

Third Issue
2024



SILVER TRUMPET

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



The crew of Engine Co. 43 stands in front of their 1940 United Kenworth Pumper.
Credit: LAFD Facebook Page

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Silver Trumpet

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SILVER TRUMPET SUBMISSION DEADLINES

February 1
May 1
August 1
November 1



2024-2025 SPAAMFAA Board Members

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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)

1954 GMC/American Fire Apparatus 750gpm pumper

Credit: John Newgent Sr., "I was in the F.D. when we rode the tailboard" Facebook page

From the Media...

"Cincinnati Fire Department 1950s"

Credit: Mike Kroeger

This issue's nifty media piece is a short that was found on YouTube. According to the poster, Mike Kroeger, the 4 minute 50 second film was shot by his father at one of the senior Kroeger's first company assignments on the Cincinnati Fire Department in the mid-1950s.

Engine 6 (a classic 40's era waterfall Seagrave with a canopy cab) and Truck 15 (an iconic 70th Anniversary Series tractor drawn aerial) are featured in the film. Shot in 8mm and color (no sound), the piece provides some rare insight into the life a Cincinnati firefighter in the mid 50s. Mike's dad gets out from behind the camera for a cameo, climbing the aerial and waving from the top.



There is plenty to see as the elder Kroeger gets a shot at the rear of the engine and rides the tiller through the streets of Cincinnati. Placing the aerial in service is a sight to behold and is a pleasant reminder if ever had the chance to put a 70th Anniversary TDA in service, or just had a chance to watch the poetry in motion of the well-trained crew.



If you are a native of Cincinnati, the station sat at the corner of Pearl and Martin (now AdamXing and Riverside Drive according to Mike's post). It is now an office building.

All in all, just under five minutes you'll take to watch the film will be time well spent. We're forever indebted Mike's dad took the time to capture this moment in time we now get to enjoy into perpetuity. Enjoy!

[Cincinnati Fire Department 1950s - YouTube](#)

Click on the link or QR Code to view the film.



From the Editors

We're Getting There

We're continuing to make good and ensuring you receive four issues of Silver Trumpet for 2024 and get back on track with a better schedule for 2025 and beyond.

We deeply appreciate your patience as we dug out of an exceptionally busy work year and embarked on ensuring we met the spirit and intent of the newsletter.

As we move into 2025, we are going to again ask that you consider submitting an article or piece for inclusion in the newsletter. We hope to have the Chapter News section back in service with the first issue of 2025 to give the chapter editors time to adjust to the new submission requirement (a few sentences on chapter activities, sent in Word or via email). Please do keep the newsletters coming, as they provide much of the other material that fills the pages.

If you lost chapter members in 2024, please send their information by email so we can acknowledge your loss in future issues. We'll also resume remembrances if we have any in hand for 2025's first issue.

This has been a long, protracted period we definitely didn't anticipate when we took over as editors but we are committed to ensuring ST meets your expectations.

By the time you receive this, Issue 4 should just about be completed and to the printer.

Thanks again for your patience. See you on the muster circuit!

Sincerely,
John and Amy



From the National Safety Committee

By Tom Herman, ODHFS



Tommy Herman
WTVR-Richmond

Let's Talk About...

Hydraulic Brake Systems

How many of you have antique rigs with hydraulic brake systems? I bet many of our members do! You all have probably seen where yet another antique rig, owned by a fire department, was involved in a serious accident with personal injuries. The rig was returning from an event when it lost its brakes approaching a stop sign, ran the sign and T-boned a passing vehicle. The firefighter driving the rig was injured and it was luck that he was alone in the truck. With my 45 years of experience with these vehicles, I can predict what the investigation found, but I won't. The investigation will speak for itself.

How often do you check the brake master cylinder for fluid? I have said it before – the master cylinder needs to be checked at least every time you check your engine oil ! I know, I know, it can be a real pain, depending on how your truck was manufactured. On my 1952 Mack, the master cylinder is under the floor board, under the drivers seat. The only way to access it is to lay under the vehicle, reach up and around and there is just enough room to remove the cap. The only way to check the fluid level is to do a “finger test” – yes dip your finger into the master cylinder and see if it comes out wet, and based on how wet – try to determine the liquid level. The only way I could add fluid was to use a syringe with a piece of rubber hose attached to the end that I could bend into the master cylinder. This worked but was a real pain and not something that you wanted to do on a regular ongoing basis. One of our master mechanic members who owns an identical Mack, came up with an ingenious solution that follows.

