

ENGINE! ~ ENGINE!







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~ On the Front Cover ~

On the front cover is a shot of the muster at the SPAAMFAA Summer Convention and Muster hosted by the Rhode Island Antique Fire Apparatus Society. Photo by Peter Kaczorowski.

~ On the Back Cover ~

On the back cover, Dan Jasina's photo gives us a unique view of the muster at the SPAAMFAA Summer Convention and Muster hosted by the Rhode Island Antique Fire Apparatus Society.

Chief's Chair

Dear All,

I will start my last column on a sad note. Past President Edward Peterson passed away recently. Ed joined in 1976 and served as President in 2000, 2001, and 2002. He was very instrumental in creating the archives and engineered having it located at the AACFA Library in Hershey. He chaired the Archives committee for 25+ years, handled all the work of the archives including the sale of the surplus materials while it was in Hershey. His guidance will be missed.

I was very honored when the Board asked me to fill out the remaining term of our last president who resigned. Thank you for your confidence and I hope I fulfilled that obligation.

By the time you read this the Memphis meeting will have occurred and you will have a new President (Tim "Cos" Jones) and Vice President (Chuck Buschardt). I hope they get the same support I have enjoyed. Thank you to John Kurycki for filling out the remainder of his father, Jim's term as District 4 Trustee.

The running of this Organization is done by many members. When you add up all the officers, board members, and committee members, there are over 60. My personal **Thanks** to each of you for your time and the work you do.

One of the discussions that the Board will have in Memphis is the annual winter meeting. Three times in the last few years, the Board has had to handle that meeting because there wasn't a chapter willing to sponsor it. I have already heard a couple of comments about going back to Florida again to the same hotel. The reason is very simple; we didn't have a chapter offer another choice. We are thankful that the Florida Chapter made an acceptable offer.

As of now, there isn't a host for 2025. So, the Board has 2 choices, try to do it again with Board members choosing a venue and handling the planning or just have a Zoom meeting of the Board with no activities for the members.

As to the **STATE** of our organization, I personally feel we are very stable and financially good. Our membership numbers grow very slowly, and we have 50+ active chapters. Just recently the Northeast Ohio Chapter was accepted, and we have another chapter being formed. It is the chapter activities that will continue to grow SPAAMFAA and it's from the chapter membership that we get a lot of our leaders. I would like to say **THANK YOU** to all the Chapter leaders for their support and all the activities that they plan. If you do not belong to a chapter, I strongly recommend that you join one in your area. If there isn't one in your area it only takes a handful of members to start one. Help is available if you ask for it. Start by asking Executive Secretary, Bill Blunden for information.

We are still faced with the two unfunded liabilities, Life Members and the Archives. Our Life Member investments are starting to offset that unfunded liability. As that investment grows the less that liability becomes. If you have been a Life Member for years, I strongly recommend that you donate to the Life Member investment account. The unfunded liability of the Archives is offset some from the sale of the books that member Anthony Buono has authored. When you purchase one of those books, you are helping to fund the operating expenses of the Archives. The rest of that unfunded liability comes from the investments and dues.

For over a year we have been searching for someone(s) to help Engine!~Engine! editors Scott Rollins and Steve Hagy who have been our editors for years. Out of 1,700+ members there has been little interest. If they decide to give up, then one of these will probably happen, either we hire someone or we cease publishing. Surely there is someone who can lend assistance.

Best Wishes to All,
Frank S. Tremel
President

ANTIQUE FIRE EQUIPMENT + FAMILY + FRIENDS = FUN

Editor's Notebook

Greetings,

Finally, your muster issue has arrived.

Thanks to all who took the time to submit photos. Thank you also to those I bugged incessantly to get caption information and were able to help. I know it is still only February, but please think about submitting photos from your 2024 events now!

Sadly, Steve Hagy has decided to retire as Co-Editor for Engine!~Engine!. His wisdom, attention to detail, and knowledge will be missed. Steve is not only a friend, but a mentor. I do think we have someone to become Co-Editor and will cover that in the next issue.

