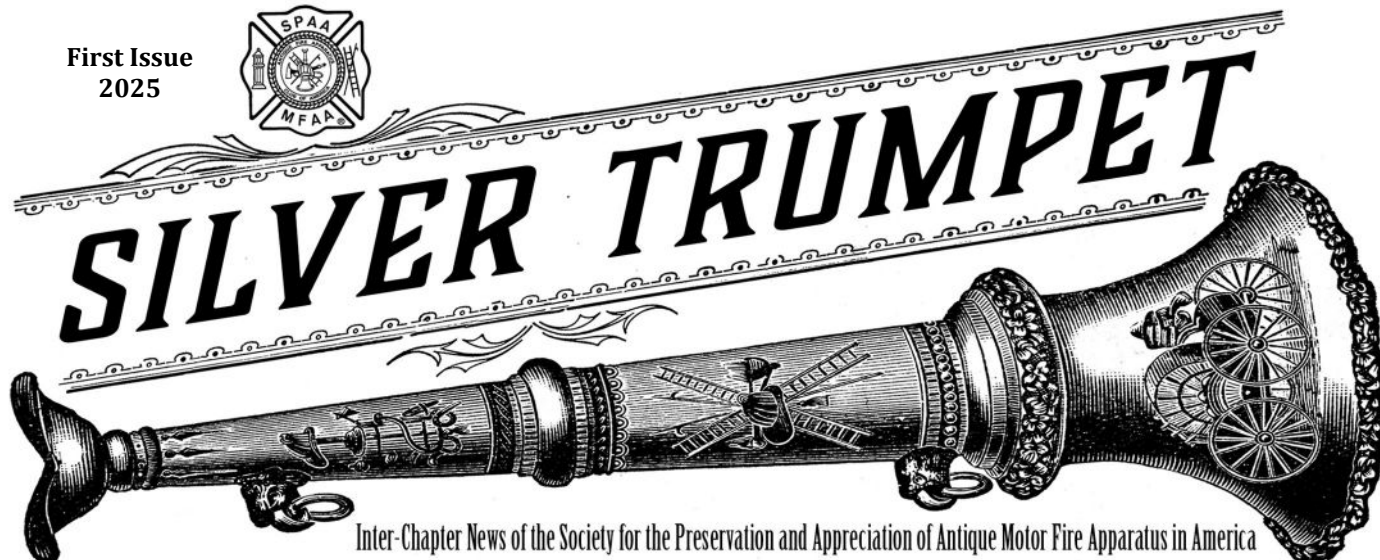


First Issue
2025



Hello, 2025!



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Cover Photo Details: 1962 Ward La France "Firebrand."
WLF's first foray into the cab forward era. Credit: DCFD
History FB page

Special Point of Interest

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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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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

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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		Kansas City, MO	
2026	Zoom	Marlboro, MA	
2027	Open	Open	
2028	Open	Open	

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).

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

SPAAMFAA Summer Convention &

FIREFEST 2025



June 18-21, 2025

Antique Fire Trucks, classic cars, antique tractors, Helicopter landing, extrication demo,
fire truck rides, safety demonstrations, water spray for the kids!

Location: Cable Dahmer Arena
19100 E. Valley View Pkwy., Independence, MO



"a society dedicated to preserving
firefighting history"

Follow us on Facebook:

Independence 76 Fire Company

Contact: Robert Norman 816-534-4908 or Rick Webb 816-520-8510

Email: 76firecompany@gmail.com

Hosted by:
Independence 76 Fire Company
KC Metro Chapter of SPAAMFAA

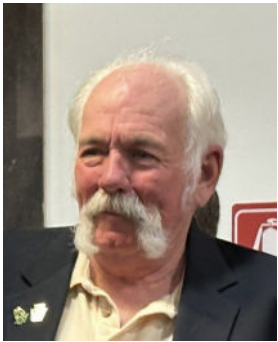
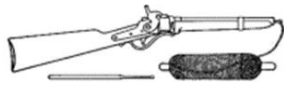


ALL DONATIONS APPRECIATED!!

Use the camera on your phone to download information from the QR code, visit the SPAAMFAA website for registration information, or contact the members from the Independence 76 Fire Company (listed above) for more information.



The President's Line



Greetings All.

Spring and Summer are upon us and now is the time to think about all the upcoming events that shape our hobby.

Now is the time to awaken our sleeping rigs and make sure they are road-worthy.

You know there is nothing like seeing a child's smiling face as they watch us driving in a parade, letting them sit in our rigs, or holding the red line flowing water. This makes all the hours spent working on them worth it.

As for our members that don't own a rig but enjoy photographing them let's all help them get the best photos that they can and I urge the photographers to get those pictures into EE and ST so we all can enjoy the fruits of your labors.

So what does the year ahead hold for SPAAMFAA?

The website committee will present a proposal to the BOT for a refreshed site. I'm anxious to see what they recommend. You can rest assured that your elected BOT is in regular communications by email. We just don't wait for our two meetings a year to conduct business.

As many of you know there was a SNAFU with the first issue of ST and it was a little late getting out. As I said previously it had a lot to do with John's work schedule. However he is now happily retired again and informed me he now has plenty of free time. Well I guess that is if Amy doesn't have "Honeydos" for him.

In closing I hope to see many of you in Kansas City in June for our summer meeting hosted by the Independence 76 Fire Company. They have planned a lot of great events.

Until then, remember I can always be reached at

timothycosgrovejones@gmail.com

with any questions or concerns

Best
Cos

From the Executive Secretary's Desk

By Bill Blunden



EVENT INSURANCE

I get a number of questions each year on our insurance coverage for events. Currently we use Church Mutual for our insurance coverage. Our current coverage is \$1 million/\$3 million for events. That is \$1 million per occurrence and \$3 million aggregate limit.

COVERAGE: This coverage applies to any chapter event including but not limited to:

- Meetings
- Musters
- Parades
- Fund raising events
- Educational programs

Certificates are **NOT** required for events unless requested by the owner or agency where the event is being held. Most often these requests come from municipalities or building owners where an event is being held. The purpose is to give proof of insurance. You **DO NOT** need to get an insurance coverage certificate unless requested by the host site or owner.

CERTIFICATES OF COVERAGE

Certificates of coverage are available upon request to the executive secretary of SPAAMFAA. Please give at least 3-4 weeks notice that a certificate is required in order to allow processing by the executive secretary and insurance company. Most certificates are issued within 1 week of being requested. This is the process for requesting a certificate.

- 1). Request and complete the Insurance Request Form (10.3.1) from the executive secretary.
- 2). Send the completed request to the executive secretary either by regular mail or Email.
- 3). The executive secretary then forwards the form to the insurance company for approval
- 4). The completed certificate is then sent back to the executive secretary
- 5). The executive secretary sends the completed certificate to the chapter contact
- 6). The chapter gives the requested form to the agency requesting it.