A search of the internet found a “remote reservoir” that could be mounted under the officers side seat and with a rubber hose, could be attached into the top of the master cylinder plug. To check the liquid level, simply lift the seat cushion & look! To make the attachment, we simply drilled and threaded the cap for a ¼” connection and screwed in a close ¼” nipple to attach the hose. See PHOTOS in the right column!

The remote reservoir was ordered from Amazon .com, Wil-wood 260-10500 Remote Reservoir kit – 4 oz. The cost was \$35.58.

We now check the brake fluid level before every time the rig leaves the barn!





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
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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.

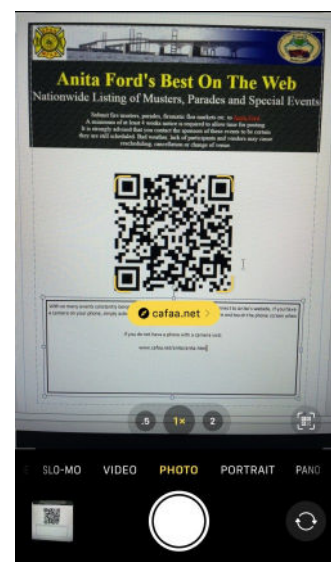


With so many events constantly being added, and the calendar rolling along unabated, we're going to try a new way to connect to Anita's website. If you have a camera on your phone, simply activate the camera, point it at the QR code above and touch the code on the phone screen when the yellow box surrounds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





MUSEUM IDEA

by Bill Blunden

The Thousand Islands chapter has always had dreams of having a museum of their own but finances and other issues always made this unrealistic. A few years ago, the chapter was asked by the Jefferson County Historical society in Watertown (NY) to help with an exhibit of firefighting items they were planning. The event was deemed a success, so we approached the museum with an idea to help us achieve our goal of a museum as well as help the museum. After some discussion we were offered a room in the basement level of the museum.

The room was in rough shape but after a good amount of cleaning and repairs the room was ready. The first issue was a lack of display cabinets. We were fortunate to have a member with a friend who was a woodworker who built 3 large display cabinets at cost. Once the cabinets were constructed a chapter work detail was organized to move them into the museum. It was at that time we realized we had not measured openings to make sure they would fit through the doors. Fortunately, we had about ¼" of clearance after a lot of wrangling and the cabinets were in. While we were waiting for the main cabinets to be constructed, we were able to obtain two display units from a jewelry store that was closing. These lighted glass cabinets are nice for showing small items such as documents that might get "lost" in the big cabinets.

The plan is to use the middle larger wall cabinet to showcase individual fire department history items that are usually kept in the fire station and never seen by the public. We plan on rotating the display every 3-6 months between departments. The other two cabinets are used to highlight tools of the trade. Today we have one cabinet displaying the various nozzles used over the years and the other showing various helmets. The room is a work in progress and will continue to be improved. One of the goals is to have a display of emergency lights that can be manually operated by the visitors. Recently we have started displaying some of the various historical fire photos and artwork belonging to the museum. The only downside we have at this time is that we cannot display fire apparatus. One thing that has worked in the past is to hold a muster at the museums "Old Home Days" event. We are currently discussing doing this again next year.

The displays have been well received by the public and we plan on holding educational sessions to the public dealing with fire department history in the county. We have achieved our goal of having a "museum" without the costs of operations and maintenance and assisted the local historical society with their mission. This is something that is worth pursuing if you are interested in starting a museum and do not have the money or resources to build one.



SPAMFAA Member Spotlight

Vintage Ambulance Leads Miles Greenwood Historical Fire Apparatus Society Parade

By Joe Eggemeier

As reported in the Miami Valley Antique Fire Apparatus Association's June 2, 2024 "Nozzle Notes"

The Miles Greenwood Historical Apparatus Society held their annual muster at Oeders Lake in Morrow (OH) on Saturday, June 1, 2024. The Good Lord blessed us with a beautiful day.

My 1963 Cadillac Miller-Metcoer Combination Hearse/Ambulance was chosen by the majority of the MG membership to be the featured vehicle at the muster this year.

I am VERY proud and appreciative for being given the opportunity to represent our club in that way. There were many other vehicles on display as well. Pictured below is my ambulance (and me) leading the parade that was held during the event.

Thank you again to the members of MG for allowing my ambulance to be the featured vehicle for this year's muster.

Be safe; stay healthy, and may God bless.—Joe



Editor's Note: Joe notes that this vehicle is a "combination hearse/ambulance." One would hope the dispatcher back in the day didn't get the calls mixed up.

