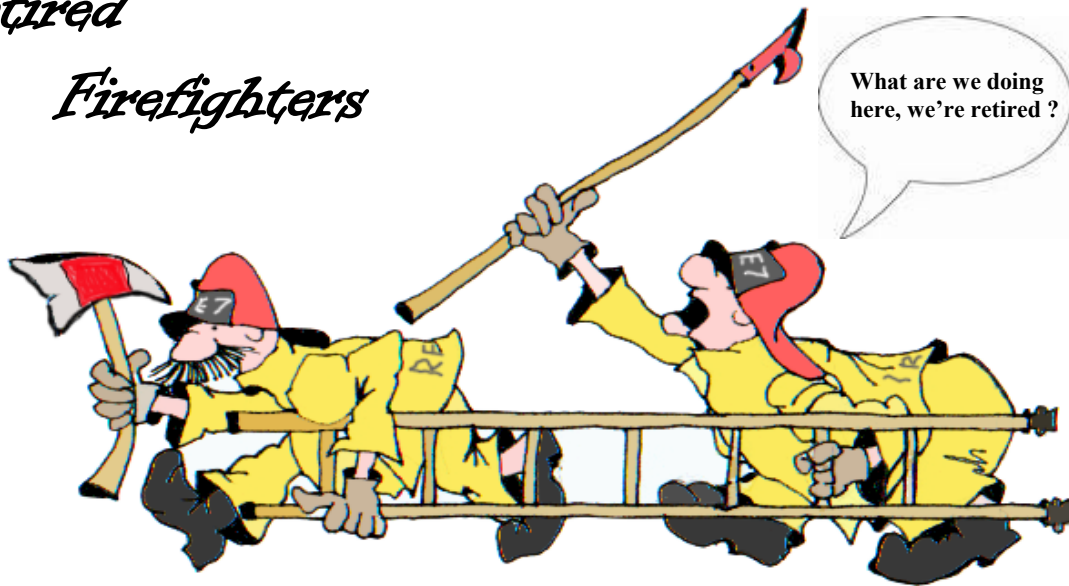


Retired Firefighters



cappyjoe@sbcglobal.net



Next Lunch
April 20th, 2020
Restaurant 2205
Nugget Ave.



Well, this is gonna' be fun . Usually, I can look on Facebook and find tons of information to fill my newsletter with, but now, everything is about the Corona Virus, and I'm sure you are tired of hearing about that!

So, I guess I will try going on line with Ancestry.com and look at old fire stories in the local newspapers which were published before 1977, because the newspapers on Ancestry.com only have articles published from 1877 to 1977. It's interesting to go back and see what happened 50 or 100 years ago!

Anyway, since the Governor mandated that I stay at home for over a month, I will have plenty of time to play with this newsletter !



Joe

From and old retired Firefighter to the New Kids



I can't even imagine what you guys are going through! In all of my career as a firefighter, I have never been in a situation like you are in now. In one of my articles, I talk about the AIDS Virus. In the 80s, I remember one incident where one of my firefighters from Engine Six, went to the grocery store for the

dinner supplies and had an employee run up to him, telling him that a person was down in one of the aisles. He went over, and as he was trying to figure out what his next course of action was, he looked at the person laying there as the AIDS Ambulance showed up. They told him that it was a good thing that he did not do mouth to mouth that day, because the person was a known AIDS carrier! Another time, I had heard that the Engine Four crew responded and did mouth to mouth on a guy. I have no idea why they didn't use the bag, but they found out later, that he had multiple diseases. They were required to go through a series of shots.

I have never seen anything like what is happening today with the Coronavirus epidemic. I know it is on your minds every time you are called out to do the job that you are paid to do, and you do it without hesitation,

Throughout the United States, firefighters, police officers, nurses, doctors, and first responders are testing positive for the virus. Most people survive, but it is still something that you have to think about every time you roll out the door!

I believe that everybody has a guardian Angel, and I hope that yours is watching over you and keeping you safe !

Joe



Ben Rupert Retires !



