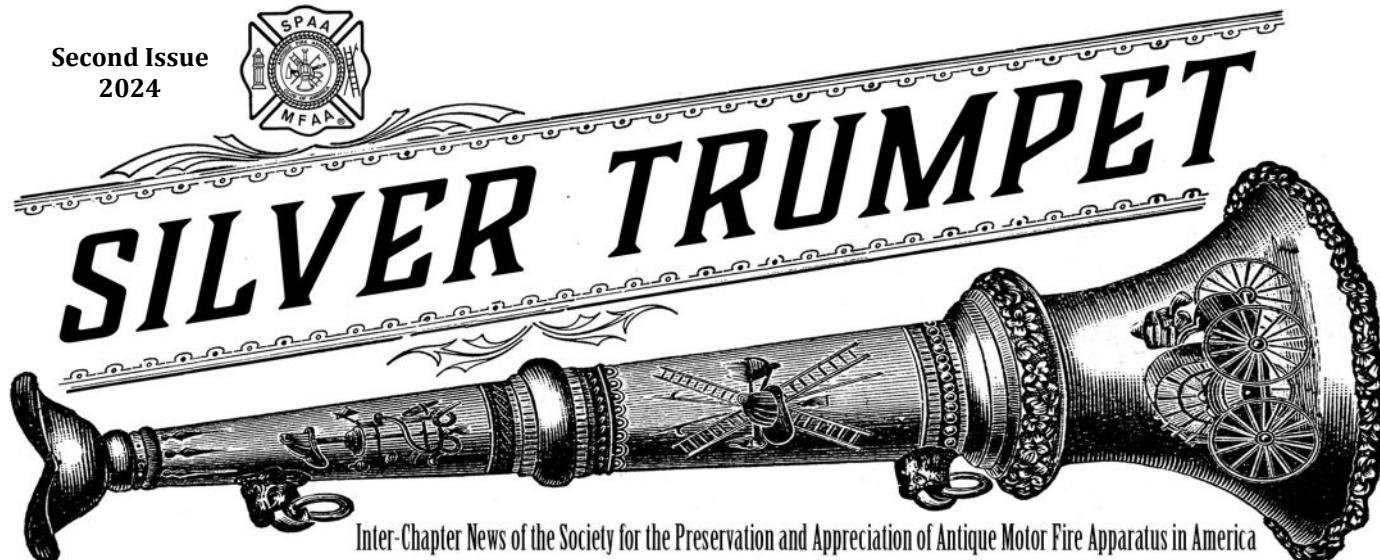


Second Issue
2024



Are You Ready To Muster?



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- "Aqua Jet Aerials" - P.11
- Special Issue 1 Reprint - P.15-23

SPECIAL NOTE!

Due to the mailing glitch with the 1st issue of 2024, we decided to include unique pages from Issue #1 in this issue for those who did not receive their ST. The Issue 1 pages can be found starting on page 15 of this issue.

Silver Trumpet

Published Quarterly by the
Society for the Preservation and Appreciation of Antique Motor Fire Apparatus of America

Send address changes to:

Membership Secretary

Candy Bennett
8035 Bird Pond Road
Adams Run, SC 29426
membershipsecretary@spaamfaa.org



Send content and ads to:

Editors

John & Amy Tippet
3831 9th Street
North Beach, MD 20714
silvertrumpeteditor2021@gmail.com

SPAAMFAA SPECIAL COMMITTEE CHAIRS

SAFETY:

Tom Herman, VA

ENGINE!-ENGINE! BACK ISSUES:

Anthony Buono, NY

SPAAMFAA ITEMS FOR SALE:

Jess Walter, DE

SILVER TRUMPET SUBMISSION DEADLINES

February 1

May 1

August 1

November 1



2024-2025 SPAAMFAA Board Members

President:: **Tim "Cosgrove" Jones** Rockville, MD
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Editor: *Engine! Engine!* **Scott Rollins**
Editors: Silver Trumpet: **John & Amy Tippet**
Webmaster: **Candy Bennett**

Meeting Bid Schedule Information

Chapters bid on and host Summer Conferences and Musters and all Annual Meetings & Conferences. The Board of Trustees approves a bid (meeting location) at either a Summer Conference and Muster or Winter Meeting and Conference. Locations and years not filled will receive a new "Bids Due" date.

Year	Winter M/C	Summer C/M	Bids Due
2025	Kissimmee, FL	Kansas City, MO	
2026	Open	Devon, MA	
2027	Open	Open	

SPAAMFAA Website Calendar

Chapters are urged to list their musters on the SPAAMFAA website calendar. This calendar is another central location where members can easily look to see when and where musters and events will be held in their area, or places they visit. Send info to: spaamfaawebmaster@gmail.com

Can you
ID the
make
and year
of this
rig?



See Next
Page for
Answer &
Photo
Credit



Come to our 2025 Winter Conference, we have a lot in store for you.

- *Gatorland Park – Alligator Capital of the World
- * Tour PIERCE PLANT in Bradenton, Florida
- * Tour to Ybor City/Tampa
- * Tour to historic St. Augustine
- * Keynote speakers – Wednesday evening – Retired Deputy Chief Kathy Weaver, fire response during the space shuttle era and beyond.
- * Pete West – Buffalo Fire Apparatus in the fire Service
- * Thursday evening – Pete West -Presentation on White Fire apparatus Chassis, pre-WWII on fire trucks
- * Cash Awards & Trophies for Apparatus Entered into our Muster
- * Two Free Nights Lodging - Register Early to be entered into a drawing
- * It's in Florida, Do We Need to Say More!

FUN, FRIENDS, FAMILY AND FIRE TRUCKS

1

Can you ID the Rig? (from page 2)

1951 FWD, 130hp 6 cyl engine, 500gpm 3-stage pump with high pressure fog

Credit: John Tippet

SPAMFAA Member Spotlight

Chuck Montgomery

You Never Know When What Goes Around Will Come Around

By John Tippet

In 1996, Chuck Montgomery was at the top of his game as a firefighter/paramedic captain with the Glendale (AZ) Fire Department. On a warm Arizona September day, Chuck and his partner were dispatched to a serious car crash at 51st and Beardsley. They encountered a two-vehicle collision with a mother and her teenage daughter critically injured by a drunk driver. The mother was unconscious and not breathing, while the teen was suffering from a life threatening laceration to her neck. Chuck and his partner, Rollie Gerard, along with the rest of the crew from Glendale Engine 155 worked feverishly to stabilize the women and get them to the nearest trauma center.



Credit: Chuck Montgomery



Credit: Arizona's Family (3TV/CBS 5)

They delivered the victims to the hospital and went back to work, running hundreds more calls from September to December of that year. The mother and daughter stopped by after their recovery many months later to deliver a gift basket. That was the last time Chuck and his crew had any interaction with the women. The crew of Engine 155 went on to run tens of thousands of calls over the courses of their careers and the car crash at 51st and Beardsley faded from their memories.

Chuck ascended the ranks of Glendale FD, eventually rising to the rank of deputy chief. He spent 33 years with GFD.

About ten months after retiring, Chuck took on a new role as the executive director of the renowned Hall of Flame Museum of Firefighting. In the five years since joining the Hall of Flame, he has



infused the museum with his incredible passion for antique fire apparatus, zest for life, and people. Six months ago, Chuck received the news too many firefighters receive, he was diagnosed with an occupational cancer. He entered treatment at a local cancer center where he met other firefighters going through the same journey. They passed the time while undergoing chemotherapy doing what retired firefighters like to do, reminisce about the "good ol' days."

During one of Chuck's treatments, his nurse overheard him talking with another firefighter about the job. The nurse said she never forgot the two men from Glendale Fire who saved her life



Credit: Arizona's Family (3TV/CBS 5)

and her mother's. She asked Chuck if he knew a firefighter named Rollie. Chuck said he did. The nurse then asked Chuck if he knew a firefighter named "Chuck" from Glendale. Chuck took off his hat and said, "I'm Chuck."

Nearly 28 years after Chuck Montgomery and his crew delivered life saving care to a desperately injured teenager and her



Nurse Christy Lessnau

Credit: Arizona's Family (3TV/CBS 5)

mother, the teenager, who went on to become a cancer nurse, is returning the favor by aiding Chuck in the fight of his life.