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

Happy Hahns

Hahn Motors, out of Hamburg (PA) was founded in 1898 and produced its first fire apparatus in 1915. The rooster, Hahn's iconic logo, is derived from the German word for rooster, "Hahn." The founders couldn't have picked a better symbol to represent the scrappy company's history. How do you prefer your Hahn, with or without a roof?



To learn more about Hahn, visit:
<https://spaamfaa.org/resources-encyclopedia-hahn/>
 or
https://fire.fandom.com/wiki/Hahn_Motors_Inc.

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 kknight116@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.

Wanted: Little MO or Blitz Buggy Fire Truck. Looking to purchase a Little MO fire truck or Blitz Buggy. These vehicles were initially built on a small truck chassis and originally constructed in Old Forge (NY). Later they were built by Young and ALF. Interested in purchasing any but prefer one that is running.
Contact: Bill Blunden, billblunden@gmail.com.

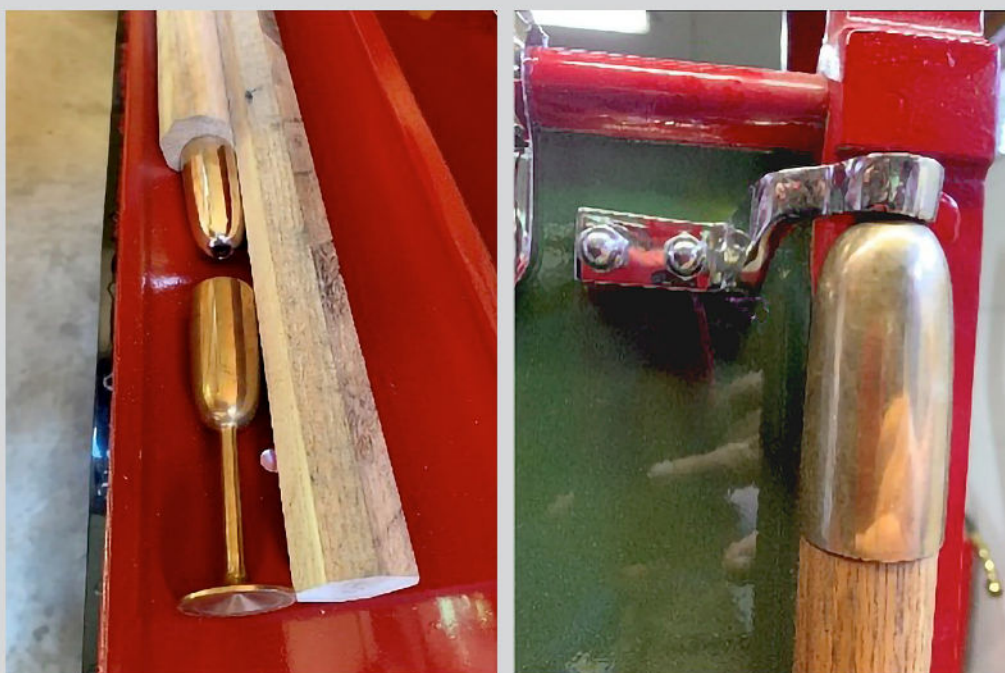
Making Do Without

By George Mills

When a key starting player is injured, a coach must decide how to best fill the player's position with a substitute that keeps the team competitive. In our hobby, the same is true of an owner/restorer who wants to complete a restoration that is missing parts that are rare or may never become available for purchase at a flea market. The missing parts may not be critical to the total restoration, but may be desired to fully outfit the apparatus with the finer details that enhance the final result.

This article gives examples of how I proceeded with the restoration of a 1924 American-LaFrance #4698, that I purchased from the Fire Department of Hickory (NC). The apparatus was missing the original hose bed rollers, the Champion chemical extinguisher tank plumbing, rust had seriously damaged the bottoms of the battery and tool boxes, and the matting on the lids was not reusable. Having an imaginative mind can go a long way in the creation of reasonable appearing substitutes for missing items. Producing substitutes can also be fun as much as a creative challenge.

For five years I had been trying to locate hose bed rollers. Having no success and nearing the completion of my restoration, I tried to imagine what could serve as a substitute. I turned to eBay and started looking for small brass goblets. I found a set of four brass champagne flutes that were just a little smaller in diameter than what I believe the originals to have been. They were tapered differently than the originals, but had a nice appearance. After cutting off the stems, drilling a hole, plating and adding SS lag bolts (without the heads) in wooden dowels, I ended up with a pleasant substitute for the original.



After cutting off the stems of small brass goblets (above left), drilling a hole, plating, and adding stainless steel lag bolts in wooden dowels, I had hose rollers (above right).