On April 10, Ben retired from the Fire Service after 33 years. The last 20 years were with the Reno Fire Department

After 33 years of service Firefighter Ben Rupert? has officially retired. Fire instructor, wildland extraordinaire, honor guard member, and dedicated Reno Firefighter, we are honored to call you a brother and wish you the best of luck in retirement.??



Another retirement found on Facebook !



It looks like Robert Edgington has retired sometime in April. I don't have any information as of yet, but when I do, I will let you know.

Below are some messages sent to Captain Edgington.

Ross - Robert Edgington gave his heart and soul to the fire service and to those who truly understood what it took to be a professional, career or volunteer. You gave 100%, Rob would give you 150%. If you ever felt the wrath of Captain Grumpy, consider yourself fortunate, as it showed he really care

about making you a better person... Rob, may your new adventures be all they can be... Thank you for your service... Thank you for your friendship...

Sandy - You have served this community well for a very long time. Well done. Time for a new path. Enjoy a long, happy retirement

John - Congratulations Rob, full commitment to service to our firefighters and public. Your mentoring to the new generation firefighters is far reaching. Very proud of you my friend

Tracy - Congratulations . Thanks for everything you've done for many communities. Enjoy your retirement

Steve - Congratulations, Rob. I enjoyed working with you. Enjoy your retirement!

Miss Terri - Congratulations □ Rob. Thank you for all your years of service. You are a very special friend & neighbor. you my friend. So happy for you. Love you!!

Bobby - G'day Rob congratulations on your retirement hope all is good take care mate and thank you for your Service, hope to see you soon cheers from downunder, Bobby

Rocky - now your free to go get that job at home depot you always wanted

Terry - Congratulations Rob, you've earned every bit of this retirement. And you'll probably wonder why you didn't do it earlier. Thanks for all that you've given!

By the way, I thought you wanted to be THAT WalMart Greeter?



cappyjoe@sbcglobal.net

REALLY ! THE PEOPLE THAT SAY, “ YOU DON’T NEED THAT MUCH AMMO,” ARE BUYING 500 ROLLS OF TOILET PAPER !



March Lunch

Well, the lunch wasn't very exciting on the 16th of March, because it was cancelled, and it is again this month! There's not much to talk about, so I decided to go into my fire files and see if I could make this newsletter interesting. I have many pictures and found a few that I have used before, but thought they might be interesting for the newest retirees and the active new kids.

Before I came to work on December 8, 1958, I went to the 1900 Central Station, that opened in January of 1900 ! I walked up those creaky old stairs to the chiefs office, and talked to Chief Karl Evans and Assistant Chief Harry VanMeter about coming to work. Karl didn't like Italians and tried to talk me out of being a firefighter, but they couldn't get enough men to take the test for the job, so I was a shoe in ! Frank Bussa was in the first group, maybe Chief Evens didn't know that Frank was an Italian ?

A few days later, I was called in for the job along with three other recruits and we started our careers as firefighters. They needed seventeen new firefighters to fill the positions because they went from 70 hours per week down to 62,8 hours per week. The first test was given, and only thirteen people signed up for it so they had to give another test the next month. Twelve people signed up, and only the four of us showed up to take the test. Now they had seventeen ! We did two weeks of training which consisted of laying lines off of the 1932 American LaFrance up and down Sutro Street, Tied knots at Engine 2, raised ladders and that was about the extent of our training!

When We went online, I was assigned to A shift, There were only two battalions at that time, A shift an B shift. I spent the first night at Central, then I was sent to Engine 2 for a night, then Engine 3 for six months and back to Engine 2 for about a year. I never spent a lot of time in the Central Station, until I was promoted as a C Shift Captain. I was at the 1900 Station when we closed it down in January 1976. My C shift Crew opened the new station. That day, I was assigned as the first watch Captain and was down in the hole for about three months. I was thrilled to get out of there!

