in glory for others, but in all cases they have left a legacy in their wake that may not have been recognized by the pomp and circumstance of a combat death. Lincoln said that people would little note, nor long remember what he said on the dais that day in Gettysburg. The same might apply to our speeches here today.

It is our desire that we have created this archive of the perishable, the ideas, the words and even the thoughts of those that labored to protect the world from a force that has existed since the dawn of time. We can do no less than to recognize these individuals as being heroes in their own time and icons to be followed into the future. They too shall not perish from this earth. I have used 372 words. Lincoln only used 286

As part of the opening ceremonies, President Coleman read into the record remarks submitted by Dr. Harry Hickey as follows:

Memorandum

To: Ronny J. Coleman
President, National Fire Heritage Center

From: Harry E. Hickey, Ph.D.

I have read your published “National Fire Heritage Center Newsletter: Volume 4, Number 1” concerning the Dedication Ceremony in Emmitsburg, Maryland on October 14, 2001 to fully recognize the historical establishment of a National Fire Heritage Center. It is with heartfelt regrets that I cannot be there with all my friends, associates and colleagues. But my doctor has given me a definite “NO”.





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After several readings of the stated document I am overwhelmed that it is your intention to honor me as the founding member of the National Fire Heritage Center on the date of October 14, 2011 ceremonies in Emmitsburg, MD. With regard to the observation on page 12 of the referenced publication titled “Memories from the Past”. I make reference to correspondence you received from my wife, Gloria Hickey, back in 1987 concerning a “museum for the fire service.”

Actually my thoughts on this matter date back to when Dr. John Bryan and I were students in the Fire Protection Engineering Technology Program at Oklahoma State University under the direction of R.J. Douglas. I am remembering a number of class discussions on the need for a future library to preserve the long history of the American Fire Service involving both the early volunteers and the growing list of both career and part-paid fire departments.

However, it was not until I joined Dr. Bryan as an Assistant Professor in the Fire Protection Engineering Program at the University in 1960 when an introductory course in Fire Protection Engineering was developed covering the history of the Fire Service in the United States and the required training for firefighters, both career and volunteer.

In preparing to teach this introductory course in Fire Protection Engineering, I research the history of public and private fire protection dating back to the late seventeen hundreds (Revolutionary War). The more I learned about fire protection from the development of both career and volunteer fire departments and the increasing role of the insurance industry, the more I was convinced there needed to be a physical facility that would serve as a permanent but expandable facility or dedicated building to not only catalog and properly shelve and store materials including both published and unpublished studies and research papers prepared by governmental agencies along with colleges and universities and the military.

Before retiring from the University of Maryland in 1988, I interfaced with John Hogland, the Maryland Fire and Rescue Institute staff, to pursue developing a historical center for Fire Protection and Fire Service published and unpublished literature and historical paintings and pictures. During this time I learned from my daughter, Linda, who as an Army Captain at that time, that the Army had established an Army Heritage Hall in Carlisle, PA. After she was reassigned as a Lt. Colonel under General Pino in Norfolk, VA she learned more about the Army Heritage Hall. We spent a full day touring the facility including the archival center, the research center, and the lecture auditorium where a high ranking Army official came every Wednesday and discussed a significant Army military action followed by a discussion period. I feel that this type of presentation should be considered for implementation at some future date at the National Fire Heritage Center.





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We realized that the present National Fire Heritage Center would outgrow its current enclosed space. Therefore back on September, 2006 David, with my guidance, drew a conceptual drawing of a new facility to be located on the North Side of Route 15 near Emmitsburg on land owned by the Catholic University. After the enclosed drawing was completed, I visited the main office of that person. However, it is my recollection that the Catholic College felt they owned sufficient land and a few acres could be carved out along the road front to build a permanent Fire Heritage Center. The college further felt that it might be to their advantage to have facility located there for possible employment of their students to do archival work.

My concluding thought on the current and future direction of the National Fire Heritage Hall Center comes down to one very important and recognizable fact. The conference phone call that the early group of people came together at the Maryland Fire and Rescue Center many years ago led to arranging a conference call with you in California. Since that time you quickly emerged as the appropriate person to lead the National Fire Heritage Center program. I am next remembering the meeting in Frederick, Maryland when you were unanimously elected as the President of the National Fire Heritage Center Foundation.

Now, years later, you have more than proven yourself to be a marvelous, energetic and capable leader for the continuing development of the National Fire Heritage Center Program. I hope and pray your leadership will continue my dreams of a National Fire Heritage Center become a reality. Furthermore, I am beyond grateful for the recognition that the Heritage hall facility is being named in my honor. **THIS IS THE MOST MEANINGFUL REWARD I HAVE RECEIVED IN MY LIFE!** In second place is the recognition I received at the University of Maryland in 1968 when the University of Maryland Board of Regents recognized me as the outstanding professor in the James A. Clark School of Engineering.

I feel very honored that I have been able to make a significant contribution to the protection of lives and property from the ravages of hostile fires.

Things Work Out

Recently I was given a copy of some old firefighter grape vines from the Los Angeles City Fire Department. The following poem was published on October 15, 1933. I couldn't help but think as I read it that it could have easily





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been written last week. It is a very optimistic approach to things. I hope you appreciate it as a motivator to remain optimistic as you move forward.

Because it rains when we wish it wouldn't,
Because men do what they often shouldn't,
Because crops fail, and plans go wrong,
Some of us grumble all day long.
But somehow in spite of the care and doubt,
It seems at the last that things work out.

Because we lose when we hoped to gain,
Because we suffer a little pain,
Because we must work when we'd like to play,
Some of us whimper along life's way.
But somehow, as day always follows the night,
Most of our troubles work out all right.

Because we cannot forever smile,
Because we must trudge in the dust awhile
Because we think that the day is long,
Some of us whimper that life's all wrong.
But somehow we live and our sky grows bright,
And everything seems to work out all right.

So bend to your troubles and meet your care,
For the clouds must break, and the sky grow fair,
Let the rain come down, as it must and will,
But keep on working and hoping still/
For in spite of the grumblers who stand about,
Somehow, it seems all things work out.

Anonymous





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Oakland's Fire Boat

"From Yard Tug to Hero", The Story of the U.S.S. Hoga (YT-146), By Geoffrey Hunter

In the spring of 1948, the Port and City of Oakland, California acquired, for the meager sum of \$1 per year, a slightly worn U.S. Navy tugboat. This vessel, the former USS *Hoga* (YT-146), would go on to protect Oakland's bustling waterfront for almost half a century. Prior to her being leased from the Navy by Oakland, the *Hoga* (a Sioux Indian word meaning "fish") served as a yard tug at the Pearl Harbor Naval Station. Seven years before she went to Oakland, this modest little tug played a significant role in averting what could have been a much larger disaster on America's "day of infamy", December 7th, 1941. Here is her story.