Enjoy,
Scott Rollins, *Co-Editor*

Future E!E! issue submission due dates:

2024-2 due by 04-01-24

2024-3 due by 07-01-24

2024-4 due by 10-01-24

2025-1 due by 01-01-25

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Upcoming SPAAMFAA National Conferences

Summer 2024 - York, Pennsylvania

June 4 - June 8

Winter 2025 - Kissimmee, Florida

March 4 - March 8

Summer 2025 - Kansas City, Missouri

TBD

Winter 2026 - OPEN

TBD

Summer 2026 - Devens, Massachusetts

TBD

Tool Box

by Ted Elder

This issue, I am going to cover some of the more common “upgrades” a mechanic may find on a pre-WW2 fire engine. But first, I would like to ask for some help in writing this column. Many of the common mechanical questions found on the internet have to do with collector fire apparatus from the 1970s and 1980s. These questions have to do with air brakes, diesel engines, and Allison automatic transmissions. Unfortunately, I do not have enough background in these modern mechanical devices to trouble shoot technical questions. My area of expertise is in pre-WW2 vehicles. Trouble shooting distributors, magnetos, carburetors, etc. is what I have experience in and technical manuals for. It would be great if someone could help by writing articles on the more modern collectibles that are so prevalent on today’s muster fields. If you have the appropriate experience and technical resources, please contact me so we can discuss how you could help.

By about 1915, fire apparatus manufacturers had settled into standard models. These models were improved throughout the 1920s. In the 1930s, some big improvements came along such as V12 engines and hydraulic brakes. Unfortunately, the Great Depression severely limited the number of fire departments that could purchase these new fire engines. World War 2 followed and made it impossible for most fire departments to purchase new apparatus unless they had a true need as determined by the War Department. At the end of the war, most departments were still operating vehicles from the late teens and 1920s in front line service. There was a long waiting list for new deliveries as apparatus manufacturers switched back to peace time production. Many of these early rigs continued in second line service well into the 1960s and later.

With such long service lives, many of these rigs received upgrades to keep them operating, make them more efficient, and improve safety. Below is a breakdown of some of the more standard repairs, upgrades, and improvements that the modern collector may find.

Engine - While the early engines were quite robust, carburetors and magnetos frequently wore out. Early carburetors were difficult to rebuild, and the common solution was to replace the early brass carb with a new cast iron carburetor. This was a simple switch. The same was true with the early magnetos. Replacement of the old magneto with a newer version was quite simple.

Electrical - Early fire apparatus had very simple electrical systems. As traffic increased, the need for a siren and some type of warning light became necessary. The early generators were somewhat limited in their capacity. So, extra batteries were commonly added to increase the electrical reserve. Sometimes the generators were upgraded. Headlights were often replaced with more effective and safer sealed beam units. Brake lights and turn signals were also common additions to improve safety. The quality of the wiring and the neatness of the installation varied greatly between departments.

Tires - Hard rubber tires would not last forever. Many rigs with solid rubber tires had pneumatic tires installed as replacements. This necessitated new rims and often new wheels. Wood spoke wheels often were upgraded to steel spokes or disk wheels.

Brakes - The early brake systems were not great! There were a great many modifications available to increase braking ability of early vehicles. American LaFrance rigs in the teens and 1920s often had problems with the length of throw needed at the pedal to fully apply the mechanical brakes. It is quite common to see the brake pedal extended in length or the slot in the floorboard enlarged to allow more pedal travel. Adding a vacuum booster to the brake system was a very common option. The booster could be used to increase force on the original brakes or could be used to apply the separate hand brake system. Vacuum boosters required tapping the intake manifold for vacuum. There was a level of engineering required in adding the booster to get the correct effect. Many manufacturers produced drawings of their recommended installation. Some fire departments went to the extreme length of adding four-wheel brakes to early rigs. This required replacement of axles and a lot of engineering. This level of upgrade usually followed a tragic accident of some kind.

Body - All types of upgrades to bodywork were possible. Departments added equipment baskets and boxes. Pre-connected attack lines and mounted deluge guns were very common. In the northern climates, the addition of a windshield of some type was extremely common. This required some type of windshield wiper to be added also. A few departments even added entire cabs to their early rigs. The quality and workmanship of these additions could be quite crude or quite excellent.

These additions were the most common that I have seen. Of course, anything was possible.

Next issue, I will continue this exploration by looking at post WW2 additions and upgrades.

Until then, please send your comments, questions, and corrections to Ted Elder, 15085 Hackett Rd, Apple Creek, OH 44606. Or email me at ahfox1@gmail.com

2023 Chapter Musters and Events

Amoskeag Reserve Engine Company

The Amoskeag Reserve Engine Company held their annual muster in October at the Aircraft Rescue and Fire Fighting (ARFF) site in Concord (NH). It was a beautiful day. We had about 35 apparatus show up and a great turnout of the public. Photos courtesy Jim Topham.



The ARFF pad at the Aircraft Rescue and Fire Fighting (ARFF) site in Concord.