Next, I was sent to the Airport station which was owned by the City of Reno and had, both Engine Six and the Airport RFD crew running out of that new fire station. I was co-Captain with Keith Henrikson, he on the airport side, and me on the Engine Six side. The original Engine Six station was sold to the Highway Department for the building of the 395 freeway, that's why they moved Engine Six into the new Airport Fire Station. While I was at the Airport station, the Airport Authority was formed and the Reno airport crew was moved out. The new Airport Authority fire department took over the fire department operations, including the rigs and the building. At this time, The new Airport Authority chief was Tony Capucci. About a year later, I was transferred back to Engine Seven and Captain John Bow took over the Engine Six crew. A few months later, BC Meridith came to Engine Seven and asked me if I would go to Lubbock Texas for a " Crash Fire School." I did and when I got back, He asked me if I would go back to the airport station and take over the Engine Six Crew again. It seems that Capucci didn't get along very well with Captain John Bow and he asked for me to return to the airport station. I went back and stayed there until the new Engine Six opened. Again, it was my crew that opened the new station. While there. I was asked to switch over to B shift and I agreed ! I was there about two more years.

Now, we were getting into more and more medical calls and I was a light sleeper. We would get up a couple of times at nights and it always took me a long time to get back to sleep. When I heard that Jerry Simpson was not happy out at Engine Nine, I called him and we swapped. Engine Nine didn't get that many night runs and I was a happy camper! We were in the old fire station until the new one was built and again, it was my crew that opened the new Engine Nine Station. Stayed there until I retired !

I downloaded a few pictures of the old Central Station and have them on the following story !



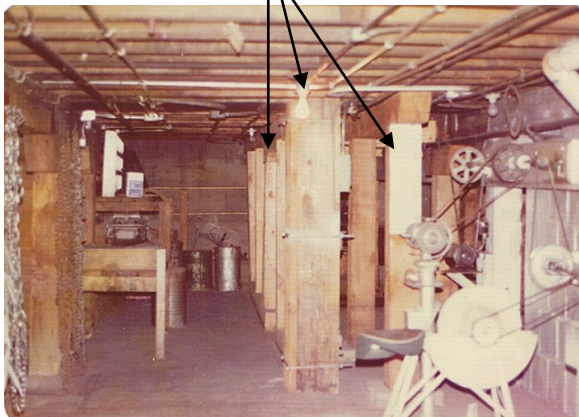
Central Fire Station 1900

The city decided to abandon the old fire house that sat next to the railroad tracks, somewhere around Commercial Row and Center Street. On October 18, 1899, the foundation for the new station was laid. On the 30th of January 1900, the men moved into the new station at Commercial Row and West Street. The station originally had two towers, but later one of them was eliminated. One tower housed the large bell that rang to tell the off duty fire-fighters and volunteers that there was a fire and they needed to respond!

Originally, the Kitchen that was added later, was the hay loft for the horses. On the truck (Eastern) side, you could still see the dents in the ceiling from the spikes on the horse collars. The collars were raised to the top of the ceiling until they hit the ceiling and stopped there. When an alarm was sounded, the horses were trained to walk into position and the collars would be dropped and hooked up. There was a rumor that on a hot day, you could still smell the horse piss in the station, but I have to say that I never did smell anything like that.



The station was originally built to house horse teams, but when the department changed over to fire engines, the floors had to be shored up to hold the weight. Below are the 12X12 beams holding the floors.

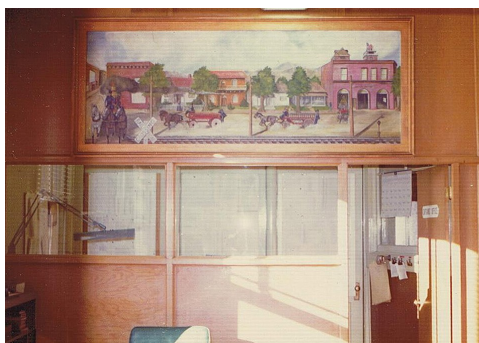


We sharpened the axes with this grinding wheel.