Sending Chuck best wishes for a speedy recovery and sincere thank you for all the lives he saved during his career and all the joy he is bringing to antique fire apparatus enthusiasts across the Nation.

Article Credits:

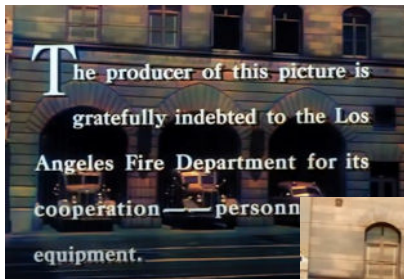
- Arizona's Family (3TV/CBS 5)
- Moorehead, Mark V., *First Responder Remembered*, "Port Veterans/First Responders"

From the Media...

"Arson Inc."

Thanks to Jon Green from the Firematic Collectors of Northern Nevada for recommending "Arson Inc.," a 1949 crime film-noir piece directed by William Berke. This one hour classic follows the story of Fireman Joe Martin, played by Robert Lowery as Martin transfers into the arson detail and a dangerous arson investigation. Joe meets the lovely Jane Jennings, a babysitter/schoolteacher played by Anne Gwynne, and the two become embroiled in a treacherous arson scheme that almost costs them their lives.

Producer William Stephens pay tribute to the Los Angeles City Fire Department for the LAFD's "...cooperation - - personnel and equipment." in the opening minutes of the film. As the tribute fades, a nice view of some classic Seagrave Waterfall grilles and a 1946ish Desoto ambulance from LAFD's fleet can be clearly seen.



The film is classic noir and is more than an enjoyable, even if you are not into classic films. The climax is worth the watch. Even though it is shot at night, you can still get your fill of some truly classic apparatus from the LAFD fleet.



Joe and Jane eye a pull station in the climax of *Arson Inc.*

LAFD response scene from *Arson Inc.*



<https://www.youtube.com/watch?v=LwWRx6U2Qvo>

From the Editors

Perspective

By the time this issue reaches you, we'll be into 2025. You should have by now received your first 2024 issue of ST. We were relieved to finally get an issue out there but quickly learned Murphy stepped in during the processing and injected what could be deemed an early April Fools joke. There was a glitch in the transfer of the addresses to the printer, and it resulted in some pretty concerned emails and phone calls. They usually started off with, "I just received my Silver Trumpet. The address is right but it wasn't my name at the top of the address line..."

Two divergent thoughts followed. The first was to ask that the name be corrected in the next issue. The second was concern that the person whose name *was* on the address might not have received their ST and the member wanted to make sure that the person on the address did get their copy. To the best of our knowledge, everyone on the mailing list received a copy. On the bright side, for those of you who didn't recognize the name, you now know the name of another SPAAMFAA member you may have never met. We would encourage you to visit your roster and reach out to them to say "hello." Rest assured, it is a dues paying member of SPAAMFAA. For those who did recognize the name, we hope you reached out to catch up and saw this mix-up as an opportunity to make contact not just a clerical misstep.

For the record, there was some sort of hiccup when the mailing list was pulled, resulting in the names and addresses not lining up properly. The hiccup has been fixed and this issue should have your correct name and address reconnected, along with a special reprint of most of Issue #1. We did not reprint the Want Ads pages as you can view the most up to date in this issue.

We'll close this conversation with a friendly reminder for the Chapter News section. Beginning with the 1st issue of 2025, we'll resume filling the Chapter News boxes with information you send to us. Chapter editors, please review the deadlines on page 2 and send a few lines via email or on a Word document when you have news to share. We'll put it in your chapter's box. If you don't send info, the box will remain empty and just have your chapter's logo. If you send photos, we'll look for places to put them in other locations of the newsletter. We've included a sample courtesy of Bob Romig at FAAB.

By the time you receive this issue, we hope to have 2024's Issue 3 just about complete and to the printer, with 2024 Issue 4 right behind 3. Then we should be back on track for 2025.

Happy New Year all.

Sincerely,
John and Amy

From the National Safety Committee

By Tom Herman, ODHFS



Let's Talk About...

Musters

As the successful muster season closed, we hope everyone had a safe and enjoyable event. Just to refresh memories, any chapter that sponsors a muster is required to have a muster safety chairperson.

Tommy Herman
WTVR-Richmond

It is also required that a "Post Event Report" be sent in following the muster. The reason for this is simply "CYA" (Cover Your Axle). In this day and time of a litigious society, it is important that we do everything possible to share the lessons of our events for other chapters to learn from, demonstrate to the general population that we are a professional organization, and protect our organizations and ourselves to the greatest extent possible should something go awry.

I do not know how many musters are put on by our chapters each year, however as of November 1, 2023, we only received nine post event reports. I have a feeling there are many more musters than that going on if I simply look at Anita Ford's Best of the Web. It only takes a couple of minutes to file the report and that one piece of paper could save your and your chapter's Axle (this is a family newsletter) in the event a lawsuit for an injury gets filed. If you are a chapter president, are you taking an unnecessary chance by not ensuring the report is filed?



SPAAMFAA Post Event Report

I am using this form to report (check one):

- ☐ Event Complete (No Reported Accident or Injury)
☐ Accident ☐ Injury ☐ Suggestion

Date of Report: _____

SPAAMFAA Chapter sponsoring event: _____

Date of Event: _____ Location of Event: _____

Event Chairman or contact person: _____ Phone: _____

Address: _____

Safety Officer Name: _____ Phone: _____

Address: _____

List the name of the Departments and all Emergency units who responded to this accident.

Unit: _____ Phone: _____ Address: _____

Unit: _____ Phone: _____ Address: _____

Name and Address of Witnesses:

Name: _____ Phone: _____ Address: _____

Name: _____ Phone: _____ Address: _____

Name: _____ Phone: _____ Address: _____

Attach a detail description of what occurred. Include sketches and photos if possible. For suggestions, attach a separate document or use the back of this form. Please include your name and contact information.

Please send completed form to both the Executive Secretary and SPAAMFAA Safety Officer:

Executive Secretary, Bill Blunden, PO Box 296, Carthage, NY 13619
billblunden@gmail.com

SPAAMFAA Safety Officer, Tommy Herman, 10719 River Rd. Chesterfield, VA, 23832
tom-herman@aol.net

Form SP-06, Revised March 2022

Page 1 of 1

Headlights

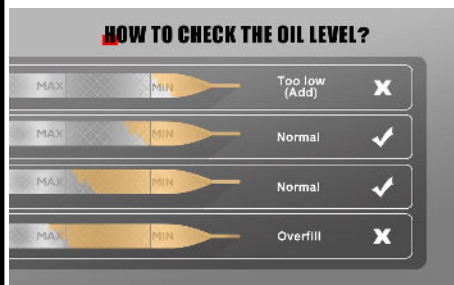
I know we all check them when we do our apparatus PMs, right? So you may just say, I will not be out at night so it does not matter. Think about the "What If's?". Suppose you go out planning to be home by dark but an issue arises that takes a while to get you back on the road and you are running late. All of a sudden it is dark and your head lights do not work. Suppose all it takes is having a replacement bulb. Do you carry one on the truck? The tools to change it out with? As I head out to one of our big night time parades next week end, I know we will not be getting home until around 11:00 PM and the run home is about 80 miles. It is better to be prepared and get home safely than having to leave your rig out somewhere along the road.



Credit: SSVFD FB Page

Spare Oil

If you take a rig on long runs, do you check the engine oil before you head home? I hope so. Even if the rig does not normally burn much oil, a leak can develop at any time and you may not know it. I PM our rigs before every run and if a long run, before we hit the road for home. If the oil level is low, even if a parts store is open they may not carry the type of oil you are using. It is a good idea to carry extra oil and do not forget about the funnel that may be needed to get it in the engine!



Credit: Lucas Oil



REMEMBER – AN OUNCE OF
PREVENTION
IS WORTH A POUND OF CURE!



Own a rig? Add a rig to your fleet?