I hope this helps clear up any questions or concerns you may have. As always, if you have any questions feel free to contact the executive secretary at billblunden@gmail.com or call 315-783-2324.

From the Media...

We went back to the Power Arc Warning Lights channel on YouTube for this issue's media search and found another gem. *Chapter 29, Detroit Apparatus & The Shops, Circa 1960* provides a window into the Motor City's fleet and does not disappoint. At six minutes and twelve seconds, the video is quick but is chock full of vintage Seagrave Suburbanites, Waterfall Grilles, Wooden Aerials, Safety Sedans, and 70th Anniversary Series, all in vivid color. The piece opens with Detroit's only Quad, a beautiful apparatus purchased for an area in Southwest Detroit that could only be accessed by a drawbridge.

Just to keep things balanced, our Mack fans will be satiated with a tip of the helmet to C Model and CF Model Macks the city purchased beginning in the in the early sixties. The film wraps with a visit to the impressive DFD Shops where the narrator notes, "There is nothing a fireman could break that the shop couldn't fix." You won't want to miss this outstanding short on one of America's iconic fire departments. Famed DFD historian Clarence Woodard is credited with recording the images. The visual apparatus evolution presented is second to none. Use the QR code below to view the piece on your handheld device, click on the link, or copy and paste the link into your browser to view the video.



[Ch29 Detroit Apparatus & The Shops,
Circa 1960 - YouTube](https://www.youtube.com/watch?v=RLYLX3fKKwg)

[https://www.youtube.com/watch?
v=RLYLX3fKKwg](https://www.youtube.com/watch?v=RLYLX3fKKwg)

From the Editors

Let the season begin

2025 is off to a raring start thanks to the good folks from FABB. The winter meeting was a great kickoff to the 2025 antique fire apparatus year, and by all accounts was a big success.

Unfortunately, we were unable to make it this year, but our reliable correspondent and FAAB cheerleader, Bob Romig, fed us some great updates and photos (see page XX).

Sadly, we have not received much in the way of news we could use from chapters. While we enjoy reading the chapter newsletters, we don't have the time to sift through all of them and pull information out to include in ST. If we are going to maintain the section from the chapters, we really need the chapter editors to send us an email directly with news you wish to share with everyone. Photos of chapter events are welcome.

By the time you receive this issue, the second issue for the year should be heading to the printer. We fell behind on our promise to get the first issue out on time. We just don't know where the time goes.

Looking forward to seeing everyone in Independence. The small but mighty Independence 76 Fire Company will be pulling out all the stops for a great summer get together.

Sincerely,
John and Amy



Additional Screenshots from "Chapter 29 Detroit Apparatus & The Shops"



FABB Puts on a FABBulous Show in Kissimmee.

By John Tippet as reported from Bob Romig

The 2025 Winter Convention in Kissimmee was a successful gathering of Fire Trucks Friends, and Fun. This was my third time I've (2018, 2022, and 2025) had the privilege to lead the of the convention team, a job I couldn't have done without the support of many chapter members. For the record, I'll be happy to pass the baton off to another capable person for the next one. Hosting one of these meetings is a combination of a lot of work and great pride when everything comes together as successfully as it has for FABB as host. As the old saying goes, "the third time is the charm," and I couldn't agree more. After three very successful gatherings, I think it is time to let someone else have a crack at success.

That said, the list of muster winners and a selection of photos from the four sunny days the SPAAMFAA Winter Meeting attendees enjoyed in Florida are featured here as proof of success.



Richard Quetta receiving trophy for attending the FL Convention from FABB President Bob Romig, Bo Borwegen, VP, and Howard Peiffer, PPP, FABB



Emphasizing the "Family" aspect of SPAAMFAA with a birthday celebration for FABB President Bob Romig. 29 never looked so good!



A sampling of the variety of apparatus at this year's Winter Meeting Muster.



Mitchell Carney's 1970 R Model Mack took 1st Place in the Best Appearing 1951-1975 Category.



Retired Dentist Dr. Mike Denbar's 1939 GMC/COE pumper was awarded Best of Show.

2025 SPAAMFAA Winter Convention Muster Winners March 8, 2025

Longest distance driven out of state – Mike Currant, Dundalk, MD – 1986 Ranger Rescue 913 miles

Long distance transported out of state – Steve Goldsmith, Surrey, NH 1930 Model A Ford 402 miles

Long distance driven in state – Larry Rovak, Jonesville, Fla – 1981 ALF 140 miles

Long distance transported in state – Tim Sullivan, South West Ranches, Fla. 1934 Ahrens-Fox – 228 miles

Best Appearing 1925 & Older – 1st place – Susan & John Morris – 1925 Seagrave pumper -ex-Tampa FD

Best Appearing 1925 & Older – 2nd place – Lester Evans – 1914 American LaFrance

Best Appearing 1926 – 1950 – 1st place – Frank & Tim Sullivan – 1934 Ahrens Fox pumper

Best Appearing 1926 – 1950 – 2nd place – Orlando Fire Dept – 1926 American LaFrance

Best Appearing 1951- 1975 – 1st place – Mitchell Carney – 1970 R model Mack

Best Appearing 1951-1975 – 2nd place – Osceola County FR – 1960 Dodge Power Wagon – ex Paoli, Pa

Best Appearing 1976 - 2000 -1st place – Mike Currant – 1986 Chevy Chevy C 30 Mini rescue

Best Appearing 1976 - 2000 - 2nd place – Steve Vinson – 1980 ALF Century pumper

Best Appearing non-motorized – 1st place – Bill Graham – 1919 Wirt – Knox hose cart

Best Appearing non-motorized – 2nd place – Tim Sullivan – 1896 hose cart

Oldest non-motorized – 1st place – Charles Heweker, Jr. – 1880 Wirt/Knox hose cart

Oldest non-motorized – 2nd place – Tim Sullivan – 1896 hose cart

Oldest motorized apparatus – 1st place – Lester Evans – 1914 American LaFrance pumper

Oldest motorized apparatus – 2nd place – Charles Heweker, Sr – 1923 Obenchain/Boyer Chevy pumper

Hard luck award – Larry Rovak – Jonesville, Fla 1981 ALF pumper

Judges award – Rich Heisler – 1981 CJ 7 Jeep – Ricon, Ga

Judges award – Deland Fire Dept – 1942 Chevy Oren pumper

Fastest Water pumping – Tom Hooker – 1965 Seagrave – Marshville, NC

Fastest Water pumping – Lester Evans – 1914 American La France pumper 12 seconds

Best Restoration (operational) Tom Herman – ODHFS -1935 Harley Davidson Fire Cycle

Most original apparatus – (unrestored) Charles Heweker, Sr. 1923 Chevy Obenchain/Boyer

Chief's Choice (any entry) Chris Oliphant – 1924 Bickel

Best of Show – Mike Denbar – 1939 GMC/COE pumper from Virginia

From the National Safety Committee

By Tom Herman, ODHFS



Tommy Herman
WTVR-Richmond

Let's Keep Talking About...