She was laid down on July 25th, 1940 in Morris Heights, New York by the Consolidated Shipbuilding Corporation. Consolidated would build almost 50 tugboats as well as much larger sub chasers during the course of World War II. Christened the *Hoga*, she was launched in the Harlem River on December 31, 1940. The *Hoga* was 100 ft long, had a beam of 25 ft, a draft of 9 ft 7 in, and displaced 325 tons. Her firefighting pumps could shoot an impressive 4,000 gallons of seawater a minute from several large nozzles located on her deck and superstructure. Two powerful Westinghouse 515-horsepower diesel-electric motors turned a single-screw propeller that was able to move the *Hoga's* broad steel hull along at an impressive 16-knots.

Commissioned at Norfolk Naval Station on May 22, 1941, the *Hoga* was assigned to the 14th Naval District, whose headquarters' were located at Pearl Harbor Naval Station on the island of Oahu in the Hawaiian Islands. During the *Hoga's* long transit to her first duty station, her crew of eleven U.S. Navy seamen sailed her down the Atlantic Seaboard, through the Panama Canal, and then north along the Pacific Coast to Naval Station San Diego, in California. From San Diego, the *Hoga* made the dangerous 2,500-mile journey westward across that lonely span of the Pacific Ocean. Thankfully, both ship and crew arrived safe and sound at Pearl Harbor and immediately began the work of moving the ships of the U.S. Pacific Fleet. She assisted sleek destroyers (the "greyhounds of the fleet"), massive aircraft carriers, and mighty battleships in and out of their berths surrounding Ford Island in the center of Pearl Harbor. No one could have known then that this little yard tug would play such a pivotal role in America's darkest hour looming just several months away.

Sunday morning, December 7th, 1941 dawned calm and clear. The sailors at Pearl Harbor were just beginning to awake when the Imperial Japanese Navy launched a devastating surprise attack on our unsuspecting U.S. Pacific





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Fleet. The *Hoga*, tied up at her berth at 1010 Dock, sprang into action even as the first enemy bombs and torpedoes struck home on the battleships *U.S.S. Oklahoma*, *West Virginia*, *California*, *Nevada*, *Maryland*, *Tennessee*, and *Arizona*. Within minutes, the crew of the *Hoga* plucked several men from the oily water as she raced to the now-hellish Battleship Row. When she arrived there, she found a badly damaged repair ship, *U.S.S. Vestal*, moored outboard of the fiercely burning *U.S.S. Arizona*. The crew of the *Hoga* threw lines to the desperate sailors aboard the *Vestal* and pulled her away from the doomed battleship as the Japanese bombs turned the *Arizona* into a blazing hulk.

The only battleship to get underway that day was the *U.S.S. Nevada*. Late in the attack, during the second wave of Japanese planes, the *Nevada* began to limp through the chaotic harbor towards the open sea. It was at this moment that the *Hoga* and her brave crew were able to show their mettle and quite possibly alter the course of the war in the Pacific. The *Nevada*, heavily damaged from several bomb and torpedo hits, was barely making way and in danger of sinking as she attempted to escape the Japanese onslaught. During this second onslaught of Japanese planes, the *Nevada* drew the attention of more than 20 enemy aircraft. The Japanese dive-bombers and torpedo planes concentrated all their efforts on sinking this lone battleship. At that moment, the *Hoga* was able to nudge the *Nevada* out of the channel and push her ashore at Hospital Point before she could sink. Had the Japanese succeeded in sinking the *Nevada* in this narrow channel that leads to the open sea, she could have become a “cork in a bottle”. Her sunken hull would have become a huge navigation hazard and made it impossible for our ships to enter or leave Pearl Harbor. With the *Nevada* sunk there, the outcome of the war in the Pacific might have been much different. Thankfully, the *Hoga* was able to come to the aid of the stricken *Nevada*, ground her, and extinguish the fires that were burning on her foc’sle.

After grounding the *Nevada*, the *Hoga* returned to Battleship Row where she and her crew fought the massive fires burning out of control on the doomed *U.S.S. Arizona* continuously for the next 72 hours. The *Hoga* was then ordered to patrol Pearl Harbor and assist with body recovery and extensive salvage operations.

For her extraordinary work on that day of infamy, the *USS Hoga* and her crew received a special unit citation from Admiral Chester Nimitz, CINCPAC, which reads:

For distinguished service in the line of your profession as Commanding Officer of the Navy Yard Tug Hoga, and efficient action and disregard of your own personal safety during the attack.... When another ship was disabled and appeared to be out of control, with serious fires on the fore part of that ship, you moored your tug to her bow and assisted materially in extinguishing the fires. When it was determined that the damaged ship should





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be beached, as there was serious danger of her sinking in the channel, you assisted in the beaching operations in an outstanding manner. Furthermore, each member of the Hoga functioned in a most efficient manner and exhibited commendable disregard of personal danger throughout the operations.

For the remainder of the war, the *Hoga* remained at Pearl Harbor Naval Base. There, she assisted with salvage operations, provided fire protection, and helped move the massive number of ships that the U.S. Navy had assembled to fight the Japanese in the Pacific Theater in and out of the harbor.

After the war, there was a large surplus of combat, supply, and support ships that the Navy had to either scrap or lease. Thanks to the efforts and vision of Congressman George P. Miller, the *Hoga* was spared the fate of many of her sister ships. The congressman saw the need for waterfront fire protection at the now-bustling Port of Oakland in Oakland, California. In 1948, he worked out a deal where the Port of Oakland would lease the *Hoga* from the U.S. Navy for just \$1 per year.

Under this generous arrangement, the *Hoga* made the transit from Hawaii to California, was renamed the *Port of Oakland*, and was given a complete retrofit from stem to stern. Her reconditioning was done by the Pacific Coast Engineering Company at Pacific Drydock and Repair in Oakland and totaled \$73,000. Part of her upgrade included being outfitted with three additional centrifugal pumps on her fantail. With the additional pumps, her firefighting capacity was increased to an impressive 10,000 gpm. *The Port of Oakland* was quartered with Engine #2 at the foot of Broadway at Jack London Square and was manned by a licensed pilot and a marine engineer, as well as seven firefighters and a battalion chief. Her new crew and her additional pumps were soon put to the test. On December 2, 1949, just a year after joining the OFD, the *Port of Oakland* was able to confine and extinguish a large fire that burned for seven hours in the #2 hold of the 465-foot Matson Line freighter *S.S. Hawaiian Rancher*.