Be sure to go to the Members Page and register it with
SPAAMFAA
<https://spaamfaa.org/members/profile>
or contact
Candy Bennett
membershipsecretary@spaamfaa.org



FAMILY + FRIENDS + ANTIQUE FIRE SERVICE APPARATUS = FUN!

Life Membership

If you would like to make a contribution to the Life Membership Investments to help offset the unfunded liability, please contact:

Treasurer Mark Davis
(treasurysecretary@spaamfaa.org)
or
John Zangerle (jpzangerle@gmail.com).

Chapter Geography & Trustees

District 1 (New England) - Brian Anderson Jr., Trustee
(US) ME, NH, VT, MA, CT, RI. (CAN) QC, NB, NS, PE, NL.

District 2 (Mid-Atlantic) - John Hoffman, Trustee
NJ, DE, MD, WV

District 3 (Western) - Ed Hass, Trustee
(US) CA, AZ, NV, UT, ID, WA, OR, AK, HI. (CAN) BC, YT

District 4 (New York State) - Dave Hall, Trustee
NY

District 5 (Southeastern) - Tom Hooker, Trustee
VA, NC, SC, GA, FL, AL, MS, LA, AR

District 6 (Mid Western) - Ted Main, Trustee
(US) MT, WY, CO, NM, ND, SD, NE, KS, OK, TX, MN, IA, MO.
(CAN) SK, MB, AB, NT, NU

District 7 (Pennsylvania) - Jess Stauffer, Trustee
PA

District 8 (Great Lakes) - Stan Socha, Trustee
(US) OH, MI. (CAN) ON

District 9 (Central) - David Lewis, Trustee
WI, IL, IN, KY, TN



Anita Ford's Best On The Web

Nationwide Listing of Musters, Parades and Special Events

Submit fire musters, parades, firematic flea markets etc. to **Anita Ford**.
A minimum of at least 4 weeks notice is required to allow time for posting.
It is strongly advised that you contact the sponsors of these events to be certain they are still scheduled. Bad weather, lack of participants and vendors may cause rescheduling, cancellation or change of venue.

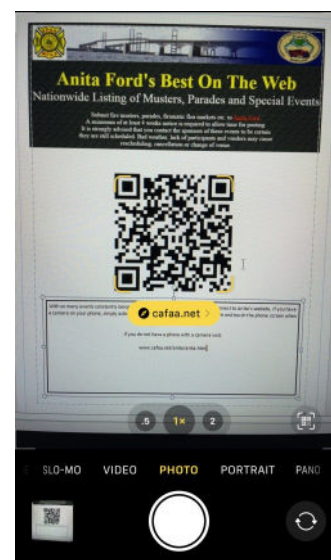


With so many events constantly being added, and the calendar rolling along unabated, we're going to try a new way to connect to Anita's website. If you have a camera on your phone, simply activate the camera, point it at the QR code above and touch the code on the phone screen when the yellow box surrounds the code.

If you do not have a phone with a camera visit

www.cafaa.net/anita/anita.html

for the most up to date info on events across the country.



Fire Flea Market

Classified ads are published as a free service to our members.

Please mail ads to:
John & Amy Tippet
3831 9th Street
North Beach, MD 20714

Or e-mail to: silvertrumpeteditor2021@gmail.com Please advise when items are sold so they can be removed from the listings.

FOR SALE

FOR SALE: LAST CALL! 1948 Ford F-5 pumper. This truck has a flower city body, 350 crate motor, 400 Auto A/C, new tires and brakes and tinted glass. Truck has completed interior and instrument cluster and is a very dependable truck you can drive anywhere. Asking \$12,500. For more information contact Richard Weigel in Cincinnati OH walkintheparkmilford@gmail.com or call 513-500-9482.

FOR SALE: 1957 International TASC pumper, open cab, ex-Smithfield (ME). Contact Josh Masse masse@tcc.lc.com. Josh is currently deployed with the ME National Guard.

FOR SALE: Dietz King Fire Lantern, fair to good condition w/Dietz script—\$400.00. Contact Steve Garry, 518-869-6059 or email steve@lincolnstorage.net.

FOR SALE: 1944 International/Bean M-3L-4 4x4 crash truck, open cab. Missing pump and crash body. Remaining body and chassis in good condition. Motor-junk, but have a good spare. Original lettering still on doors for Pensacola Naval Air Station. \$3000 or best offer. Contact Steve Garry, 518-869-6059 or email steve@lincolnstorage.net.

FOR SALE: A few WNYF and Fire Engineering magazines, four Iconografix books, various Mack and ALF sales brochures, and other literature, both fire and commercial. Send for list. Harvey Eckart hfe707@verizon.net or 570-759-2343.

FOR SALE: I have for sale my toy fire truck collection. It includes brands Tonka, Nylint, Hot Wheels, Matchbox, Remco, New Bright, Franklin Mint, and many other brands. Also included in the sale are showcases and display cases. Asking \$6,500.00 for the entire collection. For more information, contact John Feather at (859) 319-1668 or feather1033@bellsouth.net.

BOOK FOR SALE: Newly published autobiography of Fire Captain David Boucher (retired) after 40 years with 3 different fire agencies. He served 30 years with Los Angeles County. He has also served as the department historian and a director for the Los Angeles County Museum for 35 years. Profusely illustrated, 135 pages, softbound. Send \$25.00 to David Boucher, 1625 Moreno Dr., Glendale, California 91207 (includes tax and shipping).

FOR SALE: 1965 Ford/Young pumper on an F-800 chassis. 1000 gal tank, 750gpm Hale front mount pump. Runs and drives fine, pumps as is should. Originally served Fruitland (MD) VFC. Always stored indoors. Location: Hollywood (MD). Contact Gary Callis 301-481-0085 or Jesse Walter jwalter12@gmail.com.

FOR SALE: Rare 1950s vintage 12 volt Esco Lite. Asking \$450.00 or best reasonable offer. Call Richard Detlie at 507-323-5256 or email rдетlie@gmail.com.



FOR SALE: 1953 Seagrave Model 900B, Serial #G5835 Anniversary Series pumper. This pumper reportedly started out at the Texaco Oil Refinery in Long Beach (CA). From there it went to the University of Nevada Reno Stead Dodd Beals Oil Fire School. I got the pumper from the estate of the next purchaser in 2006. It looks to me like all the important parts are present and newly (1988) chrome plated. Has the original Seagrave 12 cyl. motor (condition unknown). Engine is located in Reno (NV). Comes with NV title. I will not part it out at this time. Asking \$1500.00. Contact Jon Douglas Wagner: wagnerj3490@gmail.com or 775-750-0883



FOR SALE: 1956 Chevrolet-American LaFrance Foamite, in the process of being restored. Price-Let's talk about it. Contact William Clark, 860-537-0122, or wclark8@aol.com.



FOR SALE: 1933 Hahn Hose Chemical Wagon, ex-Lewistown (PA). Partially restored. Asking \$7000.00. Contact William Clark, 860-537-0122, or wclark8@aol.com.



FOR SALE: 1926 REO Speedwagon Fire Truck This truck is a "sister" and configured the same as the restored one pictured on the rear cover of Engine~Engine 2013-3. It is a straight, original, unrestored complete truck except for the usual accessories of ladders, hoses, etc. I do have new, un-mounted tires and tubes for same. The truck is located in Abilene, Texas and I am asking \$8,500.00. Photos are available if interested. Phone is (325) 668-6678 and email is tim@theeyssens.com, Tim Eyssen.

FOR SALE: Truck Doors— Right and left truck doors for a 1930's vintage Seagrave. Doors are painted red and in solid condition for their age. Handles, mechanisms, and hinges operate freely. Restoring truck back to its original style. Doors were an add-on sometime in the 1950's. Asking \$300.00 for the pair (negotiable). Contact John Tippet at (301) 717- 1691 or jtippet58@msn.com. Buyer pays shipping. Free local delivery within 100 miles of Annapolis, MD.

FOR SALE: 1929 Studebaker Chemical Truck. Only one of three built by local FD shop. Excellent original condition, ready to drive. Pictures available upon request. Phone Crawford: (203) 206-0250 or email: crje@att.net. Leave message if no answer.