Brake Systems

Continuing from the last article on the Hydro-vac booster portion of a hydraulic brake system, we mentioned to replace the vacuum hoses. They may look just fine on the outside, however they usually deteriorate from the inside & basically close themselves off. Just taking it off at the end and looking at it may not tell the story - it may look just fine but get farther down the hose & you may find it closed off.

SEE PHOTOS !

In times past, this was no problem as your local auto parts stores had it in stock & sold it by the foot. Recently, I went to every one of our parts stores and not one had it. I gets even worse – the parts store person would be happy to do a search to see if they could find it & the first question was “how much pressure does it have to be rated for”? UGHHHHH- it is **VACU-UM** hose. They tried to sell me transmission hose, fuel injection hose, etc. Most of you know how a hard suction hose works , right? A hard suction hose is basically a vacuum hose. A vacuum hose for a vehicle is similar only much smaller, like ½” or ¾” ID. They brought out some hose that was the correct size but when I put it between my fingers & squeezed, it crushed right in – That is **NOT** vacuum hose. Vacuum hose is made to withstand pressure from the outside, not from the inside.

I finally found hose that would work by traveling to a specialty rubber & hose supply company with a piece of the hose that I had removed from the truck. The owner – who used to sell John Bean fire trucks – back in the 60's - personally walked me through his warehouse checking different hoses until we found one that would work.

Also note that in addition to the vacuum hose, there is usually a check valve in the vacuum line, often found mounted on the fire wall of the vehicle that also needs to be tested for proper function and if not working, needs to be rebuilt or replaced. A properly functioning brake system is the single most critical part of the entire vehicle and it needs to have regular checks & maintenance just like other mechanical systems on the truck.



Vacuum Hose End Where it Connected to Pump



Vacuum Hose a Few Inches Past the Connection

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



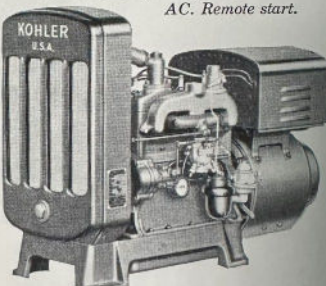
Helps speed fire control

KOHLER ELECTRIC PLANT

POWER ready for instant use is carried by this Kensington, Maryland, Volunteer Fire Department truck. A 5KW Kohler electric plant provides floodlighting and operates tools to increase speed and safety in fire fighting and rescue work.

Kohler electric plants provide a compact, quick-starting source of power for city and rural fire departments. Larger, stand-by models maintain alarms, communications, when emergencies cut off regular power. Sizes to 100 KW, gasoline and diesel. Write for folder E-13.

Model 5R61, 5KW, 115/230 volt A.C. Remote start.



KOHLER CO. Established 1873 KOHLER, WIS.

KOHLER OF KOHLER

Enameled Iron and Vitreous China Plumbing Fixtures • Brass Fittings
Electric Plants • Air-cooled Engines • Precision Controls

312

April 1959 Kohler "Electric Plant Ad in Fire Engineering.

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



This issue's "ID the Rig" is a:

1944 Oren-Chevrolet

Westphal Hose Co. No. 5, Martinsburg (WV)

Can you ID the make and year of this rig?



See Page Bottom Left for Answer & Photo Credit

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) - W. Lee Smith, 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
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District 6 (Mid Western) - Vacant
(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) - Owen Franz, 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.

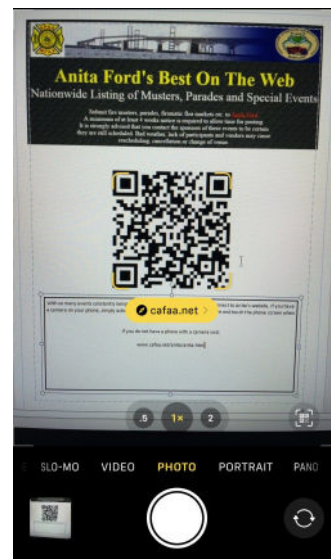


With so many events constantly being added, and the calendar rolling along unabated, we're going to try a new way to connect to Anita's website. If you have a camera on your phone, simply activate the camera, point it at the QR code above and touch the code on the phone screen when the yellow box surrounds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



Blast from the Past

Crown Firecoach Frequently Asked Questions (and the relationship with Snorkel, Maxim, Pierce, Oshkosh, and Van Pelt)

By Michael Britt (Crown Firecoach Archivist and Historian)

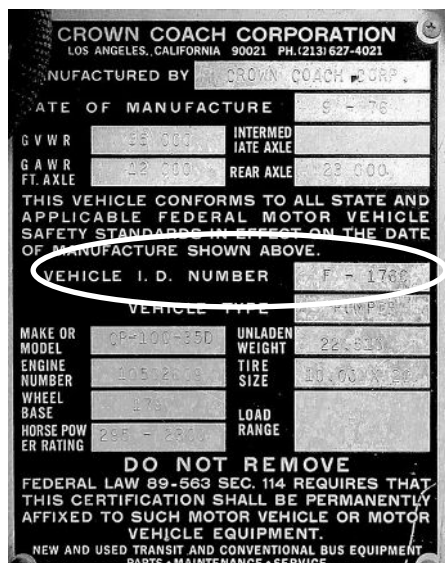
This article is reprinted with permission of the Crown Firecoach Enthusiasts (Southern California Chapter of SPAAMFAA) and originally appeared in the February issue of the chapter newsletter.

Q: How Many Crown Firecoaches were built? Where and what years were they built?

A: 857 fire apparatus were built on Crown custom or commercial chassis between 1951 and 1982 at the Crown factory on East 12th Street in Los Angeles, CA. In 1982, the Firecoach Division of Crown was shut down and the bus operations moved to Chino, CA. In addition, in 1985, five Crown Firecoach cabs/chassis were supplied to Van Pelt who used them to build pumpers. To be clear, these were NOT Crowns completed by Van Pelt. They were Van Pelt jobs (that have VP serial numbers) that used a Crown Firecoach cab and chassis (see below).

Q: What is the "F" number? How do I find it on a Firecoach?

A: The "F" number is the serial number of the rig and how we identify and tell them apart. The "F" stands for "Firecoach" and proceeds a four-digit number stamped on the manufacturer's plate, which on most Firecoaches, is located inside the cab near the accelerator pedal. The later widebodies did not have the "F" number on the manufacturer's plate. Instead, these rigs have a four-digit "job number" that starts with the number 9, stamped into the metal below the frame of the captain's bench, just inside the captain's side door of the cab. The job number can be cross-referenced to determine the serial number.