The Port of Oakland (later rechristened, *The City of Oakland*) served the Oakland Fire Department from 1948 until 1994. In the course of four decades protecting Oakland's waterfront, she and her crew rescued many drowning persons, towed numerous stranded boaters to safety, fought countless fires on ships large and small, and assisted land-based fire engine companies fighting waterfront building and pier fires. This proud little tug even carried President Jimmy Carter when he took a tour of San Francisco Bay on July 3rd, 1980. In 1989, the former U.S.S. *Hoga* was registered as a National Historic Landmark.

The Hoga was finally retired by the Oakland Fire Department in 1994 when she was transferred back into the care of the U.S. Navy. The Navy then moved her to the "Mothball Fleet" at Suisun Bay, which is managed by the U.S.





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Maritime Administration. This fleet of old ships lies rusting in their moorings awaiting their fate. For most of these vessels, they end up being towed away and scrapped. A happier fate awaits the *Hoga*. She will soon be steaming to her new home to begin another chapter in her long life as part of the Arkansas Inland Maritime Museum in North Little Rock, Arkansas. The mission of this museum is “to commemorate America’s rich naval and maritime heritage through the preservation of historic naval vessels with an emphasis on the era of World War II through the present”. Once there, the *U.S.S. Hoga* will be on permanent display and the thousands of visitors who come to the AIMM every year will be able to learn the story of this amazing tugboat.

History of LAFD Fire Helmets

By Jonathan Dowell

Since its official formation in 1886, the Los Angeles City Fire Department has utilized a wide variety of fire helmet types and styles. The earliest helmets consisted of traditional looking, high-eagle leather helmets with leather front pieces. The primary leather helmet manufacturer was Cairns & Brother, which is still in business today. Members of the LAFD below the rank of Battalion Chief wore black helmets, while chief officers wore white helmets with fancier, sometimes hand-painted, gold leafed front pieces complete with the name or initials of the chief officer who wore the helmet. A chief’s helmet often had more combs (vertical ridges) on its crown, along with a higher (8-inch) front piece and larger eagle atop the front piece. Very few of the aforementioned helmets have survived, making them highly collectible today.

Around World War I, the LAFD switched to aluminum fire helmets. Manufacturers of these helmets included Forker, Pettibone and possibly Cairns & Brother. The exact transition date is unknown. Some firemen didn’t like the new helmet type and re-mounted their used leather front pieces on their new aluminum helmets. I’ve seen early LAFD photos showing some firemen wearing leather helmets and others wearing aluminum helmets. The Forker and Pettibone helmets were very similar in shape and appearance, however Forkers had wider aluminum front pieces, while the Pettibone helmets had an extra decorative cap at the top of the helmet crown, also known as the cranial portion. Color coding was used on LAFD aluminum helmet crowns to indicate whether the wearer was a salvage or truck company member. Opposing quadrants on a salvage company helmet were painted orange and on truck company helmets they were red. The remaining quadrants on a company officer’s helmet, including its front piece were painted white. A chief officer’s aluminum helmet was entirely white. I will focus here on the





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Forker helmet since I am more familiar with its characteristics and is the only type of aluminum LAFD helmet I currently own.

All Forker helmets were made of 20 gage cold rolled sheet aluminum, a stronger material than the ordinary stamping aluminum used at that time by other helmet manufacturers. They were made in Los Angeles and the Forker company name tag was sewn to every helmet liner. Construction features included a four-piece crown with each quadrant flanged together. Between each flange were 8 vertical ribs on the crown portion, providing decorative detail. The rim of the helmet had a vertical flange bent up at the cranial opening for attachment to the crown portion. The standard Forker helmet front piece was 8 inches high and hand-painted by Mrs. Forker herself. When an LAFD member was promoted or transferred, he would repaint his helmet front piece to match his new assignment. The eagle holding the top of the front piece was solid aluminum and painted gold. All LAFD firemen had to buy their own helmets. A new Forker helmet cost eight dollars, representing more than a day's pay at the time.

By the end of the 1930s, aluminum fire helmets were becoming a thing of the past. In the early 1940s, the LAFD replaced all aluminum helmets with new, streamlined looking, single-ridge helmets made of black bakelite. The manufacturer of this new helmet was the Mine Safety Appliances Company (MSA) of Pittsburgh, Pennsylvania. Their "Skullgard" fire helmet would be worn by LAFD firemen for the next two decades. Also worn by some LAFD firemen during this time period were three-bead black fiberglass helmets made by General Textile Mills (Gentex) of Carbondale, Pennsylvania and the E.D. Bullard Co. of Sausalito, California. One LAFD retiree told me that the three-bead helmets were ordered for firemen with bigger heads who couldn't wear the Skullgard. This article will focus on the MSA Skullgard helmet, since it was the most widely used helmet in the LAFD until 1961.

The Skullgard helmet was considered to be tougher than its aluminum predecessor due to its one-piece laminated bakelite shell, complete with a single reinforcing ridge at the top of the crown. A series of holes were drilled through the side of the crown, just above the brim, so the interior suspension system could be attached to the helmet utilizing black lace fed through the holes. The LAFD shops covered the exterior exposed lacing with black electrical tape applied to the same portion of the helmet crown. Two additional holes were drilled in every Skullgard helmet to accommodate screws for the attachment of the semi-oval shaped helmet front piece. The aforementioned ridge portion of the helmet was painted orange on salvage company helmets and light blue on squad company helmets.





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An entirely new LAFD member identification system would be used on the Skullgard helmets, consisting of color-coded front pieces, made from a phenolic (phenol-based) resin material. The lettering font used resembled the art-deco style, which was very popular in the mid twentieth century. All front pieces were made by painters in the LAFD shops. The earliest phenolic front pieces were made using stencils for the numbers and letters and were not reflective. Eventually, a silk screening process would be employed and the colored background on each front piece would be reflective. This resulted in crisper, cleaner looking letters and numbers and improved visibility.

Helmet front pieces for engine company and mountain patrol members were blue or black, while those used by truck company members were red. Salvage company front pieces were orange and squad company members had green front pieces. The type of company to which a member was assigned was printed in tall, curved letters across the top of the front piece conforming to the curved portion, with LAFD printed near the bottom. Letters and numbers on these front pieces were white. Helmet front pieces issued to company officers had entirely white backgrounds and color-coded letters and numbers. For example, a front piece issued to an engine company captain was white with blue lettering and a blue number. Chief officers were also issued white front pieces, however the lettering used on them was a much smaller font and was gold with red bordering. Under the rank title was the corresponding rank symbol, e.g. three crossed trumpets for an assistant chief. Rank titles were not used on front pieces issued to members below the rank of battalion chief. If a captain worked out of class as an acting battalion chief, he would wear a white front piece on his black helmet with the word "battalion" above the rank symbol. The title of "chief" was excluded. Those company front pieces listed above are not representative of all the different ones issued, however they are the ones I see more often than not when I visit the homes of LAFD retirees and other collectors. Just like the Foraker helmet, the Skullgard, Gentex and Bullard black helmets were purchased by LAFD members, along with their uniforms and protective clothing. Out of pride, most LAFD members kept their black helmets and displayed them at home for all to see. Others gave them to their sons who would join the LAFD themselves, while some removed the front pieces for shelf display and gave their helmet to their grandchildren to play with. I've run across second-hand black bakelite helmets with no front pieces but two holes on their crowns spaced the same distance apart as the holes on a phenolic LAFD front piece.