FOR SALE: 1940 Ford Howard Cooper Fire Truck. Original condition with several updates. Complete new brakes, redone radiator, carburetor, wheels powder coated red, new tires, gas tank cleaned, new radiator hoses, fairly new 6 volt battery, extra 12 volt batteries for Xmas lights. This truck was 1st due to the Mt. St. Helens volcano explosion. Was bought new for local lumber company and used as lumber city truck, Ryderwood (OR). Paint shows wear, all still original glass and paint. Seat redone. Local car show winner and parade truck. Runs and drives as it should. Top speed 40MPH. Original flat head 95HP (the big one for 1940). Mention truck when calling 541-472-8717 or I will not accept message. Old school landline, no text. Email newsommojo@gmail.com. Asking \$15,000. Cannot deliver.



FOR SALE: 1928 Ahrens Fox NS4 Piston Pumper. Vin # 3337, Originally from Green Bay, Wisconsin. Hood reads, "Fort Hood Paper Company Emergency Unit." Pump rebuilt, new springs, new leathers, new hockey pucks, new tires, new spark plug wiring, reupholstered seat. Asking \$55,000.00. Contact D. Adams 989-284-0878 or ahrensfox@att.net

FOR SALE: 1984 "All Mack" tanker-pumper. Mack diesel, auto transmission, parade or fire service ready. 1000/1000 capacity. Fully equipped fittings, two hard suction, deck gun, many Scott bottles, 2 booster reels with 1 3/4" hose, jump seats, Federal Q siren, pike pole, 2 axes. All lights work, 43,000 easy miles. All the LDH hose you can carry. Located in New York State. Asking \$17,500.00. Contact Mike Leitner at 845-634-1249.



FOR SALE: 1973 Pirsch 1,000 GPM pumper. 5 speed manual transmission with a 671 diesel. Engine overhauled 15 years ago. Shows 46,000 odometer reading. Has deck gun, Q siren and chrome bell. New wheels and fairly new radial tires. Original to Needham MA. Engine is operational, was in storage for 8 years. Truck does have some under body and compartment rust. Drives well, in MA. Serial #3044.

FOR SALE: 1980 Ford R8000, 1,000 GPM pumper. Set up as a reel truck, original to small town in VT. Caterpillar V636 diesel motor, automatic transmission. Stored outside with cover. Operational status unknown. Minimal rust to body, chassis is very solid. Odometer shows 17,500. Well cared for, hydraulics for reel assembly need attention. Tires appear original but hold air, very drivable. In MA VIN K80UV6J7212.

FOR SALE: Hydrant/hose adapter: New Brass, female thread 4" NH 4TPI; Male threads 2 1/2" NH 7 1/2TPI. 5/8" pins on exterior, gasket included. \$100.00 + shipping (4lbs). Contact Andrew Harvey zephyraire@hotmail.com or 814-226-6956, 7-11pm ET.

FOR SALE: Or parting out. 1943 Peter Pirsch 65' ladder truck, ex-Fall River, MA FD truck. I needed parts to finish its twin that I have been restoring, but now that I have removed the parts I needed, I don't want to scrap the rest. It's in too good of shape. The cab forward has no rust or rot. The ladder is in good shape. Contact Tony Rubbo at 203-910-5484. Call only, no texts.

FOR SALE: Waukesha 145 GZ gas engine. Includes Spicer Model 4753 transmission, carburetor, mag, distributor and repair manual. \$2500.00 Contact William Clark 860-537-0122 or wclark8@aol.com.

FOR SALE: Hannay Hose Reel. Refurbished. Make offer. Proceeds benefit the Colchester-Hayward Fire Museum. Contact William Clark 860-537-0122 or wclark8@aol.com.

FOR SALE: Darley Champion front pump, T model 500gpm. Make offer. Proceeds benefit the Colchester-Hayward Fire Museum. Contact William Clark 860-537-0122 or wclark8@aol.com.

FOR SALE: Waterous 1000gpm, two-stage pump. Make offer. Proceeds benefit the Colchester-Hayward Fire Museum. Contact William Clark 860-537-0122 or wclark8@aol.com.

FOR SALE: 1970 Hahn C-15 model pumper, open cab with two man jump seats. Date of Delivery—12/15/1969. 871 Detroit Diesel, Allison Automatic Transmission, Hale Centrifugal Pump 1500gpm @ 150lbs./1780RPM. Pump# 30815. Contact Randy Smith, 301-633-3157 or firehouseblues@icloud.com.

FOR SALE: "Seattle Fire Apparatus: 1879-2021, A History" by Bill Hattersley. A comprehensive illustrated history of Seattle, Washington's fire apparatus. Spiral bound, 8"x11", 134 pages, over 200 photos, color covers. Co-written by Galen Thomaier of Last Resort Fire Department fame. Ready to ship! \$29.95 + \$3.00 shipping to U.S. addresses only. Check, money order or Pay Pal to Bill Hattersley, 315 Index Place, SE, Renton, WA 98056

FOR SALE: Stang Portable Monitor Model C5347-1 (From 1970's) with folding base. NO stream shaper. \$1250. Local pickup only, upstate NY. Akron Monarch Ladder Pipe. Chrome plating is worn. \$500. Local pickup only, upstate NY. Contact: commgander@aol.com.

FOR SALE: Vintage Fire Equipment. Three sections unused 1 1/2" singe jacket cotton fire hose with chrome 1 1/2" nozzle and a chrome 2 1/2" to 1 1/2" reducer. \$300.00 includes shipping CONUS. Brass Sterling hand crank siren cover \$150.00 obo includes shipping CONUS. Restored Swift Oiler for rotary gear pumps \$300.00 includes shipping CONUS. Sterling hand crank siren mounted on wooden board \$950.00 includes shipping CONUS. 12v electric siren \$200.00 obo includes shipping CONUS. Fire extinguisher bracket \$75.00 obo includes shipping CONUS. Contact Bill Killen, kirkbo65@charter.net.

FOR SALE: Back issues of Fire Apparatus Journal - excellent condition. All six issues for each year-2019, 2020, 2021 and 2022 = 24 issues. \$60.00 includes shipping within US. Email: stephenmlenz@yahoo.com

FOR SALE: 1956 Seagrave open cab 70th Anniversary Series. V12 Seagrave engine, former Barnesville (OH) truck. Runs good. Two new batteries, needs brakes (most likely hydrovac). Has 50s Seagrave bell. Wooden extension and roof ladders, redone. Has pike pole, two '50s era canister masks, two fire axes (one has "Seagrave" on it). Has two DC to AC rectifiers, with an AC spotlight. '50s or '60s era monitor nozzle. Has a hose load with old style hose, two hard suctions. \$5000.00. Contact Erik Hipple, 740-332-6449, or email erikhipple138@gmail.com.

FOR SALE: Waterous Pump, Model CS 1000GPM, Waterous PTO Model YBX ratio 1:88. Contact Richard Postulka, 518-441-6003, or rdpostulka@verizon.net.



FOR SALE: 1981 Mack CF 686 Fire Engine-Pumper. All Mack-Gold Bulldog. Mack engine, automatic transmission, engine brake. Originally built for W. Long Branch (NJ) Fire Company No. 2, later conveyed to Helmetta (NJ) Fire Department. Included: Two deck guns, one a hard-piped Stang, the other an Akromatic Master Stream 1000 Monitor, 200' 1 1/2" hose on crosslays, 100' 1 1/2" on Hose Bed, Booster Reel with Hose, Retractable Hose Bed Cover, Fire Extinguisher, Two Hard-Suction Hoses, Scott Tanks, Generator, Hose Fittings, Nozzles, Attic Ladder, Roof Ladder, Axes, Federal and Electronic Sirens, Four New Batteries. Starts right up, runs, drives and stops. Contact Doug Tedeschi doug83@hotmail.com.



FOR SALE: 1917 Model TT Wheels Two wooden spoke rear wheels. Two are 30" X 5" with brake drums and solid rubber tires. Also, four de-mountable front rims (two have solid rubber, two split demountables). \$500.00 for all or best offer. Two-four foot hose cart wheels—\$100.00. One 15 gallon gas tank—\$50.00. Contact Gary Gault (513) 702-6857.



