

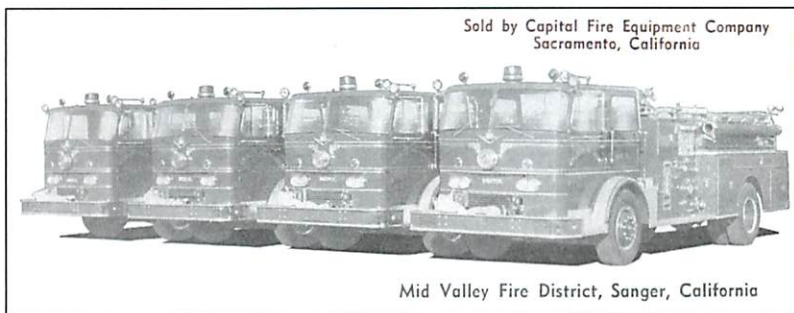
Mid-Valley Fire District Engine 6

Apparatus #205

Rededicated: May 8, 2010

1966 Howe Model HR-102
International CO-8190
5-man canopy cab forward
Waterous CJMB 2-stage 1000 GPM pump
4-stage high pressure auxiliary pump
500 gallon water tank

Howe Fire Apparatus Company
Anderson, Indiana



Sold by Capital Fire Equipment Company
Sacramento, California

Mid Valley Fire District, Sanger, California

Apparatus Restoration Committee

Keith A. Larkin - Fire Chief
Steve Lawshe - Operations Division Chief
Mike DelPuppo - Fire District Board President
Jeff Paddock - Fresno-Kings Unit and Fire District FEM - Project Manager
Shawn Knight - Project Lead

- Project Assistants -

Jon Brothers, Angelo Cunha, Mark Dorch, Will Goodman,
Billy Greenwood, John Harshbarger, Jim Hart, Bob Knight,
Jared Krum, Boomer Mallery, Brian McAbee, Dana Owens,
Jim Reid, Dave Roberts, Owen Starkweather, Station 87

Fresno County Fire Protection District
Sanger, California

HOWE

dependability

... rugged dependability that challenges every new situation. That's why Action... **DEPENDABLE ACTION** ... is spelled H-O-W-E in more than 11,000 communities. And, HOWE equipment keeps its factory-fresh looks, year after year... another HowEngineered advantage.



Howe Model HR-102, International CO-8190, 285 HP, 176" W.B., 5-man canopy cab forward, Waterous CJMB 2-stage 1000 GPM pump, 4-stage high pressure auxiliary pump piped to tank & reels for pump & roll operation; 700 gal. tank, 2 Howe electric reels. Ten enclosed equipment compartments with weather-proof seals and 2-point chrome latches.

"dependable fire apparatus since 1872"

HOWE

FIRE APPARATUS COMPANY

Dept. FE-669, 1402 W. 22nd St., Anderson, Ind.

Subsidiary Plant: Coast Apparatus, Martinez, California

For More Facts Circle 118 on Reply Card



RATINGS

MAXIMUM GROSS VEHICLE WEIGHTS:

Standard	30,500 lb
With FA-136 16,000-lb front axle	34,500 lb
With RA-47 23,000-lb rear axle	35,000 lb
With FA-136 front and RA-47 rear axles	39,000 lb

CO-8190

FIRE TRUCK CHASSIS

STANDARD EQUIPMENT

AXLE, FRONT

FA-215 12,000-lb. capacity, wide-track
Heat-treated forged steel I-beam

AXLE, REAR

RA-44 18,500-lb. capacity
Hypoid single reduction; 16" ring gear
One-piece forged steel axle housing
Full-floating, induction-hardened shafts
Ratios: 4.10, 4.44, 4.78, 5.37, 6.14, 6.57, 7.17

BRAKE, PARKING

12" x 5" DCM internal-expanding type,
rear of transmission
Orscheln control lever, floor-mounted
Total lining area: 137.6 sq.-inches

BRAKES, SERVICE (Hydraulic Brake Chassis)

Hydraulic brakes with vacuum power booster
Vacuum reserve tank and gauge
Self-energizing, double wheel cylinders
9/16" diameter piston type power cylinder
Lining size: 15" x 3 1/2" front, 16" x 6" rear
Total lining area: 626.9 sq.-inches