In 1961, all black and white LAFD helmets in use at that time would be replaced by, of all things, a (AKA Fire Dome), with a three-bead crown advertised to be made of non-aging fiberglass. This was the brainchild of newly elected Fire Commissioner Fred Kline. Experimentation with this radically new type of helmet began in 1960 and the firemen of Salvage 28 were the first to participate. Their helmets were entirely orange, the proposed color for salvage company helmets. Engine and truck company members wore blue and red helmets respectively. By the end of 1960, the consensus among LAFD members who wore these helmets was one of disapproval. Complaints





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about them included lack of impact protection, no neck protection and a non-traditional appearance due to their uniformly narrow brims. Some of the nicknames for the Bullard Fire Dome included “the piss pot”, “the walnut shell” and “the water and power helmet.”

Despite negative user feedback, the LAFD purchased 2,850 of these Bullard Fire Domes and issued them in 1961. The newly issued helmets were molded in both white and safety yellow. All chief officers were issued white helmets, while the remainder of LAFD members would get yellow helmets. A company officer was identified with color-coded reflective stripes between the beads on his helmet. Blue was the color used to identify an engine company captain, while red was used for a truck company captain. Non-reflective red decal lettering was applied to the front of each helmet with “LAFD” in arched letters several inches above the brim and the rank title across the bottom of the crown, just above the brim. Located between these decals was a non-plated LAFD dress uniform cap piece. In the center of the cap piece was a sunburst with no rank title. A captain’s helmet had a generic rank cap piece, one and one half inches in diameter with two parallel trumpets. Since the screw posts were removed from the aforementioned cap pieces, mechanical attachment of a cap piece to a helmet was out of the question. The LAFD shops used an all-purpose adhesive compound instead. Over time, this compound became brittle and lost its adhesion, resulting in separation of the cap pieces from helmets due to heat exposure or physical impact. Rumor has it that the cap pieces cost more than the helmets they were affixed to. The replacement for the cap piece was a 3-inch diameter city seal. It was a non-reflective water slide decal made by the Angelus Pacific Company in Fullerton, California. This was now the only graphic identifier on the front of each LAFD helmet. Reflective company identification numbers would be added on the side of each helmet. Red numbers identified truck company members and blue numbers identified engine company members.

After the Watts riots of 1965, the LAFD discontinued using the Bullard Fire Domes. During this event, you could see some LAFD members wearing a new type of fire helmet. They were the men of Task Force 3, located downtown on Hill Street. The helmet worn was the MSA “Topgard”, advertised to be made from injection-molded polycarbonate and lighter, more comfortable. Standard features included MSA’s “Uniridge” design, an independent adjustable suspension system and a white leather chinstrap. The suspension system fit inside the crown of the helmet by simply sliding each guide strip into one of the four slots, thus eliminating the need to drill the crown.

The MSA Topgard was an instant hit with the firemen at 3’s for all the opposite reasons that the men of Salvage 28 had for disliking the Bullard hardhat. The Topgard afforded more impact protection, provided total neck protection and had a more traditional appearance, reminiscent of the Skullgard. It would soon replace the Bullard hardhat in 1965. All LAFD firemen had to turn in their hardhats, since they were city property. This accounts for





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why I've seen only a handful since my search for used LAFD helmets began in 1978. It is easier today to locate an old aluminum or bakelite helmet than an old Bullard hardhat. Based on my research, when these helmets were turned back in, some were re-issued to Department of Water and Power employees. How DWP eventually disposed of them is anyone's guess.

The company member identification system used on the Topgard helmet was the same as on the Bullard hard hats, with the city seal on the front and red or blue reflective numbers on each side of the crown. To identify company officers, one-inch high red or blue continuous reflective stripes were located on the crown, just above the brim. Letters were still used on helmet crowns to identify members who were detailed to non-suppression activities. For example, a helmet issued to a fireman assigned to Drill Tower 89 for recruit training had 3-inch green reflective letters "TRNG" on each side of its crown.

In the late '60s, the LAFD began issuing reflective helmet front pieces for mounting on the currently used Topgard helmets. These initially consisted of a pre-cut piece of red sheet resin and a reflective emblem applied to it. They shared the same profile as their leather counterparts and were attached to the helmet using screw posts fed from inside the helmet crown through four holes drilled in the front of the helmet and secured with flat-headed nylon machine screws. The pre-existing city seals would be fully concealed by the new front pieces. The brittle nature of these resin-based front pieces led to their demise. They would crack when subject to just about any significant impact.

As a result of the problematic resin base material, the LAFD switched to leather front pieces made by MSA. The same color pattern was used, with white panels on a red background for non-officers. Front pieces issued to captains had white backgrounds with black panels, while those issued to chief officers also had white backgrounds, but with red panels and gold lettering. On the red front pieces, all lettering in the white panels was black. On the original reflective ones, the only text in the top panel consisted of the word "station", with the bottom panel saying "LAFD". On the new leather front pieces, the text in the top panel represented the type of company to which the wearer was assigned (engine, truck, rescue squad), while the bottom panel remained unchanged. All leather front pieces issued to captains and chief officers had applied cap pieces attached in the center. Those issued to captains were silver with two parallel trumpets, while those issued to chief officers were gold with the appropriate number of crossed gold trumpets. Later on, task force commanders, who held the rank of Captain II would be issued silver cap pieces with two crossed trumpets.





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Eventually, MSA introduced a better way to attach their leather front pieces to the Topgard helmet. It consisted of a black polycarbonate bracket which accepted the same screws, arched to conform to the crown of the helmet. After field evaluation, the LAFD now specified that new Topgard helmets include this component. These brackets worked best for front piece attachment because they did not require drilling four holes in the crown and were made from the same material as the helmet, thus making adhesion to the helmet easier. The screw hole spacing on the MSA leather front pieces was the same as that on the previously issued reflective ones, thus allowing for attachment of either type of front piece to the bracket. The LAFD also utilized leather front pieces from other manufacturers, however, the MSA front pieces had their own distinct appearance. Above the top panel were two exposed smooth black rivet heads. The tails of these rivets were attached to the ends of a sheet brass stiffener strip located on the backside of each front piece. The MSA name was stamped on the exposed side of each brass strip. The end result was a leather front piece with its own curved profile.