FOR SALE: 1924 Seagrave fire engine, ex-Seattle FD. F-6 "T-Head" engine. Much has been done toward a total restoration. Pictures on request. Over \$12,000.00 invested. Asking \$10,000.00. Randy Caskey rcaskey03@yahoo.com

American Aqua Jet Aerials

Courtesy Chris Cavette, editor
California Chapter—SPAAMFAA
March 2024 edition

The American Fire Apparatus Company began building apparatus in 1937 and grew slowly, but steadily over the years. In 1972, they introduced their Aqua Jet line of aerial ladders with pre-plumbed waterways and remote-controlled nozzles. Only a few were sold in California.



(above) Solana Beach in San Diego County specified a 1975 Ford C-900/American Fire Apparatus 1000 gpm pumper with a 500 gal tank and 55 ft Aqua Jet aerial ladder (Chuck Madderom photo)

(below) Fountain Valley in Orange County ran this 1975 American Fire Apparatus with a 75 ft Aqua Jet aerial ladder, 1250 gpm pump, and no tank. (Chuck Madderom photo)



WANTED

WANTED: Seagrave F6 T head 6 cyl engine. 1914 to 1931 Prefer good running condition or will consider good complete core. Will also consider complete fire trucks. Please contact Sam at hemi6spd@aol.com or text/call 585-309-2211

WANTED: Does anyone know if there are any vendors who can rehab. the support suspension of vintage fire helmets? I have 2 1950's Bullard helmets that need repair. Contact Charles Bachini, in Virginia, at (978) 790-6700.

WANTED: I'm looking for parts to finish my 1928 Ahrens-Fox. I have spent the last ten years contacting members to help track down some of my stolen parts, stamped 1754 on some parts. I have had a few members who I am grateful for helping me out with parts, but I would really like to be able to finish this truck. If you have a part for an Ahrens-Fox that you are interested in selling, please contact me. Even if I don't need it, it may be something I can trade with another owner to get what I need. Thanks for any help. Contact me at LawrencencClark@gmail.com.

WANTED: My name is Peter Tropp, from Fire Buffs of Illinois. I'm looking for a hydrant adapter. A 4-inch female with a 4 1/2 inch male. Any questions please let me know. Contact: ptroppalf@gmail.com

WANTED: Buying all types of fire memorabilia. Buying full or partial collections. Top dollar paid. Contact: Ryan Tre Denick, Email: rtredenick36@aol.com, phone: (610) 745-0280

WANTED: Philadelphia Fire Dept. memorabilia. Looking for Philadelphia Fire Dept. items. Top Dollar Paid. Contact RyanTreDenick rtredenick36@aol.com (610) 745-0280

WANTED: Hello, my name is Brad Dilgard, from Loudonville, Ohio. I'm seeking information on a fire truck used here at the Loudonville Fire Dept. The truck had only chemical tanks for fire suppression; unfortunately, the tanks and gauges have been lost or destroyed, I'm not even sure what year this truck is. The only numbers I can find were on the left front inside corner of frame rail: D 221526, either IE or TE. The chassis seems to be a Dodge Brothers, but the body does not look like the Dodge Brothers bodies I have seen. Hopefully, someone can shed some light on this truck, thank you.

WANTED: Hale transfer case for a 500 or 600 GPM pump, vintage around 1928. If you know of a discarded rig in a field somewhere, that might do. Finder's fee if successful. Pete West, (540) 270-0200, pwest8@comcast.net.

WANTED: Civil Defense Auxiliary Fire patch or helmet front piece from any city. Will trade or purchase same. Email: stephenmlenz@yahoo.com

WANTED: ALF 700 cab spotlights in working condition to place on a 1948 ALF 700. Contact Jim Bosanek, jsbofd963@hotmail.com or 402-871-5546

WANTED: Looking for a pair of Sanford 4" suction covers. I need two, but will take any I can get. Any condition, contact Mike Prosser at: fprosser@twcny.rr.com or (315) 591-8577. WANTED: Fire Department of New York - An Operational Reference, Editions 2, 6 & 7. I'm looking to complete the set. Preferably "Good" condition or better. Mike Murphy, ALF700@aol.com, or call (518) 253-5701 & leave a message.

WANTED: Maxim chrome trim strip used above and below the engine hood vents on either side. These were used on Maxim

apparatus from sometime in the late 1940's through the 1960's. I'm missing one of the four on my 1960 Maxim ladder truck. The one I need for my truck is 42 inches long and 1 inch wide. Hopefully, someone has a spare or perhaps knows of an engine ready to be scrapped from which a chrome trim piece can be salvaged. Contact Chip Taylor (802) 563-2361 or w1aim@fairpoint.net.

WANTED: I am looking for fire department patches from the following states: NY, NJ, MA, VT, DE, MD, VA, WV, KY, LA, MS, AL, TX, OK, KS, MO, IL, ME, NH, RI, AZ, NM, OR, CA, CT, NC, SC, WA, GA, MN, IN, OH, NV, UT, WY, CO, MI, MO, AR, FL, PA, HI, AK, IN, NE, IA, ID, ND, SD, TN, AR, and Washington, DC. Contact Bradford Paulson, 48 Dwight Ave, Clinton, NY 13323, or 315-327-8653 or bpaulson909@msn.com.

WANTED: Ward-La-France Fire Extinguisher for my 1936 Ford -Ward-La-France. Contact Bill Rausch, 248-625-8924, or br3612345@gmail.com.

WANTED: information on companies that put fire engine bodies on Ford Model AA frames. I am researching who made pumpers or chemical devices for the Model AA to present to the Model A Ford Clubs. Names of coach or pump manufacturers or pictures or both are desired. Anyone owning a Model A fire engine is particularly encouraged to contact me. Information should be emailed to harveyhack@gmail.com.

WANTED: 1980s American La France Century Series pumper. Detroit Diesel and Allison Automatic transmission desired. Contact William Clark III, 248 Boretz Rd, Colchester, CT 06415. Phone: 860-537-0122 or email: wclark8@aol.com

WANTED: Antique fire chief car and fire department ambulance. Contact: Kenneth Bronstein-Life Member, 718-928-5100 or firebellone@gmail.com.

WANTED: Battery/dual ignition switch for 1948 ALF 700. Contact me at 402-871-5546.

WANTED: Water pump for 1947 Mack 510 motor. Baytown (TX) FD is restoring its '47 Mack and is in need of a water pump. Please contact Lt. Jim Moss, james.moss@baytown.org, or battalion307@comcast.net, or call 281-628-3034.

WANTED: Hose rollers for the bed of a 1917 ALF, or measurements for same. Also seeking an acid drip pan. Our rig is a Type 12/75. All info greatly appreciated. Contact June at june-froh@yahoo.com.

WANTED: Circuit Breaker, 1948 700. I am looking for info on circuit breakers for a '48 700. Has anyone ever had to replace them? If so, where can I find them or something that will interchange. Contact Jim, jsbofd963@hotmail.com or call 402-871-5546.

WANTED: Info on the whereabouts of the Highland Fire Company of Pennsauken (NJ)'s 1951 local build Chevrolet fire truck. The truck was last seen in Port Matilda (PA) in 2004. Serial # is 14UWF 3325. Contact Keith Knight at 856-313-8619 or kknights116@verizon.net.



WANTED

WANTED: 1925 Deluge Master Firefighter Accessories—I am looking for a horn, a siren, and 2 kerosene lanterns, or information on any of these items for a 1925 Deluge Master Firefighter which I am presently restoring.
Roger Bacon, rbacon330@gmail.com

WANTED: We have a 1945 Autocar in our FD. We are in need of a radiator cap, the clips to hold front wheels on, and a hood hold down assembly. I do have pictures of the parts upon request.
Richard Wagner, 215-530-0430
yankeenovember6@gmail.com

WANTED: The Ft. Lauderdale Fire Museum needs a 4" suction strainer (prefer brass), a hand-crank siren (or recommendation of a good repro), brass "nose cone" for a 2 1/2" Navy nozzle. Jim Van Drunen, frostfree2@aol.com or 954-290-6901

WANTED: 1952 Mack 750GPM Steamer Cap. Looking for steamer cap and pump fittings for 1952 L85 pumper if anyone has anything. Angelo Sposta, res40cuepcfd@aol.com

WANTED: 7" or 8" overall height running board pedestal mount for Sterling Model 30 Sirenlite. Call or text Mike Doran, 517-404-4341. If text, mention "Mod 30."

