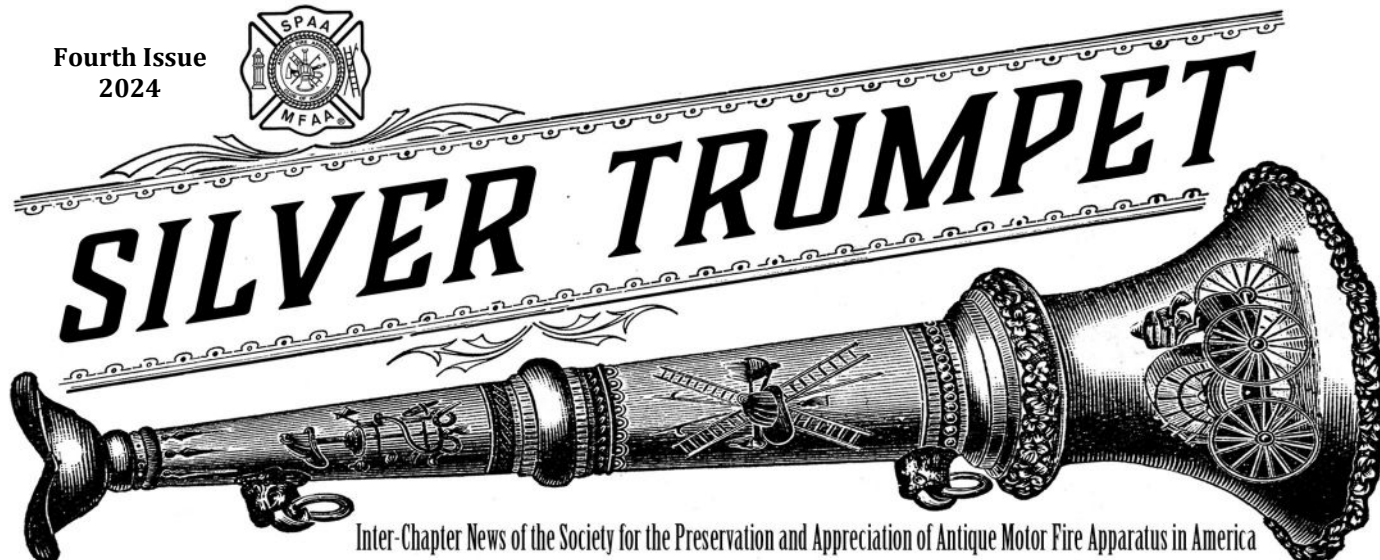


Fourth Issue
2024



Farewell, 2024!



Credit: Matt Erdman
Pinterest

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Silver Trumpet

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

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SILVER TRUMPET SUBMISSION DEADLINES

February 1
May 1
August 1
November 1



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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)

1926 Dodge Chemical Truck w/150 gal. tank.

Credit: Town of Zelenople Archives

From the Media...

For the final issue of 2024, we visited the Power Arc Warning Lights channel and checked out Chapter 8, *Water Towers and Wooden Aerials: New York 1920-1950*. This 5 minute and 11 second short takes a delightful look at the FDNY. Telegraphic alarm systems, forward facing horse stalls, and nearly every engine company having a steam pumper, including a few self-propelled units, are among the advancements that gave the FDNY recognition as a progressive fire department.



FDNY's Ladder Company 18, a 1913 65' American LaFrance straight chassis tiller, races down a busy New York street in Power Arc's *Water Towers and Wooden Aerials*. A 1927 Seagrave 1000gpm can be seen in the background.

The theme for this episode, as the title conveys, focuses on the department's investment in water towers and aerial ladders due to the city's propensity for tall buildings. There are some spectacular clips of horse drawn and early motorized rigs that capture all the spirit, pride and rapid engineering advancements of the early 1900s, and at five minutes and a few seconds, you will have plenty of time to explore more from this fine series.

Copy and paste this link into your internet browser to catch *Water Towers & Wooden Aerials*, or hover your cell phone camera over the QR code. You won't be disappointed.

<https://www.youtube.com/watch?v=St2Cuiq5efY>



From the Editors

The 2024 Finish Line

This issue brings to a close our promise to get you four issues of ST as described in our membership information. We are happy to be writing this column for several reasons, not the least of which is the satisfaction of making good on a promise.

Now to be sure, the 2024 issues were devoid of a few parts. That was by design. We plan to kick off 2025 with a return to all of the regular features (i.e., President's Line, Chapter News, New Members, Obituaries, Archives, etc.). In addition, there have been discussions at the board level to bring you additional updates from the secretary and treasurer as information is provided. All of this is designed to keep you informed about the state of the society and aware of what is going on across the country.