Making Do Without (cont'd)

The 2-1/2" inlet of the chemical extinguisher plumbing was created from a brass fire hose female coupling. The end was plugged with a copper disk that was drilled and tapped for a 3/4" pipe coupling. Although this solution does not have the taper of an original reducing coupling, it provides the needed inlet with a reasonable look. The pins on the swivel are actually stainless steel bolts threaded into holes drilled in the coupling after grinding off the original lugs.

The 2-1/2" inlet of the chemical extinguisher plumbing was created from a brass fire hose female coupling.



The toolboxes were reworked by cutting off the rusted bottom edge. Then a new bead was applied to the bottom and the edge turned over to accept a new bottom. The overall height of the boxes was reduced by about 3/4", but the resulting height was still more than acceptable and not noticeable unless compared to an original.

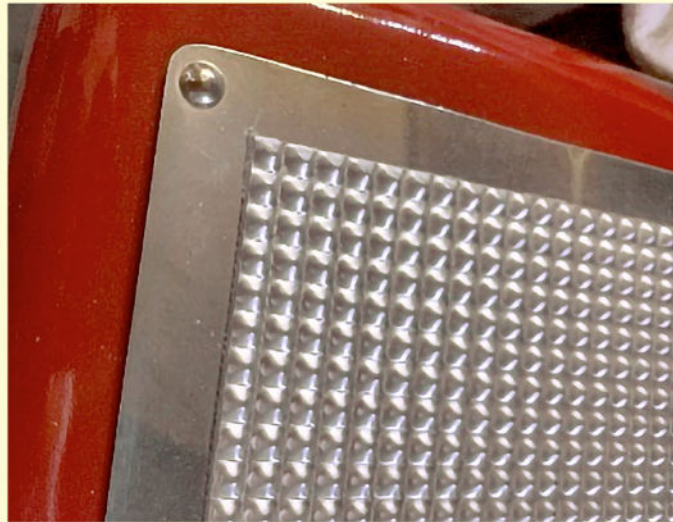


Restoration of the toolboxes started with cutting off the rusted bottom edge (above left). Then a new bead was applied to the bottom (above right) and the edge turned over to accept a new bottom. The overall height of the boxes was reduced by about 3/4", but the resulting height was not noticeable unless compared to an original toolbox (right).



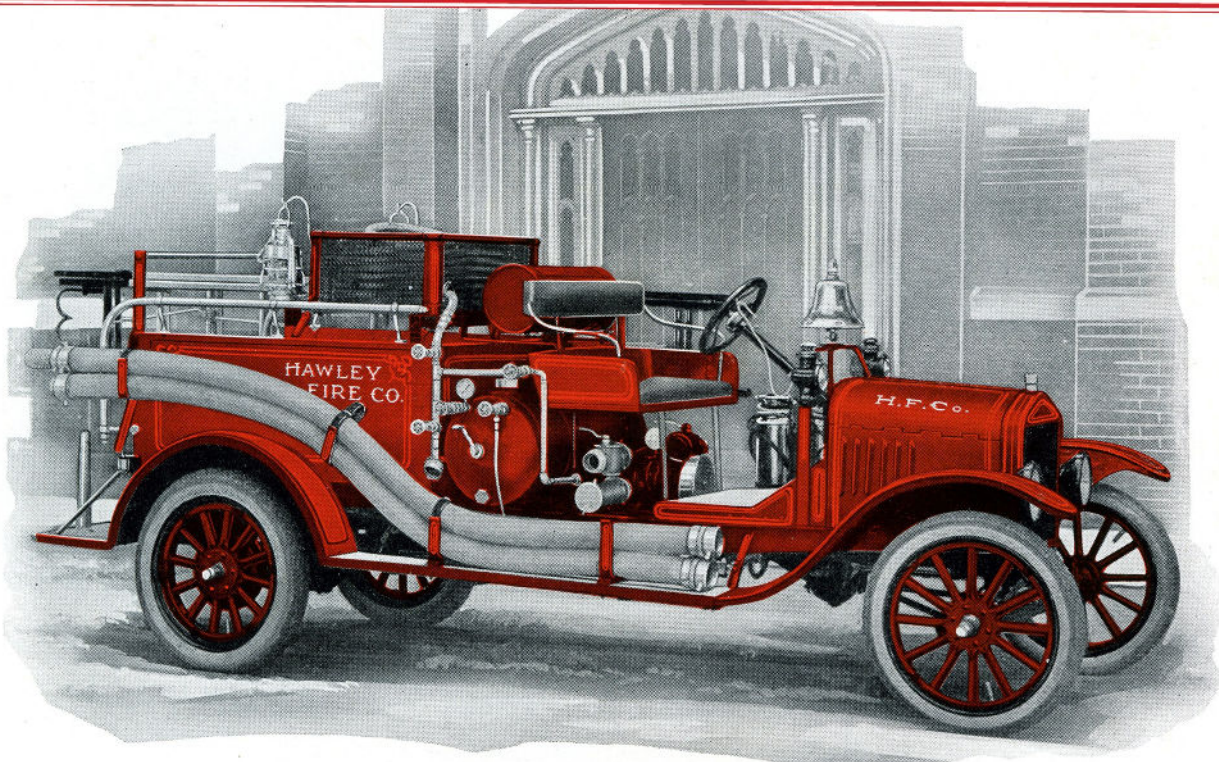
Making Do Without (cont'd)