WANTED: Replacement Pitman Arm #4 48874 and a Steering Box #NF 642889/Pat. No. 3047087 for my 1982 ALF Century Pumper. Contact Mitchell Gauge firedawg524@atlanticbb.net.

WANTED: Information on a 1943/4 Army surplus field truck sold by Bill Lehuta, Perkasio, PA, sometime around 2008/9. It was originally acquired by the Union Fire Company and Rescue Squad Titusville & Washington's Crossing, NJ then sold/loaned to the newly formed Upper Makefield Fire Company in Washington's Crossing, PA. When returned it was kept at a local service station, then moved to my property (UFC life member) near Perkasio until Bill purchased it. I can provide some additional historical information about it. My name is Jim See and can be reached at 21m5ee@comcast.net.

WANTED: ALF Bell. Looking for an American LaFrance bell with eagle topper. Mounting base of any style. Contact Paul Rutecki, ranchorutecki@gmail.com. Phone 805-438-5422 or text 805-471-6864

WANTED: Ashton Model AH 57, 1954 Mack Type 95 Pumper Model. Chicago Engine Co. 110. Must be in excellent condition and have all loose parts. Contact James Wilkinson, 203-464-1492 or jpwilkinson@optonline.net.

WANTED: American LaFrance 700 Series pumper with an enclosed cab that is in great shape and is close to New Mexico for a fair price. I also need to figure out a shelter for it and how to get it to Cotton City, NM. Contact Heber Richins heberjeeber@hotmail.com or heberrichinsmswt@gmail.com

WANTED: Howe mini-pumper built on a 3/4 ton chassis, any make and year. Call or email Jeff Ryder 812-498-4777, fire-truckjr@yahoo.com.

WANTED: 4x6 pictures of Howe fire trucks. Call or email Jeff Ryder 812-498-4777, firetruckjr@yahoo.com.

WANTED: a mechanic to do some minor work on two Seagrave fire trucks. Contact Bob Alexander (Finksburg, MD) at 443-605-5361 for details.

WANTED: Looking for some help with information on a 1927-1929 ALF, Registration # L282. The truck is apart and the local FD may be giving it away just to get rid of it. Looks to be in decent shape and has been stored inside for the last 30 years. Trying to gather some information in order to help them dispose of it. Any help appreciated.
Contact Terry Hill, nwfire@comcast.net or 360-460-3676.

WANTED: Information on Former Kent Island (MD) VFD 1948 Oren/International Model KB-7. Contact Paul Schlotterbeck at psfm64@gmail.com or 443-496-1161.



WANTED: Help identifying nozzle. Can anyone help with the identification of these nozzles? They are off of a 1923 Brockway Torpedo. Contact Barry McLean fd@gmail.com or call 336-462-0073.



WANTED: Would any member with a Mack 795f pumper please contact me? I have three 3/0 battery cables coming down to the pump primer. One is a hot, one is a ground, and the third one I have no idea where it gets connected, and it does not show power, and is not grounded. If you can check your apparatus and let me know where your cables are connected it would be appreciated. Contact George Gander, 540-292-0150 or commgander@aol.com.

WANTED: Pike pole, no longer than 8' for a 1920 ALF pumper. Looking for a pike head with the "V" shaped opening that the wood pole goes into. Contact Terry Hill nwfire@comcast.net.



Wanted: Two front windshield panels for a 1982 American LaFrance Century Series. Contact William Clark, 860-537-0122, or wclark8@aol.com.

Wanted: A pair of inner fender panels for a 1955 Maxim, any condition. Contact William Clark, 860-537-0122, or wclark8@aol.com.

Florida Antique Bucket Brigade



Reported from the 2024 Volume 4 *Leaky Bucket*

The board of the Florida Antique Bucket Brigade met on October 5, at the Bradford County Fairgrounds in Starke, Florida. FABB currently pays a \$25 honorarium for attending a fire-related event. Bob suggested doubling this amount for each apparatus that Funtastic Fire Brigade brings to the National Convention. Bo made a motion to implement this which was seconded by Ron. It was approved. Bob announced the awarding of life memberships to Donna and Hardy Bryan; Lynn and Keith Campbell; and Lou Doucet after 20 years of membership. Bob provided a convention update. There is a committee meeting on November 7 in Kissimmee. Volunteer t-shirts will not be provided.



This beautiful 1939 GMC/COE/L.R. Hunter Co. – ex- Gordonsville, VA owned by Dr. Mike Denbar will be on display at the 2025 SPAAMFAA winter convention being hosted by FABB on March 7-8, 2025.

Chapter News Changes



First Issue
2024



Inter-Chapter News of the Society for the Preservation and Appreciation of Antique Motor Fire Apparatus in America

Tim "Cos" Jones Takes the Helm



Inside this issue

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Special points of interest

- "Memphis Memories" - P.4
- "From the Movies" - P.5
- "Hidden Fittings" - P.6
- "Van Pelt Aerials" - P.15
- "JOX vs. JO"—P.16
- "Blast from the Past, Warning Lights and Sirens of LAFD's Crowns, Part 3"—P.9
- Harvey Eckart's Last Word—"This and That" - P.19

**SPECIAL REPRINT
SELECT PAGES from
ISSUE #1.
SEE ISSUE #2 for WANT
ADS.**

Silver Trumpet

Published Quarterly by the
Society for the Preservation and Appreciation of Antique Motor Fire Apparatus of America

Send address changes to:

Membership Secretary

Candy Bennett
8035 Bird Pond Road
Adams Run, SC 29426
membershipsecretary@spaamfaa.org



Send content and ads to:

Editors

John & Amy Tippet
3831 9th Street
North Beach, MD 20714
silvertrumpeteditor2021@gmail.com

SPAAMFAA SPECIAL COMMITTEE CHAIRS

SAFETY:

Tom Herman, VA

ENGINE!-ENGINE! BACK ISSUES:

Chris Kelly, MA

SPAAMFAA ITEMS FOR SALE:

Jess Walter, DE

SILVER TRUMPET SUBMISSION DEADLINES

February 1

May 1

August 1

November 1



2024-2025 SPAAMFAA Board Members

President: **Tim "Cosgrove" Jones**, Rockville, MD
Sr. Vice President: **Dan Lintz**, Hamilton, OH
Jr. Vice President: **Chuck Buschardt**, Houston, TX
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District 6 Trustee: **Ted Main**, Rio Rancho, NM
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District 8 Trustee: **Stan Socha**, Brunswick, OH
District 9 Trustee: **David Lewis**, Aurora, IL
President Emeritus: **Frank Tremel**, Galesville, MD

Editor: *Engine! Engine!* **Scott Rollins**

Editors: Silver Trumpet: **John & Amy Tippet**

Webmaster: **Candy Bennett**

Meeting Bid Schedule Information

Chapters bid on and host Summer Conferences and Musters and all Annual Meetings & Conferences. The Board of Trustees approves a bid (meeting location) at either a Summer Conference and Muster or Winter Meeting and Conference. Locations and years not filled will receive a new "Bids Due" date.

Year	Winter M/C	Summer C/M	Bids Due
2025	Kissimmee, FL	Kansas City, MO	
2026	Open	Devon, MA	
2027	Open	Open	

SPAAMFAA Website Calendar

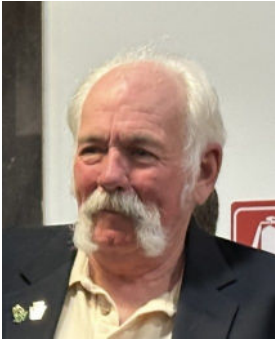
Chapters are urged to list their musters on the SPAAMFAA website calendar. This calendar is another central location where members can easily look to see when and where musters and events will be held in their area, or places they visit. Send info to: spaamfaawebmaster@gmail.com

Can you
ID the
make
and year
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See Next
Page for
Answer &
Photo
Credit

The President's Line



Hello All.