Crown manufacturer's plate from a 1976 Firecoach. The stamped "F" number is next to the "Vehicle I.D. Number" (F-1766, an L.A. County pumper). Photo by Mike Britt.

Q: What fire department got the most Crowns?

A: The Los Angeles City Fire Department took delivery of the most new Crown Firecoaches, however, the Los Angeles County Fire Department ended up having the largest total number of Crowns in its fleet. This was because over a period of three decades, L.A. County F.D. took over a number of smaller fire departments and absorbed their Crowns into the county fleet.

Q: What is the story on the Maxim tractor drawn aerial ladder trucks with Crown emblems that were operated by Redondo Beach and Costa Mesa?

A: Neither of these trucks were "Firecoaches", but they both were ordered from Maxim through Crown. In 1979, the then owners of Crown (a group of capital investors) decided aerial trucks were not profitable enough and discontinued offering aerals, except for the Telesqrts (which by then, except for the Crown cab, were all Pierce bodywork). However, Redondo Beach had ordered a 100-foot ladder truck. To keep the order, the entire truck was subcontracted to Maxim. Redondo Beach still got their Maxim aerial (in 1980), but on a Maxim truck instead of a Crown. However, since Crown outfitted and did warranty service on this truck, it got a Crown emblem on the top front of the cab. Similarly, Costa Mesa had owned a Crown/Maxim mid-mount aerial and wanted to buy a tractor drawn ladder truck in 1984. However, Crown was no longer taking orders for fire apparatus, so the entire truck was "jobbed out" to Maxim.

Q: What were the Crown / Van Pelt jobs in the 1980s and what was the Crown "Special Chassis Division"?

A: In 1984, efforts began to restart the Firecoach line as a cab and chassis only; to be supplied to other fire apparatus bodybuilders in the same way TCMI, Spartan and Hendrickson were doing at that time. In 1985, there were 12 "Special Chassis" orders to be built for Van Pelt in Oakdale, CA, including a Snorkel, however only 5 were completed before the order was cancelled. Van Pelt was the first customer largely because Glenn Baley (who worked in Crown Engineering) was related to Chet Baley who worked in Van Pelt Operations. The orders were plagued with problems and cost overruns, with Van Pelt changing three of the bodies from aluminum to the cheaper FMC "Roughneck" steel bodies which were too heavy for the Crown chassis and the axles which had been ordered. Crown probably should have gone to Pierce (with whom they had an established relationship as a dealer from 1971-1983) but missed the boat as Pierce had just developed its own custom cab and chassis. Unfortunately, Van Pelt was now owned by FMC, which was already planning Van Pelt's demise, shutting down operations completely in 1987.



This is a Van Pelt pumper that used a Crown Firecoach Cab & Chassis (Crown Special Cab & Chassis job 75002). This was Van Pelt #830435 using an FMC steel Roughneck hosebed body. (Photo by Chuck Madderom from the Crown Firecoach Archives.

(cont'd from p. 10)

Q: Did Crown build any of their own aerial devices?

A: No. However, Crown established relationships with two of the best manufacturers of aerial devices during the 1960s and 1970s. In 1960, Crown became the west coast dealer (distributor and authorized service agent) for Snorkel, offering elevating platforms that could be mounted to Firecoaches or commercial chassis in 50, 65, 75 and 85-foot elevated lengths. Many fire departments also began asking Crown to build aerial ladders, so in 1967, Crown reached an agreement with Maxim in Massachusetts to use their aerial ladders. As a result, many Crown trucks were built with Snorkels as well as Telesqrts and Sqrts (which were also a product of Snorkel). And many Maxim aerial ladders were mounted to Firecoaches, midship, rear-mount, and tractor drawn as well.



Crown's first Snorkel was this 750gpm/300 gallon/50' model built for Elko (NV) on an International chassis. Crown Coach photo by Warren Bowen from the CFE archives.

Q: Some Pierce apparatus also had a Crown logo. Are these Firecoaches too?

A: Crown became the west coast dealer for Pierce of Appleton, WI at the end of 1970. During the 1960s, Crown was doing the build-ups on all chassis, be it a Firecoach or a commercial one, such as Ford or International. However, working on non-Firecoach chassis interrupted the standardization of the Firecoach assembly line. To streamline production, Crown reached an agreement with Pierce which allowed Crown to offer its customers "budget" pumpers and mini-pumpers built by Pierce on commercial chassis, as well transition during the 1970s to having Pierce complete the hosebed body build-up on all Firecoaches which were sent to the Midwest to have Snorkel Sqrts and Telesqrts mounted on them. While the Firecoach Sqrts and Telesqrts with the Pierce hosebed bodies do not have Pierce nameplates, any Pierce commercial chassis pumper or mini-pumper that was sold and outfitted by Crown, has a Crown nameplate (usually on each side of the cab, but in some cases only at the rear). While these are not considered Crown Firecoaches, they were given Crown "job numbers" and Crown performed warranty work on them.



Santa Paula (CA) ran this Pierce/1975 Ford F350 mini-pumper with a Crown emblem. Crown Job #11984, model F350-PDQ, Pierce #8817C (Photo by Chuck Madderom from the Crown Firecoach Archives.

Q: What are the "Crown/Pierce/Oshkosh/Snorkel" trucks?

A: During the 1970s, it was possible for West Coast customers to buy Snorkels either through Crown or directly from Snorkel (which had become a separate company, spun off from original owner Pittman). In both cases, Crown was the dealer, but as a direct Snorkel customer, they could choose a different chassis. Snorkel contracted to Wisconsin fire apparatus builder Oshkosh, to provide its large chassis with the "Cincinnati" cab for 75 and 85-foot Snorkels. And for these trucks, Snorkel used its dealer Pierce, also in Wisconsin, to do the body build-ups. A number of these Snorkels were delivered to fire departments on the west coast through Crown. These included Escondido, Gardena, Novato, Ventura and Visalia, among others. Some of them actually did have emblems or manufacturer's plates for all four companies on them (Snorkel emblem on the front of the cab, on each side of the boom and an operator's instruction plate on the rear; Oshkosh plate inside the cab; Pierce emblem. Sometimes on the front, serial plate at rear of the body; Crown emblems either on each side of the cab, or just at the very rear, or both).



Ventura (CA) purchased this 1972, 85' Snorkel through Crown Coach, the West Coast dealer for both Snorkel and Pierce Fire Apparatus. The boom was mounted on an Oshkosh chassis using a "Cincinnati Cab" then shipped to Pierce who did the body build-up. It was then shipped to Crown in Los Angeles who did the outfitting prior to delivery. Crown performed all factory service/warranty work as well. The boom is lettered with the full legal name of the town. Note the Snorkel, Pierce, and Crown emblems. (Photo by Chuck Madderom from the Crown Firecoach Archives.