That said, and this is specifically directed at the chapter newsletter editors. *In order for the Chapter News section to succeed, we will need submissions from you in Word or direct email text.* We can pull pictures from your electronic and hard copy newsletters, but we just don't have the time to digest every newsletter, pick out what is newsworthy, convert it to Word format to lay out in Publisher, and get it to the printer by the deadline. Before last year's ups and downs, we jotted down the hours it took to build an issue of ST. It was taking 25-35 hours to run down articles, convert newsletters, layout the issue, send it to the printer, and address any issues from the printer.

So, if we are going to have a true "newsletter," we'll need your support.

Here's to a productive and successful 2025. 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 More About...

Brake Systems

Continuing our conversation from the last issue where we stressed the importance of checking your hydraulic brake master cylinder fluid level, even if the fluid level is correct, there are other components that must be working properly for the system to function correctly.

Again, from my personal experience, I became a firefighter in the city of Richmond (VA) in 1967. The engine company where I was assigned was running a 1948 Mack L85 as our hose wagon and a 1952 Mack L95 as our engine. After passing my six month probationary test, they started training me to drive the Mack wagon. I distinctly remember the instructor – who was one of our firefighters that had been on the job for 18 years – telling me that if I ever needed to stop the rig quickly, to put both hands on the bottom of the steering wheel, both feet on the brake pedal, push the brake pedal as hard as I could using my back muscles, and “if my ass ain’t lifting off of the seat, you ain’t pushing hard enough!” That is the way we drove them until they were eventually retired and we got a C model Mack with air brakes.

Now for the “REST OF THE STORY, Part 1”

In 1976, I acquired my first antique fire truck direct from the City of Richmond surplus auction, and, you guessed it, a 1952 Mack. Unfortunately, it was NOT the one I had been assigned to as that one had been totaled in a wreck. I drove it home from the auction, began work on it, and not being a mechanic by any means, I went by the owner’s manual for the truck. In the section on brakes, it specifically stated that the “hydro-vac brake booster was to be lubricated every 6 months.” It then went on to provide the procedure for accomplishing that task. The manual also stated to use “steam cylinder oil” for the lubricant. I went to our local NAPA store and asked for “steam cylinder oil.” They had no idea what I was talking about. I then went to the city shop, found our head fire shop mechanic, who had supposedly been there for 50 years and knew everything there was to know about a fire truck, and asked him where I could find “team cylinder oil?” He stated, “Son, that has not even been made for 20 years.” I then asked “OK, what do you use to lubricate the hydro-vacs on our older rigs?” He looked puzzled and stated “What do you mean? They do not require lubrication.” I continued asking around and found the answer. Any clear oil like sewing machine oil would work. After finding “clear oil” the procedure is to remove a couple of ¼” plugs and introduce the correct amount of oil. I quickly found it obvious that the plugs had NEVER been removed! These rigs had been

in service for 30+ years and the brake system, the MOST important system on the entire truck, had NEVER been properly serviced. Now I know why our brakes did not work properly.

THE REST OF THE STORY, PART 2

I replaced the hydro-vac unit on my truck with a rebuilt one and the first time I drove it, when I hit the brakes it about threw me through the windshield! What a difference !

Soon after, at a SPAAMFAA National Conference, one of the seminars was presented by an expert on hydraulic brakes and it was a real eye opener! He stated that a hydraulic brake system without a hydro-vac would exert about 750 PSI of pressure at the brake shoe. With a properly functioning hydro-vac unit, the pressure exerted at the shoe would be +/- 2,000 PSI (three times more), a tremendous difference. He also stated that the older hydro-vacs used leather seals and that is why they needed lubricant. The newer type of unit uses rubber seals and does NOT need lubricant. He proceeded to show us the difference.

If your rig with hydraulic brakes does not lock up the tires when you hit the pedal fairly hard, chances are your hydro-vac is not working. GET IT FIXED! Take the original to a NAPA store and they MAY be available to match it up. Otherwise they can be rebuilt. I get mine done at White Post Restorations. Look them up online and click on “brake rebuilding.” They just recently rebuilt mine for a 1940 GMC that we could not find a replacement for. Keep in mind, you also need to replace the vacuum hoses that run from the engine to the hydro-vac.



1940 GMC Hydro Vac—
Before



1940 GMC Hydro Vac—
Rebuilt

**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).

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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.

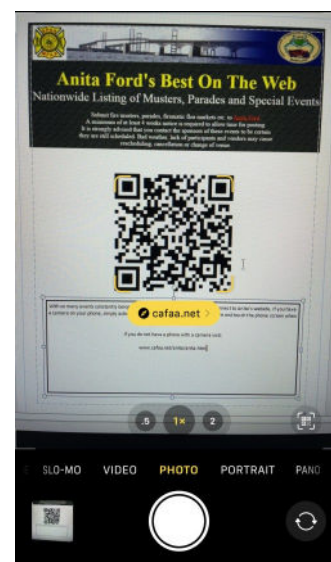


With so many events constantly being added, and the calendar rolling along unabated, we're going to try a new way to connect to Anita's website. If you have a camera on your phone, simply activate the camera, point it at the QR code above and touch the code on the phone screen when the yellow box surrounds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



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 K80UV6J712.