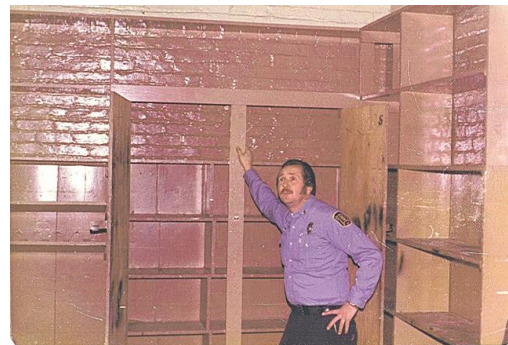
Also in the basement, there was a room we called, "the lock-up" where we stored supplies and equipment. It was a wire caged area!

This is where we locked Marilyn Newton up the day that we played a prank on her !



Captains Office. The picture was painted by Big Bill Davis, who worked for Disney Studios shortly after WW2 before coming to the RFD.

Bill Davis was known as "Big Bill." because there were 2 William F. Davis's on the RFD. The other was known as Little Bill who became the Assistant Chief.



One last look. Captains locker on moving day

This was the watch room. At night, the watchman slept in a little room at the back of the watch room and jumped up to answer the phone when it rang! The phone outside of the room was for the personnel to use. Reggie Harrison and Bob Cavanagh in the watch room.



South end of the recreation room. The door at the right was to the hose tower. The phone in the hole in the wall was to answer any calls from either the rec room, or the kitchen ! The chairs, are the original Greenies !



The kitchen, that was once the hay loft !



Moving day Jan. 12, 1976. This is the last lunch for the crew in the old Central Station.

Rear dormitory #2 with a pole hole to the truck side.



Ping Pong in the back dormitory ! The door at the right was the entrance to Captains Locker room



Jumping out of the second story dormitory window into the safety net, for drill

This had to be in the late 30s or early 40s. As you can see, the doors here had hinges and it looks like they folded inward to let the rigs out. In the 50s, the doors would fold upward after the spring loaded rope latch was pulled.

I remember one time when practicing the "jump" one firefighter was hurt and had to quit the department. Pretty sure he didn't get a medical retirement. Can you feature jumping into this contraption anywhere above the second story? It was recommended that twelve people hold the safety net, but the truck crew was usually just two to four people.



6/14/1934 Bob Arndell 11/22/2019

Today I looked at the obituaries and saw that Bob Arndell had passed away last November. There are probably only a handful of firefighters that would remember Bob, because he left the department before I came to work. I knew Bob because he was a Senior at Reno High School when I was a Freshman.

Bob was a top athlete at Reno High, and an honor student. His obituary said that he was offered a scholarship out of high school, but chose to become a firefighter instead. Bob probably went to work at the RFD sometime around 1954 and was still there in 1957, but gone by 1958. After he left the department, he became a roofer. Arndell Way in Sparks is named after his family.

Bob had a name around town, because he was one tough SOB, and loved to fight. The last time I saw Bob was about 20 year ago when I was re-roofing my rental in Sparks. He was buying supplies at Sparks Roofing. Anyway, Bob is now in a better place !



Butch van Leuven

March 23 at 5:26 PM · 🧑

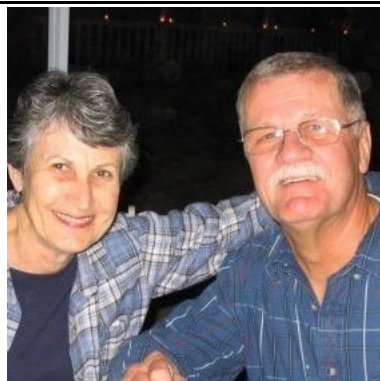
Well we're back in the USA as of today! Just arrived in Seattle from Dubai, UAE. We will be home tonight:)) We didn't have one case of the Coronavirus on the ship to my knowledge. Getting off a Clean environment and going into a Toxic environment is a little scary but what do you do? Use Common Sense:)))

Chef & I hope, all of you are Healthy & Safe and We're thinking about ya 🍷



Cheers

Butch & Chef



Stan Brown

This morning, I saw a post from Jeanne Brown, Stan's wife. She had posted something about Stan, and I had known for some time from other posts that Stan had Dementia.