Robert Moholland used his Mack for the "Fill A Fire Truck with Toys" for the Wolfeboro Childrens Christmas Fund in late November.



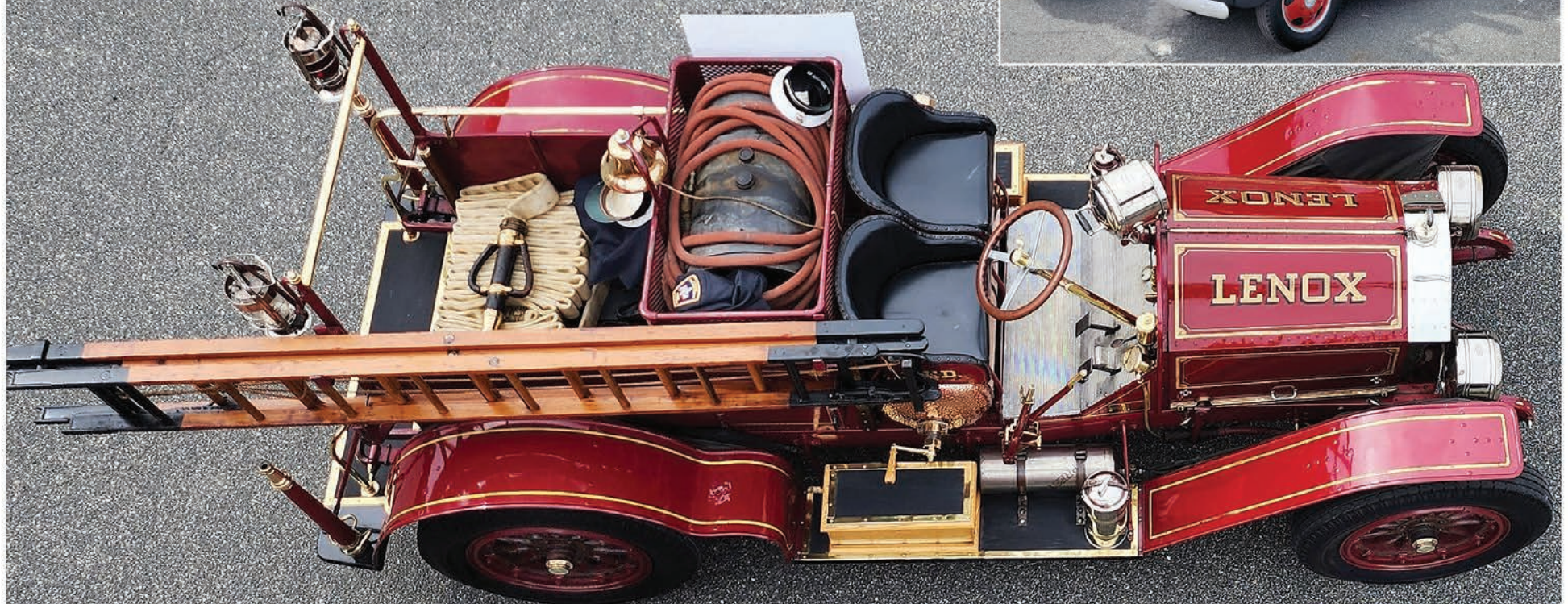
Doug Boudrow's 1984 American LaFrance won Best of Show.



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Berkshire Antique Fire Apparatus Association

**Lee (MA) Fire Department's
1942 Ford/Maxim muster truck.
All photos by Ed Harvey.**



**Lenox (MA) Fire Department's
1910 American-LaFrance Type 5
Hose and Chemical Automobile,
with Registration Number 1.
*Great photo Mr. Harvey!***

**On the right is is the Berkshire
muster in September.**



Old Dominion Historical Fire Society

Old Dominion Historical Fire Society Spring muster, known as The Apple Blossom Festival Fire Apparatus Muster & Parade is held the first Friday in May each year. We usually average around 75 apparatus, which is a nice turn out for any muster but this one being held on a Friday is really a great showing. Following the muster, we parade from the muster site out of town to downtown historical old town Winchester & set up for the Firefighter's Festival Parade that evening. For the Festival Parade, all of the antiques go first, followed by the in-service apparatus. All photos by Tom Herman



This phenomenal 1986 Ford LTL/ Ranger Heavy Rescue (ex-Arundel, MD) is now owned by the Joel Willis Family and was on display at the ODHFS Spring muster.