In the early-1970's, MSA began to offer orange Topgard helmets. The LAFD would soon replace the yellow Topgards issued to captains with the new orange ones. Helmet numbering and front piece systems remained the same with one exception. The orange helmets did not have the one-inch high applied reflective crown stripes like their yellow counterparts. The only captains who did not wear orange helmets were those assigned to arson investigation. Their Topgard helmets were red.

Production of the MSA Topgard helmet ceased in 1976. In the same year, the LAFD placed its first order of Firecraft helmets distributed through the Western Fire Equipment Company. By 1982, all Topgard helmets were replaced. The new helmet reflected a unique, modern design never seen before in the American fire service. It was designed by firefighters for firefighters. Features included a thicker, yet lightweight (36 ounce) polycarbonate shell, an independent, adjustable suspension system and a single ridge crown design.

Ex Libris; In your Library

The following book reviews of Chief Kenlon and Croker were submitted by NFHC member John Cochrane

Probably no other fire department has made more of an impression on the America fire service than the Fire Department of New York. Much of today's fire service customs, organization, and operations are reflective of those developed in the early days of the FDNY. This can be credited in part with many of the outstanding traits of





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its members who rose through the ranks to become chief officers. The most noteworthy of these chiefs include Edward F. Croker and John Kenlon, both of whom served with distinguished service as Chief of Department. Chief Croker served as Chief from 1899 through 1911 followed in 1912 by Chief Kenlon who served until his retirement in 1940. The two men became nationally respected and recognized as leaders during their term of office and to this day their contribution to fire protection is felt even today. During the transition of their terms as Chief of Department both published outstanding works on the subject of fire prevention and control.

Fire Prevention by Edward F. Croker, Dodd Mead & Company, 1912 (Not in print). Written at the heels of his testimony before the New York State Factory Investigation Commission in the aftermath of the infamous Triangle Shirt Waste Fire, Chief Croker shares with the reader his thoughts and experiences on a wide range of fire prevention and firefighting topics. Subjects include operations of the standard dwelling fire to combating conflagrations in factories, loft buildings, and high-rise buildings. He provides insight into the organization of small town volunteer fire departments to large fire agencies serving a major city. In particular, he pays personal tribute to the FDNY, its evolution from an organization comprised of a hodgepodge of volunteer fire companies serving the lower tip of Manhattan Island to an all career department protecting a fast growing metropolis including the boroughs of Manhattan, Brooklyn, Queens, Staten Island and the Bronx. Of special note is Chief Croker's strong and sometimes emotional stance for the use of built-in fire suppression features such as monitored fire alarm and automatic sprinkler sprinklers, improved building construction methods, and the creation fire prevention bureaus under the oversight of municipal fire departments. The book is a must read for those interested in the evolution of fire prevention and control as well as gaining further insight to the thoughts of one of Americas' most noted fire service icons.

Fires and Firefighting, A History of Modern Firefighting with a Review of Its Development from Earliest Times by John Kenlon, George H. Doran Company, 1913 (Not in print). Chief Kenlon shares with the reader the evolution of public fire protection from the early Roman days to the modern American city of 1913. While doing so, he shares his knowledge of the organization and makeup of urban fire departments around the world including London, Paris and the countries of Germany, Austria, Switzerland, and Italy. In our own country he shares his breadth of knowledge of fire protection challenges in hotels, theatres, schools, factories, hospitals, and the "skyscraper." His experiences of life within the FDNY are shared regarding the then controversial "two-platoon" work schedule for career firefighters, waterfront fires, the high pressure hydrant system of lower Manhattan and downtown Brooklyn, fire salvage work of local fire underwriters, and role in the development of New York's marine firefighting operations. Throughout the book he reminisces of his earlier maritime career as a sea captain and his early days of backbreaking urban firefighting. As with Chief Croker's work, this book is a must read for fire service historians, particularly regarding the FDNY.





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It is interesting to note that both publications were released within a year of each other which makes one wonder if there existed a bit of rivalry between the two icons. Chief Croker is known for setting the trend for the creation of fire prevention bureaus as part of the services of the municipal fire department and his never ending crusade for improved fire prevention efforts of both public and private interests. Chief Kenlon is credited with carrying on Chief Croker's prevention initiatives, particularly during controversial times brought on by political pressures. In addition, he is credited with the creation of some of the fire service's first specialized units, most notably the rescue unit; a service that is very common place in the inventory of most departments today. Regardless of any potential rivalry at the time, Chief Croker was quoted by the New York Times that Kenlon was the best choice to be his replacement of the ten deputy chief candidates competing for the Chief of Department position. Both were highly regarded by not only the men of the FDNY, but throughout the country and abroad.

Firemen from the 1800's

One of our members has spent a lot of time trying to research firemen from the 1800s. It has resulted in him developing a CD that contains the following documents in pdf format. They are not searchable. That isn't a problem for the FDNY 1860s documents, but it is somewhat problematic for the 1858 FDNY and 1867 Brooklyn documents. The 1860s FDNY badge numbers were issued by company, so it is easy to look them up. The other reports list the badge numbers, but they were not issued by a fire company. You have to search through the whole book to find the badge number that you want.

- 1858 FDNY Report of the Chief Engineer
- 1860 FDNY Report of the Chief Engineer
- 1862 FDNY Report of the Chief Engineer
- 1864 FDNY Report of the Chief Engineer
- 1864 FDNY Rules and Regulations
- 1868 Brooklyn Western District Report of the Chief Engineer



The reports all contain the names of each member of each company, including their badge number, occupation and residence address.





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Mr. Christian also has an 1868 Boston Report of the Chief Engineer and will add that to the disk as well. Boston was a paid organization by then, so the book won't have badge numbers and other personal data for the firemen. If readers are interested in the disk, they can either mail me a check or send me a money order. The cost is \$45.00. Christian will cover shipping and send the disks via Priority Mail.