Michael Britt is a Southern California Fire Service Historian and the Historian/Archivist for the Southern California Chapter of SPAAMFAA (Crown Firecoach Enthusiasts). He maintains the factory records and photos of fire apparatus built by the Crown Coach Corporation of Los Angeles. He is retired from the California fire service and has owned several fire engines, including two restored Crown Firecoaches. He has previously served as a Southern California chapter board member, secretary, newsletter editor, webmaster, vice president and president. He currently writes the Blast from the Past column for the chapter newsletter and is an admin managing the Facebook group Crown Firecoach Fire Apparatus. He can be contacted at crown-firecoarchives@gmail.com.

SPAAMFAA Board of Trustees Meeting

REGULAR MEETING
Wednesday March 5, 2025
Kissimmee, Florida

DRAFT—Minutes—DRAFT

Voting members in attendance –

Tim Jones	President
Dan Lintz	Sr. Vice President
Chuck Buschardt	Vice President
Brian Anderson Jr.	District #1 Trustee
Ed Hass	District #3 Trustee (Via ZOOM)
David Hall	District #4 Trustee
Tom Hooker	District #5 Trustee
Jeffrey Stauffer	District #7 Trustee
Stan Socha	District #8 Trustee
Owen Franz	District #9 Trustee
Bill Blunden	Executive Secretary
Frank Tremel	Immediate Past President (Via ZOOM)

Non-voting members in attendance -

Mark Davis	Treasury Secretary
Candy Bennett	Membership Secretary (Via ZOOM)
Richard Quetta	Muster Chairman
Bob Romig	Preservation Award Chairman, FABB President
Steve Heaver	Endowment Committee Chairman
Bo Bowegan	FABB VP
Floyd Greene	ODFHS
Robert Norman	Independence 76 President

The meeting was called to order by President Jones at 9:02 am EST. The pledge of allegiance and an opening prayer followed. President Jones welcomed all the Trustees and members of the board to the meeting.

Robert Romig, President of FABB welcomed the group to the convention. Thanked everyone for coming and attendance is down a little bit. Please see me or Bo if you have any questions or problems. Please see us and not put on email or Facebook and they will resolve the issue. Enjoy yourself. There will be 30-35 trucks on Saturday and 15-20 vendors. The weather is supposed to be great.

President Jones welcomed everyone and stated there is a lot of business to attend to today. There are 4 major topics we need to address.

There were no public comments made.

The election results were read by Executive Secretary Bill Blunden. He thanked the group that helped to process the ballots and stated there were about 780 ballots submitted. The process went smoothly. The results are as follows:

PRESIDENT- Tim Jones with 686 votes

SR. VP- Dan Lintz with 761 votes

JR. VP- Chuck Buschardt with 714 votes

DISTRICT #7 TRUSTEE- Jeff Stauffer with 124 votes

DISTRICT #8 TRUSTEE- Stan Socha with 76 Votes

DISTRICT #9 TRUSTEE- Owen Franz with 56 votes (39 for Paul Schlichting)

The minutes from the summer meeting in York were accepted on a motion by Jeff Stauffer, seconded by Stan Socha and CARRIED.

(continued on p. 13)

DRAFT

For Information Purposes Only

Officer/Trustees Reports – Questions or Updates Only

There were no additions to the trustee reports in the packet from any of the trustees. Executive Secretary Bill Blunden stated that there were a few reports missing as well as 2 Trustee reports. He thanked everyone for getting them to him in a timely manner.

Candy Bennett reported that membership is approximately 1,200 members presently, which is 700 off from last year. They will get their second notice in the next EE. Dan Lintz mentioned several members have not gotten their EE editions with the dues notice. This appears to be a USPS issue. President Jones expressed concern with this. Candy stated that she needs to update some licenses for the website.

A Motion was made by Owen Franz, seconded by Dan Lintz to authorize up to \$200 to renew the licenses for the website. CARRIED

Executive Secretary Bill Blunden reported that it has been a busy year. There are 3 chapters missing reports. They are Gateway, Schuylkill, White Rose, and Memphis Fire Museum. If Trustees could reach out to them that would be helpful.

There are two new Chapters being formed, the Western NY Chapter, serving the Buffalo region and borders the Genesee Chapter with multiple members in both. This covers the entire state and works with the Buffalo Fire Museum. The second chapter is the Keystone Emergency Vehicle Club. They had submitted last year but were unable to get requirements done in time. There may be one new chapter in the initial stages of investigating the formation.

On a Motion by Dan Lintz Seconded by Dave Hall the WNY Chapter was approved.

On a motion by Stan Socha seconded by Chuck Buschardt the Keystone Emergency Vehicle Club was approved.

There are 3 Chapters that have folded this year: The Southern Ct, Eastern Tennessee and Palmetto Low country chapters have all ceased operation due to low membership.

There were 3 electronic votes since our summer meeting. The Executive Secretary reviewed the 3 votes along with the vote counts for each. There was also a vote by the executive committee.

Treasury Secretary Mark Davis reported on last year's budget. We are healthy but losing members, which is an issue. Mark reviewed the P&L sheet that he handed out to the members. **(ATTACHMENT A)**. There were a few errors as things had changed such as insurance. The D&O was grouped in with the other policy charges. Contribution income was down. All other donations were higher than expected (77% above budget). Long- and short-term investments were up 52% from budget. Long-term investments are up \$72,000. Convention expenses were off due to us hosting Memphis which cost us money that was not expected. Overall, it was on budget. We are in a deficit spending mode like the government eating away our savings little by little. We just need to be aware of this, but our investment income is helping keep things ok. He also discussed a cost analysis of the cost per member -v- what we get in dues. It is roughly \$29 to sustain a member, and our dues are \$35/member. He explained what things are in the calculations such as EE, ST and the website. He did a complete breakdown of these costs.

The Executive Secretary reported on the current insurance policy and cost. In looking at the budget, we will be able to maintain the \$300/year charge to the chapters to continue coverage at events. He explained that he looked for other companies to get our insurance from but was unsuccessful. There appear to be little or no companies handling this type of policy. He also discussed some of the questions he has gotten from the chapters and is now putting an article in the ST to discuss issues like insurance or other things he is questioned about. President Jones reiterated the need for chapters to have safety people on the ground at their events.

FINANCE COMMITTEE REPORT

STIPENDS: There has been a great deal of changes regarding stipends over the year. John Zangerle thanked Mark Davis for his research into this. The committee has recommended that SPAAMFAA pay for two rooms at the winter and summer meetings for use by the Executive and Treasury Secretaries and any other things like storage or small meetings for 1 year on a trial basis. Rooms would help guarantee two more rooms for the host chapter. The credit card will be used for this.

A Motion was made by Owen Franz, seconded by Dan Lintz to pay for two rooms with the credit card for the Executive and Treasury Secretaries for 1 year and then re-visit and re-assess this. Motion was CARRIED

Mark Davis discussed the changes to the standing rules that are needed for calculating the stipend for Trustees and the new use of the credit card. This will amend section 9.3 and the Treasury Secretary will calculate this each year and inform the BOT of any changes it generates.