On the left, is a decked out 1963 American LaFrance pumper displayed at the Apple Blossom Muster. The ALF was formerly in service at Middleburg (VA), then served at Rouss Fire Company in Winchester (VA), and finally was in service at Clover Hill (VA) Volunteer Fire Department. After two private owners, the current owners Frank & Daniel Hoppes performed a complete restoration making this one spectacular rig!



Above, is a 1953 GMC/American pumper (ex-Herndon, VA) was displayed by David & Linda Gantt at the ODHFS Spring Muster in Winchester.



This pre-civil war hose reel is believed to have been manufactured by John Rodgers & Sons in Baltimore (MD) and was restored by ODHFS members Chuck Malone & Clyde Clark. There is a growing number of hand drawn apparatus appearing at the ODHFS Apple Blossom Muster.



Part of the 16 rigs that showed up on a rainy and gloomy day for the ODHFS "Heart of Virginia" Fall Muster that is held the second Saturday of October each year in Farmville (VA). The rain really hurt attendance this year, but the hardy folks that braved the weather had a great time in spite of the weather!

Central New York Chapter



Central New York Chapter's 1923 Ahrens-Fox (Big Bertha) in front of her original firehouse in Syracuse (NY), both are 100 years old! Photo courtesy Michael Barczewski.

Central Ohio Antique Fire Apparatus Association

Central Ohio Antique Fire Apparatus Association 34th annual muster was held in June. Photos by retired Columbus Chief John Rees.



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Chesapeake Antique Fire Apparatus Association

The Chesapeake Antique Fire Apparatus Association held their annual muster at Pleasant Valley Community (Westminster, MD) Fire Company in June.



Photo by Lee Smith.



Photo by Joe FitzGerald.



Photo by Joe FitzGerald.



Photo by Joe FitzGerald.



Photo by Lee Smith.

Genesee Valley Antique Fire Apparatus Association

Member Nick Rose's Seagrave Quint on display at the Greater Buffalo Muster held at the Firemen's Memorial Exhibit Center of Western New York.



Genesee Valley Antique Fire Apparatus Association group photo at the Greater Buffalo Muster in July.



Rigs at a regular chapter meeting at Billy Braun's home and museum in Genesee, PA. All photos are from the Genesee Valley Chapter's newsletter.



David "Froggy" Davis, with friend, posing behind his homemade Ahrens-Fox apparatus drafting from the Genesee River at HarborFest held at Ontario Park in Rochester (NY).

Delmar Antique Fire Apparatus Association

On Sunday October 8th 2023 the Delmar Antique Fire Apparatus Association held their 2nd Annual Muster at the Sudlersville (MD) Volunteer Fire Company's carnival grounds. The weather turned out to be gorgeous. We had 38 antique vehicles participate in the muster, that was an increase of 17 participants over last year's muster. We gave away all 23 awards. Best in Show was awarded to Mark Vanselous for his 1951 Seagrave TDA (photo bottom left). Photos on this page, courtesy of Stephen Gilbert.





Photo by Lee Smith.



Photo by Lee Smith.



Photo by Lee Smith.

Glasstown Antique Fire Brigade

The Glasstown Antique Fire Brigade held their annual Wheaton Arts Muster on August 20th, 2023. The nice weather brought out around 60 trucks, and over 1,300 visitors. All photos by Rich Litton.



This 1890 American Eagle hose cart is owned by Michael Wharton.

This 1937 Diamond T/Pirsch Smokeater was my "Chief Engineers Choice" entry. This truck was purchased new by its current owner, Port Norris (NJ) Fire Department as Pirsch order #574-A. The rig also served the Hampton Lakes (NJ) Fire Department from 1959 into the 1970s. The Diamond T/Pirsch later made its way back home. The pumper has a 500-gpm pump and 300-gwt.



A past Best of Show winner back for another day out, is this 1916 Ford American-LaFrance chemical unit from the Niagara Fire Company in Merchantville (NJ). This was Merchantville's first motorized unit and was also the first motorized for Lumberton (NJ) Fire Company in 1923. The ALF was returned to Merchantville in 1946.



This 1946 Ford/Oren pumper (ex-Aberdeen (MD) Fire Department) is equipped with a 500-gpm pump. The Ford is owned by the Piper family.



William Foxall Jr. displayed this 1981 Sutphen pumper (ex-Rockledge PA) which had served his department for many years. The pumper has a 1,250-gpm pump and 500-gwt. The Sutphen was ordered by Rockledge in 1979, completed in December 1980, and registered in 1981.