I decided to email Jeanne and ask her how Stan was doing, and she got right back to me. I had asked her if she would up-date me on Stan's dementia and if she did, would she mind if I shared it with the retirees. She emailed me and here is what she had to say.

Thanks for asking about Stan. He resides in a skilled nursing facility for the past 2 years He is mostly thinking he is still working and we tell him he is "on a 4 day." That works for awhile Yes you may share this

By the way I am not able to visit him for the past two weeks and now all this month I had been with him every day so he is quite confused about this quarantine business

On April 2nd, Stan had a birthday and it was posted in Facebook, as shown in the picture to the right !



May 16, 1936

New Country Club will Arise From Ashes After \$250,000 Conflagration

Early in the morning of May 15th, 1936, Reno's popular Restaurant and Bar, burned to the ground in 2 hours. The County fire crew was hampered by high winds and no hydrants. An employee of the Washoe County Golf Course, saw the smoke and called in the fire.

The Country Club sat where the Manor Care Health Nursing Home is now located at 3101 Plumas Street, just south east of the Washoe County Golf Course.



Before the fire

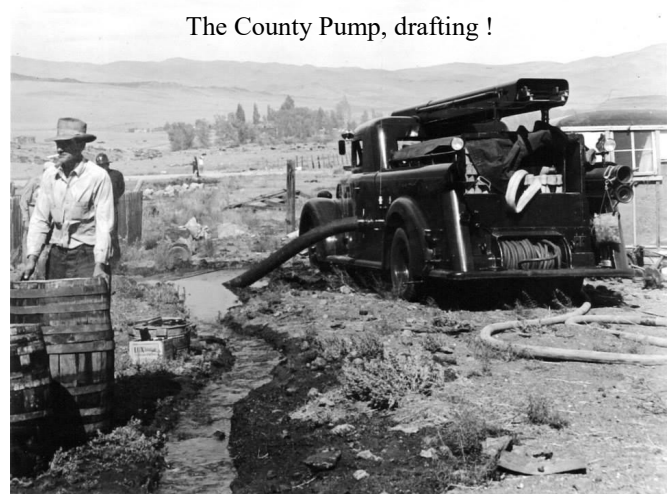


Sam Saibini crawling into the window



Where there were no hydrants, the County Rig had to "Draft" out of a pond, a ditch, or wherever they could find water. Sometimes a dam had to be created by placing rocks or whatever, to make a dam, to back up the water. The County Pump did have a portable canvas dam.

In the 1980s, Chief Dick Miner had all of the draft suction removed from the rigs.



The County Pump, drafting !



How PrIMITIVE were we in 1984 ?

It was a nice spring or summer evening in 1982 or 1983. Engine Six sat by itself with no surrounding buildings. There were a few homes across the street and a trailer park to the east. At the rear behind the kitchen, was a small grassy area where Chuck Laking and I were sitting on the lawn.

We were talking and Chuck brought up the subject of the AIDs virus. I had never heard of this virus. It was interesting to hear what Chuck had to say, and it wasn't all that good! I won't go into the AIDs story, but Chuck had obviously studied what was available on AIDs, and had an idea of what was going to happen.



Jump forward a few months ! The wife and I were at the Mt Rose Ski facility watching the son trying out for the school ski team. We were inside the lodge and I heard some doctors talking. I asked them if they were worried about the AIDs problem and accidentally poking themselves with a needle. They just laughed and dismissed the subject. Well, it wasn't long after, that I had read about this actually happening and the medical field was taking the AIDs Virus seriously. Some doctors had poked themselves with the needles and were worried about the consequences.

I thought a lot about it and 36 years ago, I decided that my crew should be wearing rubber gloves when working on a medical emergency, so I ordered a box of rubber gloves for the engine and told them that I wanted them to use the gloves on every medical emergency. They did, until one night when we had a medical emergency across the street from Engine Six. We responded and the crew took the medical emergency kit inside and went to the rear bedroom where they started working on the patient. I jotted down the information and was told that he had cancer. I asked if there was anything else I should know, and the lady said, "Oh, he has Hepatitis B" In those days, we didn't have near the education that the new kids have now, and I wasn't sure how bad Hepatitis B was. I went in the back room and asked, "Does everybody have their gloves on ?" One of the firefighters immediately threw his hands up in the air. I knew it wasn't good! No gloves ! I asked, do you have any cuts on your hands? He said, "I wiped the saliva off of his mouth when I put the canula on, And I do have a cut on my hand?"

