

On New Models of American-LaFrance Apparatus, Battery Slides Out for Testing

pumps are contained in the new design. These include all-bronze housings; bronze impellers; stainless steel shaft; all ball-bearing construction; replaceable seal rings in the eyes of each impeller and in the housing and automatic packings.

A new exhaust ejector primer is announced as another feature. The only moving part in the entire priming system is the valve in the exhaust line that deflects the exhaust gas through the primer when it is desired to prime the pump.

Standardization

All post-war models will have the same front-end design for seating arrangement and engine location and the same seating arrangement applies whether open or cab type is required.

The whole cab unit is mounted on rubber which frees the cab from any frame distortion that might result from traveling uneven surfaces. It also eliminates any warping of the doors.

The new seating arrangement further removes one of the objections found in previous canopy cab arrangement. This involved a loss of load carrying capacity of the hose body because of the aisle that was required.

As far as possible, standardization has been carried to the limit. As an example, engines—that is, all motive power—are interchangeable in all models.

Further simplicity and refinement—and accessibility—are evidenced in the new battery arrangement. The batteries are mounted on a sliding track which permits their visual inspection and the ready use of hydrometer. Batteries are located so as to provide extremely short leads to the starting motor. This, in turn, is operated by remote control from the instrument panel in the driving compartment.

Finally, the overall length of pumpers has been reduced somewhat—from 25 feet 11 inches to 24 feet 10 inches on the 750 G. P. M. pumpers, and 26 feet 4 inches to 25 feet 8 inches on 1,000 and 1250 G. P. M. models.

Recovers from 70-Story Drop

On July 28, a bomber crashed into the Empire State Building, killing fourteen persons and injuring many more. Most critically hurt of the survivors was Betty Lou Oliver who, with the elevator she was operating at the time of the crash, fell from above the seventieth floor to the basement.

Firemen and building employees who rescued the suffering girl from the wreckage marveled that she could still be alive. In the hospital her life was despaired of for days and it was said that if she ever recovered she would never walk again; she had a fracture of the spine.

On Tuesday morning, November 27th, almost four months to a day from her terrifying plunge, Betty Lou took her first steps, albeit with the aid of crutches. By nightfall she was so adept that she was able to promenade down the corridor of Bellevue Hospital, Manhattan, with her husband, Oscar L. Oliver, Navy torpedoman third class.

Mr. Oliver's home is Fort Smith, which he left to join the Navy, while Betty Lou departed for New York to take a wartime job. The husband was on the destroyer Haggard in the Pacific when the Empire State disaster occurred and was flown home on a thirty-day emergency leave, which subsequently developed into an assignment for shore duty in New York City.

The couple plan to make their home for the next five years in Philadelphia while Mr. Oliver studies architectural engineering at the University of Pennsylvania.

Chief Palmer Urges Strengthening of Fire Department

Fire Chief Hendrix Palmer, concerned that no mention was made for fire expansion facilities in Charlotte, N. C., in the initial report of the Charlotte Planning Board submitted Nov. 12, wrote Chairman C. W. Gilchrist and outlined the necessity of including an extension of the fire department program for "Greater Charlotte."

Already the city of Charlotte is suffering from "growing pains," and newcomers are turned away because they are unable to find housing. Although the city is pushing its residential building projects with energy, the Planning Board failed to include the Fire Department in its program outlining the taking in of more territory and the building of more homes.

Fire Chief Palmer had been ill in a Charlotte hospital, but when the Planning Board report was made public he put on his fighting togs, girded for battle, and here is the gist of what he wrote Chairman Gilchrist:

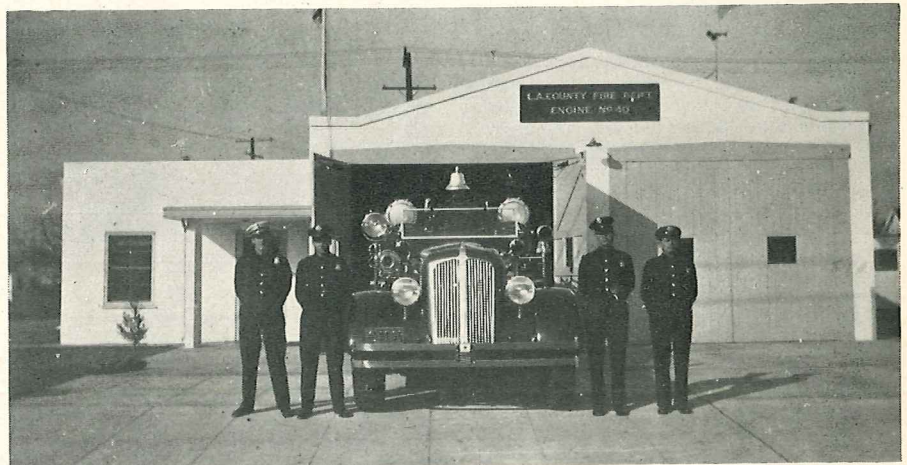
"If the city limits are extended, and that is a subject on the Planning Board's calendar, the Fire Department will be called upon to provide service in these new areas, and I am afraid all the available bond funds will be exhausted and the city will be unable to immediately finance the newly required protection.

"With extension of the city limits and inclusion of new territories in the boundaries of the city, the Fire Department will have added responsibilities, which will require additional equipment, and perhaps more stations.

"The National Board of Fire Underwriters will soon be coming back to Charlotte for a survey of its fire protective measures, and unless the department keeps pace with the growing demands, the city is liable to be penalized in its fire insurance rates. If the Fire Department is found to be insufficient in men and equipment to take care of added areas, then the fire insurance rate will be boosted with a penalty charge, and this will hit the pocketbook of property owners.

"At the moment the Charlotte Fire Department is handicapped by manpower shortage, which has been met only by the willingness of the firemen to sell their vacations and their days off by working at those times and receiving added compensation. Thirty temporary men have been employed to take the places of the 31 regular members of the Department still in the armed forces, and many of these are good fighters, whose services should be retained in the post-war period."

—D. G. SPENCER



Modern Los Angeles County Fire Station

Los Angeles County, which boasts what is perhaps the largest county fire department in the nation, houses some of its many fire companies in up-to-date stations. One of these is that of Engine Company 40, which is located in Pico, Calif. According to Glen Alton, Whittier, Calif., who forwarded the illustration, the station houses a Seagrave 600 GPM pumper with 185 HP motor, and a 600-gallon water tank.