William Sorshek's 1983 GMC/Emergency One pumper looks as it did on delivery day to the Egg Harbor City (NJ) Fire Department. This unit has a 1,000-gpm pump and 500-gwt.



1986 Ford C/Pierce pumper (ex-Farmington Fire Company in Egg Harbor Township, NJ) is also owned by William Sorshek. The pumper has a 1,250-gpm pump and 1,000-gwt.

Great Lakes International Antique Fire Apparatus Association

The Great Lakes International Antique Fire Apparatus Association held their annual muster the last weekend in July in Frankenmuth (MI), there were 75 rigs in attendance. Photos by Dan Jasina.



1974 Duplex/Howe pumper (ex-Hampton, MI).



1990 Mack/Emergency Equipment Inc pumper (ex-Stanford, NY).



1917 Ford T with two chemical tanks (ex-Lansing, MI).



Midvale (OH) Fire Department's 1934 Ford/Van Pelt.



1985 Seagrave pumper (ex-Gross Pointe Woods, MI).

Pompier, Pump and Playpipe Society of Indiana



We invited the Professional Car Society to our muster in July and we had several PCS members and their cars show up, including a surprise visit from a rare 1955 Studebaker Ambulet. The Ambulet was a sub-model of the 2-door Commander Conestoga Station Wagon. The Ambulet was aimed primarily towards police and fire departments, but small-town funeral homes, many of which provided ambulance services at the time were also considered customers.



Les & Carla McConnell's 1956 GMC/Midwest/Boyer pumper (ex-New York Central Railroad and ex-Amtrak).



Les & Carla McConnell's 1984 Ford 8000/Pierce (ex-City of Lawrence, IN).



1991 KME Predator pumper (ex-Fortville, IN) has a 1,250-gpm pump and a 750 gwt. The KME is unique with its extra tall cab that enclosed the mid-mount pump panel. The KME is part of the Ted Moore Collection.



At the annual Rodger J. Birchfield muster (on the left) is your editor's 1937 Diamond T/Indianapolis Fire Department Shops Squad and (on the right) a 1980 Ford C/Pierce pumper (ex-Montezuma, IN) that is part of the Ted Moore Collection.



Independence 76 Fire Company

Here are three different 1928 American-LaFrance pumpers that all attended FireFest 2023.

On the top is the restored Independence (MO) pumper. Found by accident, the American LaFrance was restored by volunteers and donations about 30 years ago. Photos by Roxie Webb.



In the center is the McPherson (KS) Fire Department's 1928 American-LaFrance. The pumper was restored by their department in the past few years.

The bottom photo is 1928 American-LaFrance (ex-Hutchinson, KS) pumper owned by Kansas City Metro Chapter Vice President Rick Webb. Rick has had the Hutchinson rig for over 20 years. Rick found the Hutchinson pumper when he was helping start our organization and they were looking for the Independence American-LaFrance. The Independence pumper and the Hutchinson rig are only one digit off in the serial numbers so they came off the assembly line together, "brothers" on the assembly line. The Hutchinson truck in its original "patina" is driven to Firefest each year, pumps for five or six hours and is then driven home.





Independence 76 Fire Company's 1960 Seagrave being used for training with the Kansas City Area Honor Guard Clinic.



Independence 76 Fire Company's 1960 Seagrave being used at Halloween parade.



1928 American LaFrance on display at a fundraiser for HeroFund USA. All photos by Roxie Webb.



A few of the apparatus at the Independence 76 Fire Company FireFest.

Florida Antique Bucket Brigade

As always Bob Romig kept his bunch hopping in Florida! Our 2025 Winter Convention will be in Kissimmee with the Florida Antique Bucket Brigade.



Doug Riddle's 1934 Chevrolet/Howe pumper (ex-Veterans Administration for Fort Miley Veterans Hospital, San Francisco, CA). The Howe is a triple combination pumper mounted on a 1 1/2 ton chassis. Basic specifications include a 200-gwt, 12-gauge copper baffled booster tank, and a 200-gpm Waterous Rotary gear pump.



1967 American LaFrance pumper (ex-Mahwah, NJ).



Steve Vinson owns this 1989 Spartan Diamond/FMC pumper (ex-Kenansville, NC). The FMC has a 1,250-gpm pump and a 1,000-gwt.



Mike Heeder's 1987 Hahn at the Keystone Heights Christmas parade. Photos courtesy Bob Romig.



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Minnesota Fire Engine Club



Doug Gilbertson's 1964 International Harvester/Pirsch pumper throwing water at the 2023 Cannon Falls Fire Muster.