After we returned to the station, I called the hospital to find out about Hepatitis B and did not get any good information from the nurse. I told her I wanted to talk to a doctor and a few minutes later, one came on the line. He was wishy washy and he never gave me any good information, so I took Engine Six out of service and we drove to Washoe Medical (Renown). When we got to the hospital, I talked to another doctor and I told him the situation and asked, "should we all get some kind of protection, a shot, or whatever?" He said, " Well, probably not a big problem, but maybe we can give him a shot. He then said, "You don't need one." He went into another room and shortly, came back out and told us that he could not give the firefighter a shot, because it was not covered under Workers Compensation. It was deemed as a prophylactic situation, which meant that the injury had not happened yet ! I won't tell you the firefighters name, but he was irate ! He went in and made a phone call to a union rep and came back and said "It's ok, the union has it covered." So, he got the first shot. Needless to say, the gloves were used at every medical emergency from then on, on our crew.

Fast forward about a year, now I was stationed at Engine 9. Didn't get up much at nights, but when we did have a medical emergency, it was a doozy. There was the 400 pound woman that had a heart attack and died sitting on the toilet in a very small bathroom. The crew almost had to pry her out of that little bathroom. There was the guy that shot his girlfriend with a shot gun after an argument, and blew her in half, or the guy that was crossing Stead Blvd. and was hit by a car doing 50 mph. Every bone in his body was broken. When we arrived, before AIDS ambulance arrived, I believe Truckee Meadows was doing CPR and we relieved them, continuing with the CPR. The same firefighter, who was also transferred out to Station Nine, with me, took over and was doing compressions. When he pumped the chest, blood squirted up and hit him in the forehead. I looked at him and just shook my head. Well, it wasn't too long after that, that we received plastic face shields.

In those days, we were just getting better educated on Medical Emergencies. Some of the firefighters took it upon themselves to become EMTs, at their own expenses. I don't think that they were reimbursed for their education. I started thinking about retiring probably three years before I did, but AIDs and cabin fever helped me make a decision. It was a tough decision, and I decided to take a long vacation, hoping that I would feel better when I came back. I took 37 days and returned. As I was sitting there after I had read the memos and wrote in the log book, I was watching the crew do their work and said to myself, "What the hell am I doing here ?" About an hour later, BC Paul Edgington came in the front door and I met him half way down the hall. I said, " Paul, I'm going home sick, and I'm never coming back !" I went home, told the wife to get ready before I changed my mind, and headed for Carson City. The next B shift day, I went to Station Nine and gave away my dress uniform, and other articles that were in my locker. I guess that when I gave away my dress uniform, they knew that I was serious !

Today, you are faced with another unknown and that is the **Coronavirus.**

David R. Cochran
Fire Chief



Tray Palmer
Fire Marshal



Reno Fire Department & IAFF L731 Wellness Statement

April 8, 2020,

In the last six weeks, the Reno Fire Department and IAFF- L731 have been working together to provide all Reno Fire Department personnel with the most up to date COVID-19 information as possible, along with adopting, evaluating and changing best practices based on real time information from the CDC, the Washoe County Health District, regional fire and EMS agencies, the IAFF and input from line personnel. In addition, we have worked diligently to ensure that all personnel have the tools and equipment they need to perform their jobs during this event, particularly the required PPE. From our Logistics Officer scouring the country for PPE, to the four members of the RFD serving on the COVID-19 IMT, everyone is doing their part to keep our community, our families, our co-workers and ourselves as safe as possible while serving our community.