BRAKES, SERVICE (Air Brake Chassis)

Air-operated, with 12 cu.-ft. compressor
Lining size: 16 1/4" x 3 1/2" front, 16 1/2" x 6" rear
Total lining area: 649.1 sq.-inches
Low air pressure warning buzzer
Fast air pressure build-up control
Single 1790 cu.-inch air reservoir

CAB

Special 5-man fire truck cab, all steel
Fully-enclosed front compartment, with
sliding glass partition behind seats
Rear compartment, open at rear
Horizontally-adjustable driver's seat and fixed seat
for two passengers in front compartment
Two individual rear-facing seats in rear compartment,
one each side of engine compartment
Red Naugahyde seat covers, all seats
Dual chrome king-size rear view mirrors
Aluminum tread-plate cab and rear compartment steps.

CAB (Continued)

Dual adjustable sun visors; glove compartment
Overhead map lights in front and rear compartments
Heater-defroster in front compartment
Ammeter, fuel and water temperature, oil and
vacuum or air pressure gauges
Speedometer, odometer and tachometer
Hand throttle and choke
Dual electric windshield wipers

CLUTCH

14-inch 15-spring single-plate, with heavy-duty
metallic lining

ELECTRICAL SYSTEM

12-volt 62-amp. alternator, with transistorized regulator
Dual 6-volt 150-amp.-hour batteries
Combination stop and tail light
Front directional signals; electric horn
Engine compartment inspection light

ENGINE

International V-478 gasoline V8
234.0 gross bhp. at 3600 rpm
430.6 gross lb.-ft. torque at 1800 rpm
477 cu.-inch displacement; 7.64 compr. ratio
Oil bath air cleaner; full-flow oil filter
Horizontal muffler and tail pipe

FINISH

Frame, running gear and cast wheels: black
Cab exterior, disc wheels and rims for
cast wheels: prime only
Front bumper: chrome
Cab interior: hammertone gray

FRAME

9 1/2" x 3 1/2" x 1/2" steel channel
Section modulus: 12.15 in.³
10" deep full-width wrap-around front bumper
Full-length inner-channel reinforcement
(228" wheelbase only)

FUEL TANK

31-gallon steel, temporarily mounted on frame
Auxiliary electric fuel pump, frame mounted near tank

Originally placed into service in 1966, this engine served the Mid-Valley Fire District in a heavily developed mid-town Fresno industrial area at the old Station 6, located on Hedges Avenue, just northeast of the intersection of Olive and Maple Avenues.

After serving nearly 20 years as a front line apparatus, Engine 6 was relocated to the old Station 8, located in East Fresno on Tulare Avenue at Minnewawa. It was re-numbered as Engine 208 and continued to serve the District as a second-out engine along side Engine 8 and Rescue 8, at one of the busiest fire houses in the statewide system of CDF local government contracts.

In 1985, after having served at Station 8 (renumbered Station 88), the engine was retrofitted with a Detroit Diesel 6V53 engine and Allison automatic transmission, placed into reserve status and relocated to Station 7 (renumbered Station 87), located in South Fresno at Sierra Vista and Drummond Avenues. The life of Engine 6 came full circle when a final relocation came in the early 1990's. Having been moved to the new Station 6 (now renumbered Station 86) located next to Wild Water Adventures at Shaw and Nelson Avenues, (and renumbered as Engine 286) it continued to serve the District as a reserve engine until April 7, 2001.

On its last day of service, this engine stood proudly at the funeral services for retired CDF/Fresno-Kings Unit Chief and Mid-Valley Fire District Fire Chief William Pennington. Known as the "Father of the Fire District", Chief Pennington was instrumental in the development of nine of these fire engines, setting the standard for fire apparatus utilized by many generations of firefighters serving throughout Fresno County.

Through an agreement between the Fresno County Fire Protection District and the State Center Community College District, this engine was donated to the Fresno City College Fire Academy, where it served from 2002 through 2008. Upon the conclusion of its service to the Fire Academy, it was returned to the Fresno County Fire Protection District.

Through unanimous support of the Fire District Board and Fire Chief Keith A. Larkin, and through the generosity of dozens of local Fresno area vendors, this engine underwent a \$100,000 (over 80% donations) complete restoration and is now, once again, a dedicated component of the apparatus fleet.