A motion was made by Jeffrey Stauffer, seconded by Tom Hooker to amend the Standing rules as presented to use the CPI Calculator present to adjust the annual stipend CARRIED

Mark Davis then discussed other changes for spending authority and the use of the credit card. **(ATTACHMENT B)**. There was discussion on how this will work, and the board was in agreement on this.

On a motion by Owen Franz, seconded by Chuck Buschardt, to approve the changes as outlined in section 9.3 and CARRIED.

John Zangerle then reported on the finances of the society. The investments we made last year are paying dividends and we are doing very well. The Endowment is roughly \$234,500, we have \$18,000 in cash and the endowment and long-term members is \$209,000. John reported that we are very solid right now and he and Mark will be meeting with the financial advisor after the meeting.

Mark Davis gave a presentation on the new budget for this year. Trustees will review and we will vote on this after the break.

BREAK FROM 10:20-10:55

President Jones mentioned that the stipend for the rooms was lacking detail. After a good deal of discussion, the previous motion was amended as follows:

On a motion by Owen Franz, seconded by Jeff Stauffer, the rooms for the Executive and Treasury Secretaries will not exceed 5 nights and will include the night before the event and the night after the banquet. CARRIED

OLD BUSINESS:

ELECTRONIC VOTING:

Executive Secretary Bill Blunden reported that he contacted a couple companies that do electronic voting. The one from the UK was the most promising and can offer services both for electronic and paper ballots. The process would be phased in over a couple years and then do all electronic ballots. Owen Franz stated that this may also be able to be done through the website as an add-on to the package they are looking at. He will discuss it in more detail in his presentation. E-voting will require a change to the by-laws.

MODERN LITHO CONTRACT:

Mark Davis discussed the current contract as Scott Rollins was unable to make the meeting. We are very satisfied with Modern Litho and they had a very modest cost increase. We have signed a 3-year agreement with them to continue to print our publications. There was a issue with some back bills due to the company being sold to Brown Printing. This has been resolved, and we will be up-to-date by the end of April 2025.

BREAK FOR LUNCH FROM 12:00pm – 1:10pm

NEW BUSINESS:

BANNER:

There was discussion on the promotional setup that is currently being used. The present setup is housed in 2 big containers and takes a good deal of time to set up. It is costly to ship this as well. President Jones has been working with a company to develop a lightweight easily transportable item that would be much more functional. Suggested designs have been shared for the past month and a PowerPoint presentation was developed to help us finalize a design. There was a great deal of discussion and in the end, it was decided to create two banners, one featuring “Big Bertha” and the second one featuring a more modern truck such as a Mack CF to help attract younger members. Stephanie Franz will take the ideas generated and create the new banner for approval when they return home. We will vote on this electronically in the next month or two.

ARCHIVES:

The current lease with AHS is up in October 2025. AHS would like us to present a proposal for renewal. We are currently paying much less than the “going rate” in Kansas City. Anthony Buono had done the first lease agreement, and he will spearhead this lease renewal and will have an “escape clause” if we decide to move the archives. There was a great deal of discussion on the future of the archives as it is costing us about \$10,000 per year to maintain it. President Jones discussed what the Fire Heritage Center is doing with their archives and are suing Archives.com which is a free service to move, digitize and store their materials with free access on-line to anyone. They would then lose all control of the documents. This would be an option for us but there are many other options available, but we need to decide what we are going to do in the future. We would also have the option of adding a link of archived materials on the new website. There are a number of options that need to be investigated. A committee of Steve Heaver, Anthony Buono, Mark Davis and Bill Blunden will look at the options and report to the BOT at the summer meeting. We will also have a meeting at the archive in KC so that everyone can see what we have.

DRAFT

For Information Purposes Only

APPOINTMENTS:

Bill Blunden was appointed as Executive Secretary, Candy Bennett as Membership Secretary and Mark Davis as Treasury Secretary.

WEBSITE: Owen Franz presented a PowerPoint presentation on the work the website committee has done to date. They have looked at a number of companies and the consensus of the group is that we build a completely new website. The current website has too many problems and is not functional. The committee is looking at a company called TWEAK to do the work. The new site would be able to do a great deal of things in the future including sales, archive connections, electronic voting and would be more enticing for younger members to use. There is also the possibility of designing an APP for phones in the future. Owen stated that his wife will be an unpaid consultant on the project to review proposals from Tweak as this is what she does in her day-to-day job. Owen has asked for \$20,000 to pursue this project. The company will give us two options to review. There was a discussion about finances and how we will pay for this. John Zangerle and Mark feel this is not an issue and will work with the committee on it.

A motion was made by Jeff Stauffer seconded by David Hall to approve up to \$20,000 to the committee to pursue website development. The motion was CARRIED.

CONTRIBUTIONS:

Mark Davis discussed the Day of Giving/contributions to the society. While day of giving may not be the best way, we should look at estate planning and tax planning advice to members that would make SPAAMFAA a place where donations could be sent. There are times when members may need to make donations for tax reasons, and we should try to be the recipient of these donations. It would be nice to have a teaching session at one of the summer or winter meetings. Tom Herman was suggested as a possible speaker. We will bring this up at the membership meeting to see if there is anyone who has experience in this and/or grant writing that would help SPAAMFAA to increase our funds. John Zangerle stated it was done in past years, and it might be good to do articles in EE or ST.

2025 BUDGET: (ATTACHMENT C)

The 2025 budget was presented to the group by Treasury Secretary Mark Davis.

A Motion was made by Owen Franz, seconded by Tom Hooker to approve the proposed budget and was CARRIED

CONVENTION UPDATE: Chairman Richard Quetta reported on the upcoming conventions.

Summer 2025- Richard Quetta reported that the Independence 7 Fire Company Chapter in Kansas City will be the host.

Robert Norman gave a brief presentation on what is planned for the event. The event would be held in Independence, MO, just east of Kansas City. The event will be June 18-21, 2025, and the host hotel is The Stoney Creek Hotel. Bus trips are being planned to historic sites in and around Independence.

Winter 2026- ZOOM

Summer 2026- The MAFAA Chapter in Massachusetts will host the summer 2026 convention. The event will be held 8/27-30/2026 in Marlborough, MA. Several bus trips are being planned and there are historic firehouses and a WWII museum in the area.

Winter 2027- OPEN

Summer 2027- OPEN

Winter 2028- OPEN

Summer 2028- OPEN

There are chapters interested in the Summer 2027 and 2028 but no formal ids have been received as of this date.

GOOD OF THE ORGANIZATION:

We need people to step up and run for offices and for current members to step up and volunteer to achieve our goals.

We should look at a list of possible educational speakers at events to assist chapters in finding speakers. We have not had a problem at this time but it would be good to have a list.

