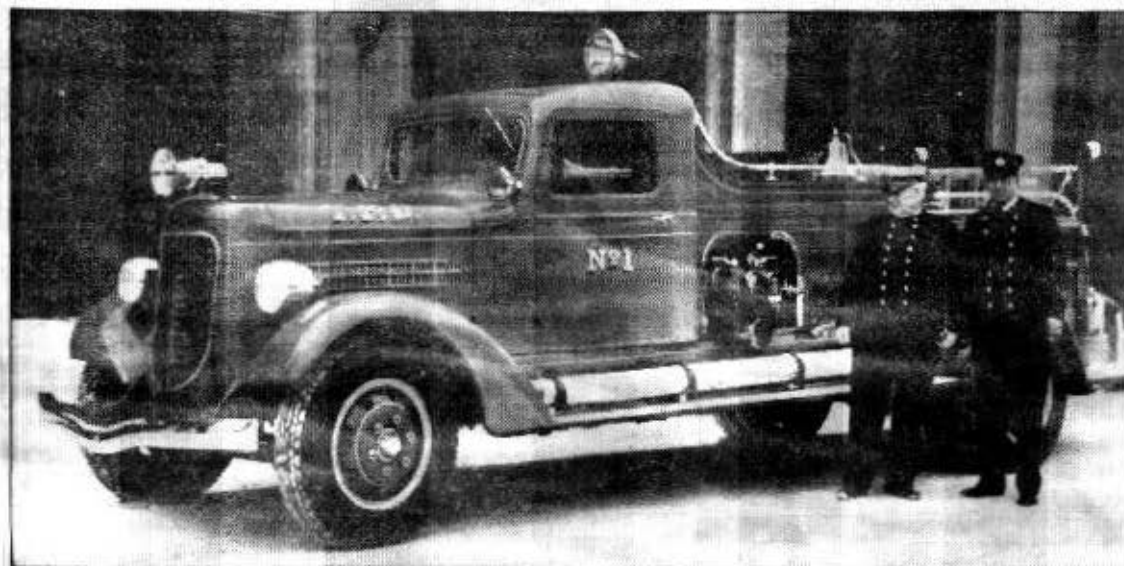


Toledo's New Fire Apparatus



Fred T. Schlorf Louis Steffen

This pumper, latest addition to Toledo fire-fighting equipment, is one of four of its kind now being put in service. It was built in the city fire department shops and costs \$5,350. Fire Chief Fred T. Schlorf and Louis Steffen, supervisor of equipment, stopped at The Blade Building while delivering the pumper to No. 1 Engine House, Bush and Erie Streets. It will replace the old type pumper now in use there.

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CITY BUILDS FIRE TRUCKS

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Toledo Saves Money On New Pumpers Made In Own Shops.

Four new pumpers built by the fire department with considerable saving to the city, are being put in service, Fire Chief Fred T. Schlorf announced today.

Three already have been assigned, replacing older equipment in No. 1, No. 4 and No. 14 engine houses. Chassis and pumps for the wagons were bought for \$4,050 each while building costs and other parts came to \$400 on each. To purchase similar equipment from a factory, Chief Schlorf said, would cost \$11,000. The pumpers were built under the direction of Louis Steffen, supervisor of equipment. Mr. Steffen said that the city will build four more pumpers in 1940.

Replacing the usual 30-gallon chemical tank will be a 178-gallon water tank. In cold weather this water will be kept circulating to prevent it from freezing. A 250-foot booster line will service the tank. The pumper will carry 1,000 feet of two and a half-inch hose.

Three ladders, a 28-foot ladder, an 18-foot roofer and a 14-foot dinky, pikes, axes and other fire fighting equipment also have been put on the pumpers.

The driver's cab is enclosed to protect him from the weather. The truck, Mr. Steffen said, has all latest improvements and is one of the fastest of its type.

Some time in the last 25 years this writer saw a fire truck, either in Toledo or Chicago, which had a steering device for the rear wheels—for narrow streets. This enabled a truck to get around sharp corners. Did the Toledo fire department ever have such a truck? If so, when? Are there trucks like this in other cities?—E.L.

Blade

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Shortly after the turn of the century when more and more tall buildings were being built, fire departments were faced with the necessity of transporting longer ladders to fires. With this necessity came another, the need for longer vehicles. In the older cities, especially in the East, many streets were built for horse vehicles, usually not very wide or very long, so the streets were just wide enough for passing.

The builders of fire-fighting vehicles met the problem with the rear-end tiller, handled by a "tillerman" long before such vehicles were motorized. Born of necessity, the device died when the necessity ended about 25 years ago—or almost died. It survives today in some sections of very old cities, again mostly in the East, where the narrow horse lanes have been preserved, or have escaped the bulldozers of "progress"—New York, Boston, and Baltimore are among those that have such districts.

Chief Eujan Tucker of the Toledo fire division says this city has not bought a tillered truck for more than 25 years, for the same reason that most departments abandoned them—they no longer are needed; streets are much wider, the high-rise ladders, some 85 to 100 feet tall and hydraulically lifted, ride on comparatively short vehicles, and it saves one man for other duties. Too bad, in a way: yesterday's "tillerman" was every little boy's hero.