James Christian
2040 Medici Way
El Dorado Hills, CA 95762
916-933-8502 home
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Jscottschristian@att.net

Documentary Video

#2 East Main Street

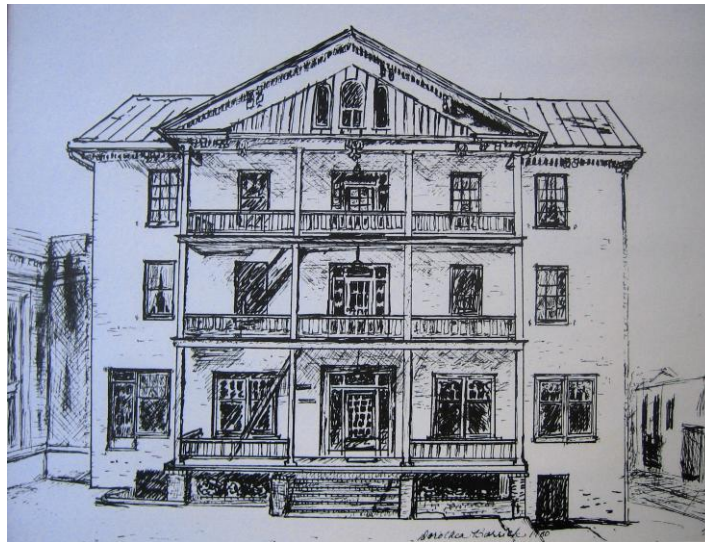
A Documentary video production about a major Fire event that occurred on April 3, 2010 in the Town of Emmitsburg is now available. In the context of history this may go unnoticed. However, the amazing firefight and how the community united to help those affected along with lessons for all committed to fire / life safety advocacy everywhere can be learned from viewing this video.





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Artist of the Month



Commissioned by the Emmitsburg Area Historical Society in 1980, the “Olde Emmitsburg Hotel” drawing by renowned area artist Dorothea Barrick is available including matting at \$30.00 per print (\$10 to help fire victims, \$10 supports the VHC Auxiliary and \$10 covers all costs with shipping & handling extra). To order a print, contact dorothear@cs.com, 717-642-6793 and 13 Polly Trail, Fairfield, PA 17320. Ms Barrick’s work was the subject of a featured article in the April 2010 *Emmitsburg News-Journal* ‘Artists of the Month’ section by the Adams County Arts Council’s Christine Little.

Old Time Fire Books Online

If you are interested in finding some old time books that are online, go to this website:

<http://books.google.com/books?id=xxVAifG87y0C&pg=PA21#v=onepage&q&f=fals>





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Additional Losses of our Leaders

The National Fire Heritage Center continues to receive information regarding the losses of some of our legacy leaders. Please take a moment of silence to recognize the following:

Dieter Heinz – was an Analytical Research Chemist, Educator, Curriculum Developer, Author, and Professional Speaker. He was a pioneer in the field of Hazardous Materials; and developed and instructed one of the first Hazardous materials classes ever offered in the State of California in the early 1970s.

Dieter developed and authored the 5-step Field Identification Method which allows Haz Mat responders to quickly identify ‘unknown’ liquid and solid Hazardous Chemicals; and he was an accredited instructor for Federal and State Agencies, in addition to covering all branches of the U.S. Military; Air Force, Army, Navy, Marines and CNG Civil Support Teams/WMD.

Jonathan Dowell – Jonathan was a recent member of the National Fire Heritage Center. He was unfortunately killed in a traffic accident in December of 2011. Jonathan was a lifelong fire buff and was well known to collectors in the Western United States. He authored several articles for this newsletter about collectible activities. His family has donated a significant amount of his paper collection to the National Fire Heritage Center.

Obituary of Considerable Persons; with Biographical Anecdotes

As a Franklin history buff, I pursue any opportunity to collect information on the man’s life and times. Recently I obtained a copy of the London Heralds 1784 obituary on Benjamin Franklin. It is being reproduced here in its entirety. What I find fascinating is the whole idea that this is only 8 years after the American Revolution and the London Herald writes Franklin’s obituary as if he were a local hero. I am not sure we will ever understand American history until we can thoroughly understand how Franklin made so





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many contributions and simultaneously remained a folk hero amongst those that he had opposed. He had to be a very unique personality.

At Philadelphia, aged 84 years and 3 months, Benjamin Franklin, esq. LL.D. and S.R.S. He was born in 1706, and brought up in the profession of a printer; in which capacity he worked some years as a journeyman with the late Mr. Watts Of his origin he made no secret. In a conversation at Paris, in the company with questions about the state of the paper-manufactory there, "Few men can give you more information on that subject than myself, for I was originally in the printing-trade." His love of science can be traced from an early period. A letter of his to Sir Hans Sloane, dated June 2, 1725, is printed in our vol. L. p. 459. He appeared here in the line of his business; but had procured letters to, and was well received by, Martin Folkes, esq. afterwards President of the Royal Society, and, through him, was known to Dr. Clarke. He was not, however, gratified with a fight of Sir Isaac Newton, which he often lamented, and which he had labored to obtain. Great age and increasing infirmities prevented an introduction to Sir Isaac – In 1735, Mr. Franklin had a severe pleurisy, which terminated in an abscess on the left side of his lungs, and he was then almost suffocated with the quantity and suddenness of the discharge. A second attack of a similar nature happened some years after this, from which he soon recovered, and did not appear to suffer any inconvenience in his respiration from these diseases. His own idea of death may be collected from a letter which he wrote about 35 years ago to Miss Hubbard, on the death of his brother, Mr. Franklin, of Boston, who was father-in-law to Miss H.*

"Dear Child, I console you with you; we have lost a most dear and valuable relation; but it is the will of God and Nature that these mortal bodies be laid aside, when the soul is to enter into real life; 'tis rather an embryo state, a preparation for living; a man is not completely born until he be dead; why then should we grieve that a new child is born among the immortals, a new member added to their happy society? We are spirits. That bodies should be lent us, while they can afford us pleasure, assist us in acquiring knowledge, or doing good to our fellow-creatures, is a kind and benevolent act of God. When they become unfit for these purposes, and afford us pain instead of pleasure, instead of an aid they become encumbrance, and answer none of the intentions for which they were given, it is equally kind and benevolent that a way is provided by which we may get rid of them. Death is that way. We ourselves prudently chose a partial death. In some cases, a mangled, painful limb, which cannot be restored, we willingly cut off. He who plucks out a tooth, parts with it freely, since the pain goes with it; and he that quits the whole body, parts at once with all the pains, and possibilities of pains and diseases, it was liable to, or capable of making him





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suffer. Our friend and we are invited aboard – on a party of pleasure - that is to last forever – his carriage was first ready, and he is gone before us; we could not all conveniently start together start together; and why should you and I be grieved this, since we are soon to follow, and know where to find him? Adieu! B.F.”