I hope those that attended the winter meeting in Memphis had a great time. I know Jeanne and I did. A tip of the Helmet to Kimberly Crafton and her staff for putting together a great meeting and becoming one of our newest chapters.

Some of you may ask why a Chapter did not host the winter meeting. The answer is no one placed a bid to do so. That is the same reason we went to the Hall Of Flame in Phoenix. From the comments I have received both venues were well received.

Will we do it again ? I'm sure we will but I would much prefer a Chapter hosting the meeting. FABB is hosting our winter 2025 meeting in Orlando, FL and the Independence 76 Chapter in Independence, MO, is hosting the summer Both look to be great times.

If your Chapter is even considering hosting a meeting there is plenty of help to guide you through the process.

Your BOT is communicating regularly and one important project we are working on is updating the website. We have received three proposals and I plan on having a Zoom meeting at the end of October or the first week in November to discuss what we will do so I can have an in-depth report in Florida.

You may have noticed that John has been a little slow in getting out ST. This is due to his travel schedule for the National Fallen Firefighters Foundation. John and his wife Amy do a great job in pulling all the info together for ST , but it takes time to produce the high quality newsletter you have come to appreciate. As a volunteer organization, we all do the best we can juggling things with our busy lives. I am asking if there is anyone that would like to give John and Amy a hand in putting ST together please contact them.

In closing I hope to see you in Florida at the winter meeting. As always, any concerns or advice you have you can always contact me.

Best

Cos

Can you ID the Rig? (from page 2)

1963 GMC/Van Pelt

Credit: station42photography, Garry Kadzielawski Photo

Memphis was "Mahvalous"

By John Tippet

Kimberly Crafton, Bill Adelman, the staff at the Memphis Fire Museum, and the Memphis Fire Department pulled out all the stops for a memorable winter meeting, with the icing being their becoming a chapter to boot!

SPAAMFAA members were treated to outstanding hospitality, interesting presentations and tours, and plenty of good Memphis BBQ.

Wednesday, February 21st offered early arrivals a discovery tour that included stops at Beale Street to visit BB King's Blues Club, the Lorraine Motel to see the balcony where the late Dr. Martin Luther King, Jr. was assassinated, followed by a stop to watch the famous duck march at the Peabody Memphis Crowne Plaza Hotel. A host of other stops, including the Orpheum Theatre, Gibson Guitar Factory, St. Jude's Children's Hospital, and a long list of others were on the list, time permitting.

Thursday was set up to appeal to the fire buffs in all with stops at Memphis FD headquarters, the Tennessee Air National Guard Fire Station at Memphis International Airport, historic Fire Station 11, and a behind the scenes look at the Memphis FD's Apparatus Maintenance Division. Visitors were treated to apparatus displays by the TANG, FedEx, and Memphis FD at the TANG fire station, a comprehensive tour of Station 11, a drive by of 750 Adams (a high rise apartment building where two Memphis firefighters tragically lost their lives in 1994, and the Apparatus Division. A busy day concluded with an exceptional presentation by Bill Adelman, curator of the Fire Museum of Memphis. Bill is a retired Memphis FD Watch Commander with an vast knowledge of the MFD and a library full of photos (over one million) he and his late father captured through the years.

Members had two tour options on Friday, a Graceland Tour, or a Memphis "Mojo" Tour. Attendees of both spoke highly of each. The day ended with a well-attended SPAAMFAA Membership meeting.

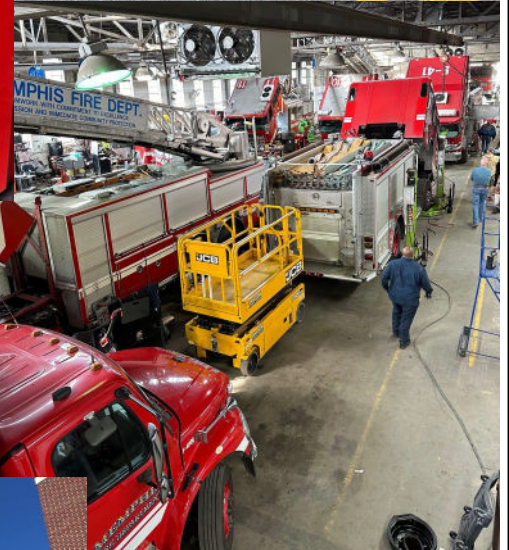
Saturday wrapped up our time in Memphis with fine muster and banquet. The Fire Museum of Memphis staff arranged to have the street in front of the museum closed and had an impressive display of apparatus available. The museum did not disappoint with its well-appointed, informative displays, friendly staff, well-stocked gift shop, and an excellent flea market. We were entertained with fine remarks from the Memphis FD, and president Tim "Cosgrove" Jones.

By all accounts, everyone who made the trek to Memphis left with a new appreciation for the city and respect for one of our newest and enthusiastic chapters.

See page 4 for a collage of memories.

THIS PAGE REPRINTED FROM ISSUE #1.

Memphis Memories



From the Media...

For this issue, we returned to YouTube and stumbled on the Oklahoma Firefighters Museum channel where eleven classic films live. The first film we watched was 1934's "Night Alarm," starring



Bruce Cabot & Elizabeth Van Dusen

a very youthful Bruce Cabot and comely Elizabeth Van Dusen. Cabot plays news reporter Hal Ashby. Ashby is captivated by the fire department but relegated to his paper's *Garden Beautiful* column. He has a hunch that a series of arson fires in the city are more than just the work of a pyromaniac. The hunch gets complicated when a woman Ashby meets (Ms. Van Dusen) turns out to be the daughter of a businessman embroiled in the arson ring.

The film has some great Hollywood set fire scenes as well some actual fireground footage of the LAFD in action.



LAFD Pumper and Hose Wagon from a "Night Alarm" fire scene.



"Night Alarm" can be found here [Night Alarm \(1934\)](#). It is in the public domain, and thanks to the Oklahoma Fire Museum, you can watch it as many times as you want to get your fill of some fantastic footage from a time long gone, but not forgotten by the vintage apparatus enthusiast.



Rear view of a LAFD Pumper and Hose Wagon from a "Night Alarm" fire scene.

From the Editors

The Power of One and the Benefit of Many Hands

By the time this issue reaches you, we'll be in the Holiday Season. The thought will cross your mind, as we frequently hear, "Why am I just getting this edition of ST, and when will my next *Engine!* will arrive?"

Scott, Steve, Amy, and I appreciate the interest and inquiries, as we believe they are indicative we are delivering a products that are well thought out, interesting, and informative. Despite our best efforts to stay on a schedule, "Life gets in the way," as the old saying goes.

All of us work as diligently as possible to stick to the production schedule, but we are often hampered by two things, not enough time, submissions that require a significant amount of reformatting, content that arrives late, or content that requires additional research.

With all that said, we're taking some steps to streamline the layout process for ST. We hope the new plan will help us get the issues to you in a more timely manner. With the way we currently assemble each issue, a near complete rebuild of the layout is required each time to accommodate additions, subtractions, and content. It currently takes anywhere from 20 to 30+ hours to collect information, build each issue, and get it to the printer.

The three most labor intensive components are:

- Obituaries
- For Sale/Want Ads
- Chapter News

Here is how you can help us.

Obituaries: Please include a photo and brief tribute to the member who has died, and send it in Word format so it can be easily transferred from email to ST.

Sale/Want Ads: Be as brief as possible, include no more than one photo, and include a run period (e.g., "one issue," "one year's worth of issues," etc.) so we know when we can cycle the ad out. Some of the folks Bill Harris spoke to (see page 24) told him they sold their vehicles over two years ago.

Finally, for Chapter News, the plan is to provide a box for each chapter. If you send news in, we'll put it in your chapter's box. If you don't send info, the box will have your chapter's logo. As for the news, while we enjoy reading each and every newsletter we receive, it has become an enormous and tedious operation to read each newsletter, decide what to include, then type it into ST from the chapter newsletter. What we would like to do with the 1st issue of 2025, is have each chapter newsletter editor send us what they want the rest of the association to know in a Word document or directly in an email. We can speedily cut and paste the news into the ST text box and roll on.