While Administration can implement Policies & Procedures, guidelines and memos to best protect our personnel while on duty, the moment you step out the station door on your day off, the onus of accountability falls upon you. Administration and L731 cannot dictate what you do or do not do on your own time, we implore each and every one of you to follow the same precautions off duty as you do on duty. Administration and L731 E-Board ask each and every one of you to only leave your house when necessary, to practice social distancing guidelines, to wear a protective mask when you go to a congested area such as a grocery store or pharmacy, and to wash your hands and maintain a high standard of hygiene at all times. Many of us have family members who have medical or physical conditions that make them more susceptible to COVID-19. Now is the time to think not only of your co-workers, but also of their families at home who don't have the luxury of thinking "I'm young, in shape and have no underlying medical conditions that I need to worry about."

As the weeks pass by, it is very easy to let our guard down and succumb to the urge to go see a family member and give them a hug, meet up with some buddies in someone's garage to have a beer and swap stories, or just get out and mindlessly wander the aisles of Home Depot. We cannot wait for that day to come when we can do all of the above without fear of passing the COVID-19 virus on to an unsuspecting loved one or co-worker. Until that day comes, please do your part to "flatten the curve".

Regardless of rank, assignment or time on the line, we all have one thing in common, we are all firefighters. We are firefighters 24/7, on duty or off. Now is the time to step up, be the example for your family and friends on how to flatten the curve and stop this virus. When this crisis passes, you can hold your head high with the knowledge that you did your part to put an end to this.

David Cochran
Fire Chief
Reno Fire Department

Dan Tapia
President
Reno Firefighters IAFF Local 731

August 5, 1932

Basement dug for firehouse

Sparks - Works was practically finished for the basement of the Sparks firehouse today, and the department employees who have been detailed to the job of digging the cellar said today that they were only waiting for the arrival of the cement and mixer before the concrete walls will be placed around the structure.

The work was begun some time ago and the process of digging rocks and earth from under the firehouse, has progressed steadily. The excavation work was aided by the installation of a miniature railway to haul the dirt away. The equipment was built by the firemen and saved much time in dumping the earth into the waiting trucks.

Yesterday, the small car hauled it's last load and today, all that remained to be completed, was the leveling of the floor and the cementing of the sides. When completed, the new cellar will house the equipment such as hose and supplies. A small compartment will be built to house the mechanical equipment.

February 28, 1957

Sparks Oldest Firefighter is a red 1923 Engine

Sparks Oldest firefighter in time of service, had a birthday yesterday, celebrating with a bath, a dose of brand new oil and a jaunt around the block.

The veteran smoke eater is a 1923 American LaFrance fire engine which joined the fire department right after it was bolted together 34 years ago. The engine is as shiny as it ever was, it's brass gleams, it's red paint still shimmers brightly and it's gold trim and S.F.D. lettering hasn't dimmed a bit through the years.

Ready to retire - But, the old work horse though still in use, isn't quite up to present day standards.

It can be turned out to pasture - ready in an emergency, but otherwise free to enjoy a peaceful old age. As the oldest Sparks fire engine, others were manufactured in 1936, 1942 and 1953. It can be excused for politely belching a few clouds of smoke as it lumbers off to duty.

The engine has two wheel mechanical brakes that sizzle red hot when called upon to bring the behemoth rig to a stand still. The rear wheels operate courtesy of a chain drive like an over grown bicycle.

Nostalgic Memories - But the smoke eater still has a lot of stamina and pride. As much as Sparks firemen hope it can be replaced with a rig more suited to 1957 emergencies, they still get a gleam in their eyes when they gaze at the venerable 1923 LaFrance wheeze down the street. Under the hypnosis of the spectacle, they are inclined to look at each other and begin with, "I remember!"



September 22nd, 1941

20,000 fire destroys Hay Barn, Harnesses Ancient building on Questa Ranch Razed

A fire which broke out shortly after midnight Sunday morning, razed the huge old storage barn at the Silvio Questa ranch on Glendale Road and destroyed baled hay and ranch equipment. Damage was estimated at \$20,000.

The barn which was constructed for a mill on the Comstock in the early 1860s and was later broken down and transported to the Questa ranch was burned to the ground. Several sets of harnesses, some farm equipment and 900 bales of hay were destroyed.