Meeting was adjourned at 2:46 pm EST on a motion by Chuck Buschardt, seconded by Dan Lintz and CARRIED

Respectfully Submitted,
William Blunden, Executive Secretary

DRAFT

For Information Purposes Only

SPAAMFAA
CHAPTER PRESIDENTS MEETING
Friday 3/7/2025
Kissimmee, Florida

BOARD MEMBER ATTENDANCE:

President Tim Jones
Sr. VP Dan Lintz
VP Chuck Buschardt
Trustee Brian Anderson Jr.
Trustee David Hall
Trustee Stan Socha
Trustee Tom Hooker
Trustee Owen Franz
Treasury Secretary Mark Davis
Executive Secretary Bill Blunden
Convention Coordinator Richard Quetta
Safety Chairman Tommy Herman

The Presidents Meeting called to order at 7:01pm EST by President Tim Jones followed by the Pledge of Allegiance and adjourned at 7:26 pm. There were 30 members present representing 24 chapters.

Executive Secretary Bill Blunden reported that the Board of Trustees met for 5 3/4 hours on Wednesday. The meeting was also available via ZOOM for members who were unable to attend in person. A summary of the business that was conducted at the meeting.

Board Meeting highlights

Old Business

- **Chapter Status** –3 chapters (East Tenn, Southern CT, and Palmetto Low Country) have folded
- **New Chapters** – WNY (Buffalo) Chapter and another Keystone Emergency Vehicle Club were approved
- **Electronic Voting Review** – We will be transitioning to electronic voting over the next 2-3 years. The goal is to tie this to the new website. This is designed to save money and modernize the process.
- **Budget**- Mark Davis reviewed the 2024 Budget. We are healthy but as we continue to lose members this will become an issue in the future. He did calculations showing that the cost of supporting a member is nearly the same as the membership dues.
- **Modern Litho Contract** – Review and approval of new contract for EE and ST
- **Stipend Update** – Committee presented recommendations on stipends and CPI adjustments using a recognized formula.
- **Financial Accountability (Credit Card)** – SPAAMFAA will now have a credit card to use in very limited situations. Discussion on approval limits and usage/storage guidelines as well as updating the standing rules. The standing rules were updated to reflect this.
- **Insurance** – Updates on renewal and coverage for the coming year. Alternate companies have been investigated, and we will continue with JC Taylor.

New Business

- **2024 Elections** – Election results, committee appointments, and planning for next year's elections took place. Owen Franz is the new District 9 Trustee.
- **Archives** – Discussion on the future of SPAAMFAA archives and collections. A committee of Anthony Buono, Steve Heaver, Mark Davis and Bill Blunden was formed to address the future of the archives.
- **Website Review** – Owen Franz and gave a report from the website committee. We will be looking at a complete rebuild of our website to improve functionality and to attract younger members. We are hoping to see a new design proposal in the coming 1-2 months. The board authorized \$20,000 for the re-build project
- **New Promotional Banner** – A new promotional banner is being developed to use at SPAAMFAA functions. The group discussed design elements and Stephanie Franz is working on the design. It is hoped to have this completed in the next 1-2 months for use at functions.
- **Contributions** – Discussion on revenue opportunities such as grants. We need anyone who has experience to assist with this.

DRAFT

For Information Purposes Only

(Chapter President's Meeting, cont'd from p. 16)

The floor was then opened up to the chapters for the good of the society.

Bill Graham asked about D&O insurance coverage for chapters. This is covered in our current policy and that is why we have directors required to be members of SPAAMFAA.

The question was asked if the ladder safety rules of SPAAMFAA have been changed regarding ladder placement. Safety Chair Tommy Herman stated that the rules have not been changed for many years and are still compliant with our needs.

Matt Schuman asked if he could get a list of members in his area. He was told to contact Candy Bennett the Membership Secretary to get the information he needs.

There were no further comments or concerns from the floor.

The meeting was adjourned at 7:26pm EST

Respectfully Submitted,
William Blunden, Executive Secretary

DRAFT

For Information Purposes Only

SPAAMFAA

MEMBERSHIP MEETING

Friday 3/7/2025

Kissimmee, Florida

BOARD MEMBER ATTENDANCE:

President Tim Jones

Sr. VP Dan Lintz

VP Chuck Buschardt

Trustee Brian Anderson Jr.

Trustee David Hall

Trustee Stan Socha

Trustee Tom Hooker

Trustee Owen Franz

Treasury Secretary Mark Davis

Executive Secretary Bill Blunden

Convention Coordinator Richard Quetta

Safety Chairman Tommy Herman

The Membership Meeting called to order at 7:01pm EST by President Tim Jones followed by the Pledge of Allegiance and adjourned at 7:26 pm. There were 55 members present representing 24 chapters.

Executive Secretary Bill Blunden reported that the Board of Trustees met for 5 and 3/4 hours on Wednesday. The meeting was also available via ZOOM for members who were unable to attend in person. A summary of the business that was conducted at the meeting.

Board Meeting highlights

Old Business

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For Information Purposes Only

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Winter 2027- OPEN

Summer 2027- OPEN

Winter 2028- OPEN

Summer 2028- OPEN

There are chapters interested in the Summer 2027 and 2028 but no formal bids have been received as of this date.

There were discussions on the Website and Archives by various board members to give greater explanation of what the plans were moving forward. The new website was the major topic of discussion, and this was handled by Trustee Owen Franz who is the Chair of the committee. There were a good deal of questions and discussion on these topics and members seemed to be very pleased that things were getting done.

The floor was then opened to the members for the good of the society. There were no questions or comments, and the meeting was adjourned at 8:38pm EST

Respectfully Submitted,
William Blunden, Executive Secretary

DRAFT

For Information Purposes Only

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: 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 rdetlie@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: 1941 Mack Model 70, Serial Number 70-S-1030. Currently located in Northern California. Delivered to US Quartermaster Corps 12-19-1941. Starts right up and runs, drives and stops well. 750 GPM, 2-stage pump with pressure relief valve, priming pump, NO water tank. Included are nozzles, hard sleeve and soft suction hoses, adapters, appliances, flashlights, wooden 24' ladder, 1,000 feet of 2 1/2" hose, hand cranked hose reel with 200' of chemical line and homemade hand crank. Newly reconditioned radiator, rebuilt water pump with new belts. New batteries. Original wiring harness, two bucket seats with good upholstery. Asking \$15,000. Contact Robbie Cassou at (530) 249-1539 or rcassou61@gmail.com.



FREE: Matched pair of 4 1/2" blind caps for a "GENERAL" built pumper. Free to anyone who needs these for their apparatus. Pick up in Chesterfield (VA) or will ship for shipping cost. Hope I can help someone out with these rare parts! Contact Tom Herman, tom-herman@att.net, or call 804-590-1239 and leave a message.