We hope you will take these recommendations and help us get the news to you faster, and on a more regular pattern.

Sincerely,
John and Amy

Technical Topic: "Hidden Fittings"

By Tom Herman, ODHFS



Tommy Herman
WTVR-Richmond

It is a disappointing day when one of your most dependable antique vehicles fails to start. I am not a mechanic but have learned a lot from the school of hard knocks over the 40 years I have been associated with the hobby. I study the owners manuals & have tried very hard to make sure all necessary preventive maintenance is performed, as the old saying goes "an ounce of prevention is worth a pound of cure."

Our 1946 Maxim pumper is equipped with a Waukesha gas engine with double ignition. Instead of having a magneto ignition + a battery distributor ignition as does most fire apparatus I have been associated with, it has two ignition systems, both fired from distributors. Upon failing to start and having gone through all the normal checks, a call was placed to my mechanic to come check it out. We had fuel, good charged batteries, engine turning over nicely with good compression but NO fire to the plugs. Both coils were replaced with new, points cleaned and set and engine started. However it was only running on one of the ignition systems.

The mechanic noticed that one of the distributor shafts was not turning. The next step was to remove the distributor from the engine to diagnose the problem. Immediately it was seen that the gear on the bottom of the shaft was missing about 1/3 of its teeth – NOT GOOD! It was then noted that the shaft itself was seized. The mechanic then asked if I had ever greased the grease fitting and my reply was, "What grease fitting?" The fitting was on the shaft below the cap and it was on the back side facing the engine block and could not be seen with the distributor in its normal position. It had probably never been touched since that engine left the factory!

PLEASE NOTE: The two distributors on this engine are different! The front one does NOT have a grease fitting. The rear distributor has a cable connection that runs to what the mechanic believes to be an overspeed device. This distributor HAS a grease fitting opposite of the cable connection. The cable was wrung off at the connection, so did the cable seize and in turn seize the shaft? See photos. In the lube chart for the rig and the owners manual, there is no mention of this fitting.

I highly recommend that you check each & every distributor in your possession to see if it has a grease fitting!



The
Hidden
Fitting



Gear at the end of the
distributor shaft with
damaged teeth.

Van Pelt Apparatus with Aerials

Courtesy Chris Cavette, editor
California Chapter—SPAAMFAA
January 2024 edition

Van Pelt did not build their own aerials, but installed or sold apparatus with several types of aerials from other manufacturers.



(above) Empire's 1966 International VCO-206/Van Pelt 65 ft Hi-Ranger articulating-boom aerial platform (s/n 618196) was the department's only aerial. Van Pelt installed Hi-Ranger aerials from 1961 to 1971. (Wayne Sorensen photo courtesy of the San Jose Fire Museum)



(above) Gardena's massive 1979 Duplex/Van Pelt 85 ft LTI telescoping-boom aerial platform had a 1500 gpm pump and 300 gal tank (s/n 727419). (Chuck Madderom photo)



(below) Orland specified a 1980 International CO-1910B/Van Pelt 1000 gpm pumper with a 500 gal tank and 55 ft LTI Firestix aerial ladder (s/n 827770) to give them an "all-in-one" fire apparatus. (Bill Hattersley photo)

ALF JOX vs. JO

from the January 2024 Fire Buffs of Illinois Joker Stand Journal

Have you ever wondered what the difference was between American LaFrance's unique JOX and JO straight frame ladder trucks? With help from the American LaFrance Facebook page, Joker Stand Journal editor Peter Tropp discovered the JOX model had an open ladder rack and conventional rear fenders. The JO had a fully enclosed ladder rack for a more streamlined look. The appearance was enhanced with teardrop shaped rear fenders.

The JO/JOX model aerial was part of American LaFrance's efforts to introduce revolutionary concepts in the fire apparatus industry. The truck was significantly shorter than other aerials (40' 30"), and started the evolution toward cab forward apparatus. Both versions were open cab, with the cab extending over the front wheels, providing for an extremely roomy seating space. The JO/JOX made its first appearance in 1938, and was manufactured until 1946. Three-section steel aerials were available in 65', 75', and 85' lengths. ALF added a four-section 100' aerial in 1940.



A "standard" JOX with its open ladder rack. Credit: Photographer



A "deluxe" JO with its closed ladder rack and teardrop rear fenders
Credit: Photographer

SPAMFAA Member Spotlight



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Harvey's Last Word — "This and That"

By Harvey Eckart

It has been customary for cities and towns where fire trucks are made; to buy the "home town product" by hook or by crook. This is understandable since the fire truck manufacturer boosts substantial employment, and usually a good number of fire department members work at the plant. I thought it would be interesting to see what cities where the fire truck builder went out of business are currently buying. An internet check revealed the following.

Allentown, PA. Once the home of Mack Fire Apparatus, Allentown boasted being the "fire truck capitol of the world." The city once had a roster of about 98% Mack. Since Mack left the industry the city has bought just about everything under the sun: Pierce; KME, Ferrara, and E-One. The most recent orders are for Seagrave, once an arch competitor of Mack.

Elmira, NY. Former American LaFrance territory, they have bought KME, and Spartan but seem to prefer Sutphen.

Columbus, OH. Once home to Seagrave, they have bought Pierce, Ferrara, and ALF, but seem to prefer Sutphen also. Sutphen has several plants in Ohio.

Anderson, IN. Howe has been replaced by Smeal, Spartan, and Sutphen.

Los Angeles, CA . Once Crown domain, they have bought a few Seagraves, but seem to prefer Pierce and KMEs.

Middleboro, MA. Maxims have been replaced with E-One, Ferrara, KME, and HMEs.

Hamburg, PA. Former home of Hahn, their roster has shown some ALFs, KMEs, and Internationals.

Kenosha, WI. They made a wholesale switch from Pirsch to Sutphen.

Elmira Heights, NY. Former home to Ward LaFrance they now use Pierces, and Kenworth/Pierces.

Cincinnati, OH. Where Ahrens-Fox once ruled, we now see a few Seagraves but mostly E-Ones and Rosenbauers.

I was somewhat surprised to see how strong Sutphen is in many areas.

As a sidelight, Bruce W. Anderson, a photographer and buff keeps track of apparatus deliveries in a five county area of Southeast PA. During 2023 Pierce had an astounding 66% of sales with only E-One and Seagrave just barely cracking the 10% category. KME had a poor performance with only two deliveries. Strangely they seem to be more popular on the West Coast than in their home territory.

PA has lost three "biggies" in fire apparatus production: Mack, KME, and Hahn!

I have always been fascinated with the FDNY because of the variety and sheer number of rigs. As of August 28,2023, they ran 284 first line pumpers with 68% being Seagrave and 32% being KME. Since this date they have added a Ferrara industrial pumper to the fleet which they call a super pumper; an insult to the former "real" Super Pumper.

There tiller and tower ladder fleet is 100% Seagrave. The rear mounts are split between Seagrave (12%) and Ferrara (88%). The Aerialscope platform has been their main stay aerial platform for over 59 years. They have been mounted on several chassis but mainly Mack and Seagrave.

The special units roster is a whole other ballgame, with ten different brands making up 96 total rigs. There are five first line rescues with six in reserve. The six satellite hose wagons are 2019 Peterbilts. Mack still hangs on with one spare satellite, and 2006 Macks are still in service at JFK and LGA airports.

According to a recent article in Fire Apparatus Journal, 51 years ago in 1973, FDNY placed 20 new Mack CF 75' Aerialscopes in service. These were all red with single rear axles. 1973 was also the last year for wooden aerial ladders in service. It was a 1955 FWD 75'wood tiller drawn by a 1969 MB Mack tractor. It was also the year they tried out a Grumman NPO (no pump operator) system. It was too finicky and deemed unsuccessful. Another great idea on paper but not in the real world!



SPAAMFAA

C/O Candy Bennett

8035 Bird Pond Road

Adams Run, SC 29426



Mailing Address Line 1

Mailing Address Line 2

Mailing Address Line 3

Mailing Address Line 4

Mailing Address Line 5