**Of this gentleman it may not be improper to observe, that his kind behavior to Franklin was long remembered with gratitude by that Philosopher. At every entertainment which he gave his workmen during the life of Watts, the health of his old friend and master was one of the first toasts; and he used to relate several pleasant anecdotes of him: for Watts, with much good sense, and not a small share of pointed wit, or something extremely like that, had a manner of saying and doing good things, that was exclusively his own. He had, besides, a quick discernment of character, and appreciated in general very justly the peculiar turn and talents of those with whom he conversed; of the truth of which, the subject of this article affords a striking proof. He soon discovered in him that vigour of intellect which has been since universally acknowledged; and often affirmed, with an oath, that his “young American composer,” as he called him, would one day make a considerable figure in the world. The prediction the old man lived to see, in part, verified; perhaps, in his own opinion, completely fulfilled; for it can fiercely be supposed that he could have conceived the occurrence of those extraordinary events that raised his “composer” to the summit of human greatness, and contributed to his shining as a negotiator amongst princes, or the legislator of a rising state, or that the climax would close with his enjoying a portion of sovereign power. From the press of Mr. Watts, let us take this opportunity of adding, proceeded the many beautiful publications which gave just celebrity to the name of Tonson, particularly the accurate and net edition of the Classics which were edited by the superintendence of Maittaire. In 1759, he published “an historical Review of the Government of Pennsylvania;” and in 1760, “The Interests of Great Britain considered, with regard to her Colonies.” For the particulars of his examination on the Stamp Act, in 1767, see vol. XXXVII p. 368; and an excellent confidential letter of his, in 1768, in our vol. XLIX p. 647. In 1773 he attracted the public notice by a letter on the duel between Mr. Whateley and Mr. Temple; see vol. XLIII p. 617. On the 29th of January, 1774, he was heard before the privy council, on a petition he had long before presented, as agent for Massachusetts Bay, against their governor, Mr. Hutchinson; when the petition was abruptly dismissed, and Mr. Franklin removed from the office of deputy postmaster general for the Colonies; see Vol. XLIV p. 89. Previous to this period, it is a testimony to truth, and bare justice to his memory, to observe that he used his utmost endeavors to prevent a breach between Great Britain and America; and it is perhaps to be lamented that his counsels were disregarded. He from*





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this time entertained so ardent a resentment that neither politeness nor moderation could restrain the most pointed and bitter sarcasm against the conduct of England in mixed companies. It is certain that Franklin foretold all the consequences with an almost prophetic sagacity. In May, 1774, a dispute arose in the Assembly at Georgia, concerning his agency (vol. XLIV p. 285). His conference with Dr. Sothergill, for negotiating with America, 1774, may be seen in Dr. Lettsom's "Memoirs of Dr. Sothergill," p. 163 – 176; and Dr. Franklin's character of that Physician, ib. 176-178; his correspondence with Michael Collinson, ib. 266. In the summer of 1775, he returned to Philadelphia, and was immediately elected one of their delegates to the Continental Congress (vol. XLV p. 301). His correspondence with Lord Howe, in June, 1776, may be seen in our vol. XLVII p. 169. In December that year he arrived at Paris, and soon after took the house which Lord Stormont had occupied (vol. XLVI p. 569, XLVIII p. 190)

The testimonies of Franklin's merit were conceived in the highest strain of panegyric. In the year 1777, Lord Chatbam adverted in a remarkable speech, to his dissuasive arguments against the war, and to the sagacious advice of the American Newton. See an account of his interview with Voltaire in our vol. XLVIII p. 110. Upon his reception in the French Academy, D'Alembert welcomed him with that well-known line which revived the boldness and the sublimity of Lucan: 'Eripuit coelo sulmen, sceptrumque tyrannis'

Dobourg, the first Frenchman who openly espoused the cause of America, has inscribed under the head of Franklin this inscription: Il a ravi le feu des Cieux;

*LL fait fleurir les arts en des climats sauvages: L'Amérique le place a la tete des fages;
La Grece l'auroit mesau nombre des ses Dieux*

In February, 1777, he had the regular appointment of plenipotentiary from the Congress to the French Court (see vol XLIX p. 100); but obtained leave of dismissal in 1780 (L 101). His passport to Capt. Cook (XLIX 1188) bears date march 10, 1779. In 1783 he caused a medal to be struck (LIII 269) to commemorate the independence of America. In our vol. LV p. 54, he is cleared from an injurious calumny. July 24, 1786, he embarked at Havre, and on the same day landed at Southampton; whence, after a slight refreshment, he sailed for Cowes, where a vessel was ready to convey him to Philadelphia. He was received there, Sept. 15, with universal acclamation (fee vol. LV 659, 912). His description of the interior state of America is in vol. LVI p 606; his speech on





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the American constitution, vol. LVIII p. 265; his letter to the United States, on their dissatisfaction to the new Government, LIX 19.

The memories of the aged are not supposed to be retentive. The truth, however, seems to be, that the tablet of the memory becomes callous at a certain period; nor is it susceptible of new impressions and particularly of verbal knowledge. Franklin was an exception to this rule; he acquired French after seventy; he spoke fluently and even scientifically in that language. In his French embassy Dr. Franklin became the ton, the fashionable topic of the modish conversation; the ladies had hats a-la-Franklin; and crowds of belles and beaux often fluttered after him in the garden of the Thuilleries. His conversation was rendered valuable not only by a love of truth, but by an accuracy of definition which he had acquired from mathematical study. Speaking of the late Count de Vergennes, the French minister, and having accidentally said that he was a man of honor, he immediately added, "I call him a man of honor, because he never made me a promise, nor even gave me a hope, that he did not amply fulfill." In society he was sententious, but fluent; a listener rather than a talker; an informing, rather than a pleasing companion: impatient of interruption, he often mentioned the custom of the Indians, who always remain silent some time before they give an answer to a question, which they have heard attentively; unlike some of the politest societies in Europe, where a sentence can scarcely be finished without interruption. The stone, with which Dr. F. had been afflicted for several years, had for the last 12 months confined him chiefly to his bed; and during the extreme painful paroxysms he was obliged to take laudanum, to mitigate his tortures; still, in the intervals of pain, he not only amused himself with reading, and conversing cheerfully with his family, and a few friends who visited him, but was often employed in doing business of a public as well as private nature; and in every instance displayed not only a readiness and disposition of doing good, but the fullest and clearest possession of his mental abilities; and not infrequently indulged in jeux d'esprit and entertaining anecdotes. About sixteen days before his death, he was seized with a feverish indisposition, without any particular symptoms attending it till the third or fourth day when he complained of a pain in his left breast, which increased until it became extremely acute, with a cough and laborious breathing. During this state, when the severity of his pain sometimes drew forth a groan of complain, he would observe that "he was afraid he did not bear them as he ought: acknowledged his grateful sense of the many blessings he had received from that Supreme Being who had raised him, from small and low beginners, to such high rank and consideration among men; and made no doubt his present afflictions were kindly intended to wear him from a world in which he was no longer sit to act the part assigned him." In this frame of body and mind he continued till five days