A group of Sparks High School boys who arrived at the ranch shortly after the fire broke out, were given credit for saving a prize stallion which was quartered in one corner of the barn, and several head of livestock in nearby corrals. The boys also dragged several pieces of farm equipment to safety and saved a large bail of hay which was near the barn. Neighbors flocked to the fire from near by ranches and assisted in saving equipment forming a bucket brigade.

Mr Questa said that the fire broke out a little after 12. The Sparks County Pump was broke down and a truck from the South Side station, after sometime arrived. Division of grazing supervisor Hogan was notified and he relayed the message to the Forestry Dispatcher Magnuson, who sent men out from the Galena Creek CCC Camp. Enrollees from the camp were rushed to the fire to prevent the blaze from spreading. Foreman Rainey was in charge.

A fire truck was sent out yesterday afternoon to soak the grounds and buildings near the razed area, to prevent the fire from breaking out again.

Another ranch fire was reported to the Sparks Fire Department yesterday from the chicken ranch at the intersection of Widekind Way and Sullivan lane.

The Sparks department was powerless to act as it was outside the city limits, but relayed the call for the County Pump. The fire was quickly controlled however and no damage was reported.

The second Engine #2

The original Engine #2 was located on Fourth Street and opened in 1917, that station was there until the newest Engine #2 was opened on **March 31st, 1950**. At that time, the Mayor was Francis "Tank" Smith who owned a concrete company. As you can guess, the new station was built completely out of concrete. The basement was designated as an atomic bomb shelter.

There were three crews there, the Engine 2 crew, the truck 2 crew, and the County crew usually four on Engine 2 and three on the County rig. And if the truck was manned, two more. There were five rigs stationed at Engine 2 in those days, Engine 2, the County Pump, Truck 2, and a reserve rig and a twelve hundred gallon tanker in the back yard. The tanker was to assist the County Pump if needed. The reserve rig was designated as the Airport rig. If there was an emergency the firefighter riding on the County Pump would take the reserve engine to the airport and he was the firefighting crew ! The reserve didn't respond to any small emergencies at the airport. If the tanker was needed, the firefighter was the one to drive it to the fire.

Engine 2 had a huge engine room with three doors. Engine 2 sat facing North on Fifth Street, the County Pump sat in the first bay facing east on Morrell St and the Truck 2 sat in the third bay facing east on Morrell. The reserve rig sat behind the County Pump.

In the station, there was a recreation room, a huge dormitory with about 12 beds, a training room, the bathroom and showers. There was a watch room and the firefighters had to stand a two hour watch until after 6 o'clock, in case people off the street came into the station for information or etc. It wasn't the warmest station and in the winter, you would see three of four guys standing with their butts up against the radiator heaters. It was a great place to be stationed !



Crews - Standing by the rigs L to R Bill Shinnars, Dick Mayhew, Captain Anderson, Bud McCombs, Herb Scott, Buckey Gardner, And John Westfall. Circa - 1957



The Volkswagen spider on top of Engine 2 after it was closed



The 1950 Engine 2 today !

At one time, it was bought by the granddaughter of RFD Captain Victor Marini.

I think she has sold it.



Roentgen Geiger Counter - Radiation Detector

This is a piece of equipment that as I remember, was the only one in the department. It was at Engine 2, probably because the basement was one of the Atomic bomb shelters. We practiced with it a few times and it's been so long ago, that I can't remember, but we did have something that we used to test it on. That was probably not a good thing ! As the roentgen detected radiation, it would start clicking and as the radiation became stronger, it would click faster. If it detected anything over 300 roentgens, you were in trouble !

The **roentgen** or **röntgen** is a legacy unit of measurement for the exposure of X-rays and gamma rays, and is defined as the electric charge freed by such radiation in a specified volume of air divided by the mass of that air. In

1928, it was adopted as the first international measurement quantity for ionising radiation to be defined for radiation protection, It was named after the German physicist Wilhelm Röntgen, who discovered X-rays.