The top matting of the boxes is made out of two pieces of aluminum. One piece is a portion of matting obtained from Ken Soderbeck. The second piece is a flat polished sheet of aluminum. The two pieces are glued together with contact cement and then riveted to the top of the tool and battery boxes.



In summary, you are only limited by your imagination in solving the shortage of parts you need to complete your restoration.

I hope this article has provided ideas on how you can keep your restoration moving forward to completion.



Childs Triple Combination Pump, Single Tank Chemical Engine and Hose Car Equipment in service at Hawley, Pa.

Steve Hagy Collection

Harvey's Last Word — "Tantalizing Tillers"

By Harvey Eckart

Tillered tractor drawn ladder trucks are the heavy artillery or flagships of a good many American fire departments. They were at one time bought mainly by big paid departments, but today many smaller volunteer companies also run these behemoths.

Long ladders are frequently needed at fires and necessitates the use of long trucks to transport them. Because of their length, ladder trucks experience maneuverability problems on narrow streets and in congested areas. Tiller, or rear axle steering mechanisms partly solved the problem and were used even back when horses were the motive power. They successfully became common on motorized rigs, which originally were straight frame chassis types. Early on in the prior century motorized truck tractors pulling trailers with steering capabilities became popular. Over the years metal aerials replaced wooden ones; cabs and tiller cabs were enclosed; and even large pumps are added which results in the buff term "quillers" combining quint with tiller. Some are even delivered now with tandem drive axles on the tractors for better braking performance.



Pirsch was big in the tiller market with their aluminum aerial as shown here. This is a 1958 Pirsch custom serving in Elk Grove (CA) . The tractor is all "dolled up." Chuck Madderom photo.

The fact that modern tillers are two separate units results in some weird combinations. Often competitor tractors end up pulling a competitor's brand trailer. Most custom builders supply their own aerials and tractors, but Mack was a prominent exception as they used aerials manufactured by competitors Maxim; Thibault; Pirsch; ALF, and LTI. One notable exception to a vendor delivering a complete unit occurred in 1958 when Troy NY ordered a Pirsch tiller trailer to be paired with a new Ward LaFrance tractor.

Since the tractors normally wear out before the trailers, it is a common practice for departments to repower the rigs with a newer tractor, frequently of a brand other than the original. Commercial chassis such as International are frequently specified. FDNY as an example repowered older aerial trailers with tractors from Mack; Walter; International, and FWD.

My favorite tillers are the ones with open tractor cabs and open tiller positions; and are exclusively ladder trucks without the frills. Before the safety gurus took over, open cabs were favored because they enhanced spotting the rig at a fire scene. I am illustrating this article with open tillers from five custom builders and one commercial vendor.



Open cab B model Macks were favored by many fire departments. These three served in Wilkes Barre, Reading, and Harrisburg PA. Harvey Eckart photo



Here is a rare bird from Pottsville (PA). This 1939 Hahn tractor is pulling a 1919 ALF trailer. It had whitewall tires during most of its career. The members apparently are averse to marching. Courtesy of Mike Glore.

Harvey's Last Word — "Tantalizing Tillers"

(cont'd)



Thibault was a Canadian builder that sold their aerials to several U.S. builders and also delivered complete units, such as this 1973 semi open cab forward tractor trailer sold to LA, CA. It is reported LA was not happy with these rigs. Chuck Madderom photo.



Kenworth was a popular commercial truck builder on the West Coast and favored by many fire departments. This 1943 tractor had its roof removed and is hitched to a Seagrave trailer. Note the wooden ground ladders favored by LAFD. Chuck Madderom photo.



Seagrave's 70th anniversary model was present in many tiller deliveries, such as this one. Courtesy of Keith Kemery.



SPAMFAA Member Spotlight



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