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before his death, when his pain and difficulty of breathing entirely left him, and his family were flattering themselves with the hopes of his recovery, but an imposthumation, which had formed itself in his lungs, suddenly burst, and discharged a great quantity of matter, which he continued to throw up while he had sufficient strength to do it, but as that failed, the organs of respiration became gradually oppressed, a clam lethargic state succeeded, and on the 17th of April, about eleven o'clock at night, he quietly closed a long and useful life. Three days before he died, he begged that his bed might be made, that he might die in a decent manner. His daughter told him, she hoped he would recover, and live many years longer; he replied, "I hope not." He has left issue one son, Governor William Franklin, who was a zealous and active Loyalist during the late Revolution, and now resides in London; and a daughter, married to Mr. Richard Bache, a merchant in Philadelphia. To the two latter he has bequeathed the chief part of his estate, during their respective lives, and afterwards to be divided equally among their children. To his grandson, William Temple Franklin, esq. he leaves a grant of some lands in the state of Georgia, the greatest part of his library, and all his papers, besides something additional in case of his marriage. He has also made various bequests and donations to cities, public bodies, and individuals; and has requested that the following epitaph, which he composed for himself some years ago, may be inscribed on his tombstone:

"The body of Benjamin Franklin, Printer, (like the cover of an old book, its contents torn out, and script of its lettering and gilding,) lies here food for worms: yet the work itself shall not be lost, but will (as he believed) appear once more, in a new and more beautiful edition, corrected and amended

By

THE AUTHOR"

Philadelphia never displayed a scene of greater grandeur than was exhibited at his funeral. His remains were interred on the 21st; and the concourse of people assembled on the occasion was immense. The body was attended to the grave by thirty clergymen, and men of all ranks and professions, arranged in the greatest order. All the bells in the city were tolled mused, and there was a discharge of artillery. Nothing was omitted that could show the respect and veneration of his fellow-citizens for so exalted a character. The Congress have ordered a general mourning for one month throughout the United States; and the National Assembly of France have also decreed a general mourning of three days. "The august spectacle of the representatives of the first free people on earth in mourning for the father of the liberty of two worlds (says a correspondent at





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Paris, June 14) added peculiar interest and solemnity to the session of this day. So memorable a victory of philosophy over prejudice is not recorded in the annals of the human race. “

Science shall hereafter record the name of Franklin in the truest registers of Fame; that Fame which is ever just to the dead, however unjust it may be to the living, from caprice, from the malevolence of party, or from the fulsome adulation of servility.

The principles and qualities of electricity were scarcely known in the last age. The electric fluid was barely mentioned at the end of Newton’s Optics. It was reserved for Franklin to investigate its properties; and of that branch of science he may be considered as the father. Theory was advanced to practice and utility by the invention of the conductor. Nor were his observations confined to this science. There were few subjects of common utility upon which he did not comment, none which he did not improve and illustrate; of which his Advice to Servants – to Tradesman – to Settlers in America – on the Cure of Smoky Chimnies – Rules for Clubs and for Conversation – Maxims to convert a great into a small Empire, written with the caustic spirit of Swift, abundantly prove. To be generally useful, that he might be universally celebrated, seemed to be his ruling principle.

The machine by which his “new Theory of Thunder” was demonstrated, in 1752, may be seen in our vol. XXII, p 327; a print of the medal received from the Royal Society in 1753, vol. XXIII p. 587; and his “Magic Picture” explained, vol. XXIX p. 121; a print of his “Magic Square,” vol. XXXVIII p. 313; and his “Magic Circle” p. 456. His “Experiments and Observations on Electricity, made at Philadelphia, and communicated, in several Letters, to Mr. P. Collinsou” were originally printed in 1753, by Mr. Cave (see vol. XXIII pp. 151, 203 and XXIV p. 438) and produced the verses in the front of our vol. XXIII and in vol. XXIV p. 88. For his “Morals of Chefs”, see our vol. LVII p. 590; his “Observations on Waterspouts” LVIII 106; his letter on early marriages, LIX 384. A volume of his “Political, Miscellaneous and Philosophical Pieces” was published in 1779; of which see our vol. XLIX p. 645 – His papers in the “Philosophical Transactions” are, 1. “On the Effects of Lightning” vol. XLVII p. 289; 2. “Account of an Electrical Kite”, ib 565; 3. “Electrical Experiments made in pursuance of those of Mr. Canton, dated Dec. 3, 1753, with “Explanation by Franklin”, XLIX, 300; 4. “Extract of a Letter concerning Electricity” ib. 305; 5. “On the Effects of Electricity in Paralytic Cafes,” L. 481; 6. “Remarks on Beccaria’s Experiments in Electricity,” LII. 456; 8. “Meteorological and Physical Observations, Conjectures and Suppositions,” LV. 182; 9. “Observations on the Transit





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of Mercury over the Sun, Nov. 9, 1769, "LXI. 51; IO "On Pointed Conductors", LXIII 66; II. "On the Stilling of Waves by Oil" LXIV 445 – In 1778 an edition of "Cato Major" was published, with the name of Dr. Franklin to it as the translator. This was originally printed at Philadelphia, in 1744, under the name of Mr. Logan and the Preface to it was probably written by Dr. Franklin; see our vol. XX p 384 and the Monthly Review vol. LIX p 467 – An Inscription on a Chamber stove of his Invention is printed in our vol. XLVI p 188

A portrait of him is engraved by Heath, from a medallion in the profession of Dr. Lettfom, in his Memoirs of Fothergill, p. 164

One + One

What is one plus one? The answer is two. But what if it is one hundred plus one hundred? The answer is two hundred. If we go back to the early days of creating the National Fire Heritage Center we had a very small membership. I recall our first meeting at the Frederick County Communications Center and we didn't even take up every seat in the conference room. Our membership has grown significantly since that time. But more importantly, it must continue to grow if we are going to succeed in achieving our mission, goals and objectives.

If you believe in what we are doing as an organization, I would respectfully request that each of you find at least one new member and get them to join the Heritage Center. If each of us acquires at least one new member, we will double the size of the organization overnight. This infusion of membership is going to be critical for several reasons. Some people might think it is about the money, but membership dues do not make an organization stable. What does make the organization stable is participation and commitment by its members. We have a need to grow some membership committees to take on specific projects. We have a need for members to be engaged with our facility in Emmitsburg. We have a need for our members to reach out to local and regional fire museums to keep the communications process wide open.

Look around you. Ask yourself "who do you know that needs to be a member of NFHC"? Ask them to join.





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We are rapidly gaining momentum as an organization and as our membership grows that momentum will increase. I am looking forward to your personal support to our organization but I am also looking forward to seeing the names of your friends appear on our expanded membership roster.

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