FOR SALE: 1970 American LaFrance Engine-Series 900. 6-71 Detroit Diesel, Allison Automatic Trans, 1250gpm pump (has not pumped for several years), front suction, new air compressor, fully restored, runs great. New front tires, fully equipped, front suction, siren/air horn, 37,000 miles, fuel gauge does not work. Originally from Waterloo (IA). \$10,000. Contact Dennis Ahrens, ahrensfire@comcast.net, or 815-347-9292.



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: 1984 "All Mack" tanker-pumper. Mack diesel, auto transmission, parade or fire service ready. 1000/1000 capacity. Fully equipped fittings, two hard suctions, 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.

SOLD!

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.



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: Vintage Fire Equipment. Three sections unused 1 1/2" single 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, kirk-bo65@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 suction. \$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: 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

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 dought83@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.



How Much, You Say?!

In 1947, the North Beach Volunteer Fire Department purchased an FMC High Pressure Fog pumper on an International KBS-6 Chassis from the John Bean Manufacturing Company for \$7,500. The price included a Sirenlite mounted on the left bumper with two switches in the cab, a "Wigwag" (Carpenter Warning Light) mounted on the roof, two six-pound axes, one ten foot pike pole, and a four foot crowbar. The company paid an extra \$89 to have the supplied 12' ladders replaced with one 10' extension ladder, one 14' extension ladder, one ten foot roof ladder, and one 14' roof ladder. The truck served the community for approximately 20 years before being sold to a department in North Carolina.



The truck was paid for cash on delivery, with pickup in Lansing (MI). With the world ramping up in the post World War II era, we thought we would take a stroll down Memory Lane to see what other costs were like in 1947.

- A dozen eggs were \$.70.
- A pound of bacon cost \$.78.
- 1/2 gallon of fresh milk (delivered) cost \$.39.
- A loaf of bread cost \$.13.
- A gallon of gas cost \$.23.
- A Coke cost \$.05.
- A three bedroom, one bath house cost \$2,938.
- A new car could be purchased for \$1,313.
- A Cairns Model 350 Senator Aluminum Fire Helmet cost \$4.95.
- A Cairns Leather Fire Helmet cost \$4.00.
- One pair of firefighter 3/4 boots cost \$10.
- One cotton duck firefighting coat cost \$12-15.

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: 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: Wooden steering wheel for a 1924 American La France pumper. Any help would be great or any contacts also. Thank you. Contact Ray Vernon. rgvernon37@aol.com. 401-837-1435

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.

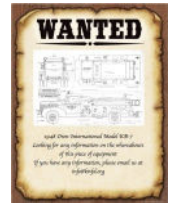
WANTED: 4x6 pictures of Howe fire trucks. Call or email Jeff Ryder 812-498-4777, firetruckjr@yahoo.com.

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.

Reunited with its original department, Missoula (MT)

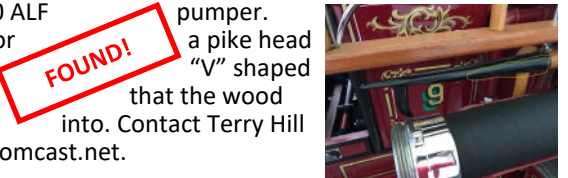
WANTED: Information on Former Kent Island (MD) VFD 1948 Oren/International Model KB-7. Contact Paul Schlotterbeck at psfm64@gmail.com or 443-496-1161.



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: 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.

WANTED: 16' aluminum fire service extension ladder. Needed for a 1983 GMC/Ranger pumper, originally from Pratt & Whitney (CT). Please contact Joe at jmunzer@comcast.net.



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

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

Harvey's Last Word — "Apparatus Ramblings"

By Harvey Eckart

At one time, American LaFrance, Mack, and Ahrens-Fox dominated the American fire apparatus industry. Today, all three are long gone, replaced by Pierce, E-One, and Rosenbauer. Let's take a look at some of the makes and models of deceased manufacturers, that are no longer on the scene:



Photo #1 Mack built 3849 custom series CFs from 1967 to 1990. Here is the very last complete CF pumper built in 1984. They continued to build custom chassis for several more years.

Harvey Eckart photo

Photo #2 Mack only built a small number of semi-open cab CFs; and this one went to sunny Southern California.

Harvey Eckart photo



Harvey's Last Word — "Apparatus Ramblings"

(cont'd)

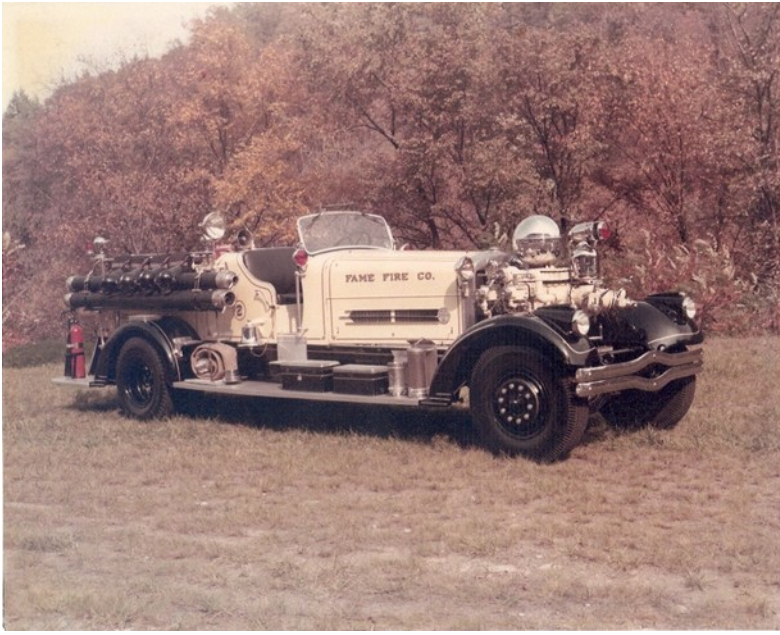


Photo #3 Ahrens-Fox existed from 1910 to 1956 and specialized in piston pumper, like this famous one delivered to Lewistown PA in the thirties.

Harvey Eckart photo



Photo #4 Orens were built in Virginia from 1917 into the 1980s. Their sedan cabs were distinctive and impressive.

Tom Herman photo



Photo #5 Sedan cab pumpers are my favorites, such as this Oren. This style front end can easily be confused with Pirsch, Howe, or Duplex.

Courtesy of Keith Kemerly



Photo #6 American La France built apparatus from 1904 to 2014 for various owners. This 1000 series 100-foot aerial tiller was delivered to Beverly Hills (CA) in 1972.

Courtesy of Chuck Madderom



Photo #7 Crown did not enter the picture until 1951 and lasted until 1985. They were popular with California departments such as this '72 with a 100-foot Maxim aerial.

Courtesy of Chuck Madderom

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