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: 1973 American La France Pioneer II Pumper, Yellow. Served '73-'98, Adams VFD, Wheatfield (NY). Featured Page 5, *Engine! Engine!* 2018-3. R6V53N Detroit w/210 hours, Allison 5 speed automatic. 1250gpm/500GWT. 22,900 miles/2,040 hours. Owned since 2016 and set up as a funeral caisson. Very well maintained. Stored in a heated facility, Harwinton (CT). Asking \$9,500 obo. Contact Jay Krause, 860-712-2331 or erwinjkrause@gmail.com.



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 Lawrencenclark@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 Sirenlight. 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.



Old Dominion Historical Fire Society

From *The Old Dominion Torchbearer*,
Summer 2024 Issue

ODHFS members David & Linda Gantt were the 2023 recipients of the ODHFS Annual Bob White Memorial Award for running the ODHFS Northern Region for



many years AND have been instrumental in organizing the ODHFS's largest annual event, The Apple Blossom Festival Muster & Parade. Congratulations to David and Linda, and THANK YOU for the many hours of work you have dedicated to the ODHFS. ODHFS Vice President Gary Hoerman presenting.



Pompier, Pump & Playpipe Society of Indiana

From *The Playpipe*
September 2024

Justin Birchfield recently visited the National Fallen Firefighters Memorial in Emmitsburg (MD). The memorial was created to honor both career and volunteer firefighters who died in the line of duty.



The chapter had a very busy fall with the annual Rodger J. Birchfield Muster & Meeting in Paragon on September 1, a muster and meeting at the Koorsen Fire Museum on October 5, their monthly meeting at the Wayne Township training classroom on November 3, and their December 1 annual Christmas luncheon.



Firematic Collectors of Northern Nevada

From *Silver State Monitor*
November 2024

At the July Board meeting, the board voted to purchase two first aid choking tools to keep on hand at events.

The chapter held their October meeting at the Nevada National Air Guard Fire Station located at the Reno

Tahoe International Airport. Firematics member Matthew Lund is a firefighter at the station and arranged for the meeting and a tour.



The Western Reserve Fire Museum

From *The Bugle*
Fall 2024

The museum was able to overcome delays in obtaining an occupancy permit and host their first event in the newly renovated second floor dormitory. The Aluminum Cans for Burned Children held their annual event on October 19 and looked forward to having next year's event at the facility.

The museum welcomed a new volunteer docent in August, North Olmstead Firefighter/paramedic Jackie Krych. Jackie joined the team shortly after celebrating her one year anniversary with the NOFD. Jackie's path is an interesting one. She became a firefighter because of the impact the fire service directly had on her life. Members of the Strongsville FD saved her life in 2010. She entered the fire service hoping to one day do for someone else what Strongsville did for her. Jackie visited the museum and found it to be a motivator for her while she was finishing EMT school and firefighter training. After achieving her career goal,



Jackie wanted to give back and share with others what she had learned about the history of firefighting. Jackie felt the museum was a "hidden gem," and thinking there was so much potential in the museum's future, wanted to volunteer so she could be a part of it.

Harvey's Last Word — “Pumpers at Work”

By Harvey Eckart

Most apparatus photos are static poses shot “on the ramp,” or in parades. I enjoy seeing apparatus at work and that will be the theme of this dissertation!



Left: This is an exotic hookup by a Los Angeles Seagrave with a Hall-Scott motor. It looks like three lines from the hydrant are being used. Chuck Madderom photo



Above: These are three Buffalo (NY) Seagrave pumpers. Courtesy of Chris Evans



Left: This C model Ford/E-One is using a front suction port to supply its deck gun plus two hand lines. It has a Cat motor. Chuck Madderom photo

Harvey's Last Word — "Pumpers at Work"

(cont'd)



I have no idea what is going on here in Vernon (CA). The '57 Crown with a Hall Scott motor appears to have two lines off the hydrant feeding the pump.
Chuck Madderom photo



This is one of my all time favorite photos. It is a '52 International/Coast pumping at a refinery fire in Los Angeles County. One section of hard sleeve, no leaks, hoods up, and lights out.
LACOFD photo courtesy of Chuck Madderom



Here is another favorite of mine. These L model Macks are undergoing testing by St. Paul MN at the river's edge.
Mack Trucks Historical Museum photo

SPAMFAA Member Spotlight



**Give a Shout Out
To
Someone Special
In Your
Chapter!**

**Send your nomination and story
to
silvertrumpeteditor2021@gmail.com**

SPAAMFAA

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