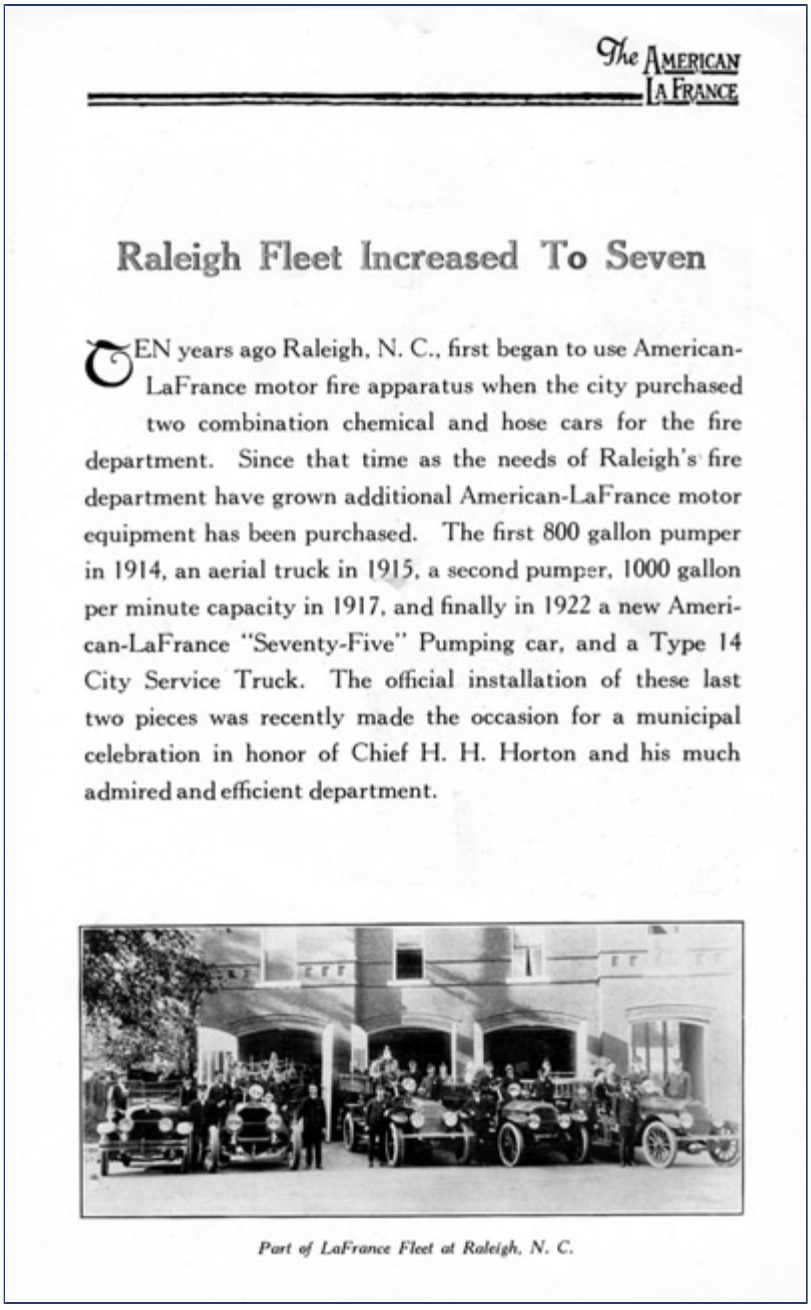
Raleigh Fleet Increased to Seven, 1922

01/12/09 86 W, 2 I - + 12 - 11

Found on eBay, Vol. VII, Issue 12 of the *American LaFrance*, dated December 1922, featured this single-page story on apparatus delivered to the Raleigh Fire Department, a 1922 Type 75 pumper and a Type 14 city service truck. The eight-page periodical was "published mohthly in the interests of users of better fire apparatus by the American-LaFrance Fire Engine Co., Inc., Elmira, N.Y." Click to enlarge the article, as well as a version of the photo from the North Carolina State Archives (N.2005.7.14).

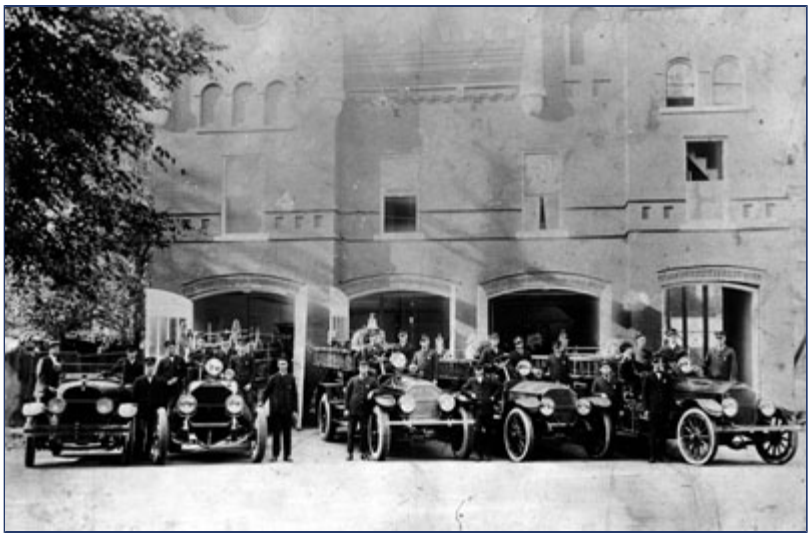


The American LaFrance

Raleigh Fleet Increased To Seven

TEN years ago Raleigh, N. C., first began to use American-LaFrance motor fire apparatus when the city purchased two combination chemical and hose cars for the fire department. Since that time as the needs of Raleigh's fire department have grown additional American-LaFrance motor equipment has been purchased. The first 800 gallon pumper in 1914, an aerial truck in 1915, a second pumper, 1000 gallon per minute capacity in 1917, and finally in 1922 a new American-LaFrance "Seventy-Five" Pumping car, and a Type 14 City Service Truck. The official installation of these last two pieces was recently made the occasion for a municipal celebration in honor of Chief H. H. Horton and his much admired and efficient department.

Part of LaFrance Fleet at Raleigh, N. C.



That article makes you think how far as the fire service really come? If a 1917 pumper has the same pump capacity as alot of trucks still today, have we really progressed as much as we think we have? Certainly trucks today run more efficiently, and we have many super pumpers out there, but it just surprises me that your run of the mill pump is no better than it was almost 100 years ago.
Time - 01/13/09 - 08:20

I think another component to consider is the human. No matter how many GPM's you put on a pump there are still only so much a firefighter on a hose line can maneuver efficiently when using the handline.
DC - 01/13/09 - 09:09

Good comment, DC. I have to wonder sometimes just how many of these 1,500-2,000 gpm pumps are ever used to capacity, or anything near it.
DJ (Email) - 01/13/09 - 12:19

Fire apparatus size over time is also a function of factors including water supply and fire load. Can water systems support Big Honkin' Pumps at the upper end of GPM? And do typical fire loads require such big water? For pumping to top floors of skyscrapers, that's something else. As are refineries, chemical plants, airports, etc. (The latter a reference to a pair of 2000 GPM engines delivered last year to Minneapolis-St. Paul International Airport. Small pic: http://www.firerescue1.com/data/Airport-..) Water/pump/capacity experts, take over.
Legeros - 01/13/09 - 18:13

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