Minnesota Fire Engine Club members getting a quick group photo before leaving for an event. Without the great group of people we have, our chapter would not be where it is today.



Chris McMahon putting his Ward LaFrance to work at the start of 2023 to get it ready for the busy operating season we had planned.



Gary Lawrence is pumping his 1977 Ford L/General Safety and supplying other rigs at the 2023 Burnsville Fire Muster under the fireworks. All photos by Henley McNulty.



2023 Burnsville Fire Muster pumping under the fireworks.

Chippewa Valley Chapter of SPAAMFAA

The Chippewa Valley Chapter of SPAAMFAA has finished the restoration of their 1954 FWD/Darley pumper (ex-Chippewa Falls, WI). Engine #2 is on display at the new Chippewa (WI) Area History Center. This was a 12-year project for the chapter. Photo courtesy Jack Running.



Van Pelt Chapter

The officers and directors of the Van Pelt chapter of SPAAMFAA make frequent outreach visits to local fire departments, to promote our chapter, to recruit new members, to foster good will, and to encourage participation with antique fire apparatus in chapter events.



Wheatland (CA) still owns this 1949 Dodge/Van Pelt pumper. The Dodge has a 500-gpm pump and 500-gwt. All photos by Ed Hass.



The California Fireman's Muster Association (CFMA) held a business meeting in Los Banos, CA, and the Van Pelt Chapter had a table set-up there. After the meeting the Van Pelt Chapter paid a visit to the Los Banos firehouse, where five antique fire engines are preserved, including this 1938 GMC/Van Pelt pumper.



Placerville (CA) Fire Department's 1931 GMC/American-LaFrance Type 299 pumper.



Mark Hathaway's 1966 Crown Firecoach pumper (ex-Live Oak, CA and ex-Felton, CA). The Crown has a 1,250-gpm pump and 500-gwt.



Santa Clara (CA) still owns this 1921 Ford Model T hose wagon, one of five antique fire engines they are preserving.



Lodi (CA) Fire Department keeps a "Santa fire truck" in their firehouse. The "snorkel basket" on their 1967 GMC/Van Pelt/Hi-Ranger is permanently decorated as Santa's sleigh, with reindeer lining both sides of the "snorkel" boom. The 85-foot cable-hoist raise mechanism has been disabled, and a more modern diesel engine and automatic transmission have been installed.

Pennsylvania Pump Primers

The 47th Annual Pennsylvania Pump Primers Muster had over 130 rigs in attendance. Pumping along the Susquehanna River is very popular as you can see in the photos. Photos courtesy Denise Little.



Daniel Hoppes II owns this 1963 American LaFrance pumper (ex-Middleburg, VA Company 3).



Michael Hamilton's 1945 Mack B pumper.



Michael Snyder's 1966 American LaFrance pumper (ex-Carlisle, PA).



The Susquehanna Township Rescue Fire Company 37 (PA) is restoring their 1953 Dodge/Bruco. The Dodge/Bruco was the fire company's first rig. The Pennsylvania Pump Primer's Muster was the first time the truck had been to an event in 20 years.



Terry Fix owns this 1926 American-LaFrance Type 38/39. The rig won both the Dave Buskey Award and Best Appearing -Static Display Award.



Albert Hebley's 1928 Ahrens Fox pumper (ex-Bethesda, MD).



1974 Mack Aerialscope (ex-North Middleton Township, Carlisle, PA) is owned by John Murray.



Miami Valley Antique Fire Apparatus

The Miami Valley Antique Fire Apparatus chapter held their 27th Annual Show/Muster at Carillon Historical Park in Dayton, Ohio, on September 2nd. The beautiful weather encouraged 36 owners to display their apparatus for the enjoyment of the park guests. Vendors had fire-related items for sale. Visitors and members all seemed to have a good time.



Bob & Deb Hendricks' 1928 Seagrave. Photo by Bob and Rachel McClain.



The Mercer Family's 1980 American LaFrance pumper. Photo by Bob and Rachel McClain.



Eric Hagemeyer's horses pulling Bob McCarroll's Hose Wagon. Photo by Bob and Rachel McClain.



Mark Radtke is shown aboard his 1929 Seagrave engine (ex-Ashtabula, OH). After a multi-year, frame-off restoration the freshly completed pumper made its debut at the Miami Valley Chapter's muster. Steve Hagy photo.

Monroe (OH) Fire Department's 1924 Prospect. Photo by Bob and Rachel McClain.



1936 Ahrens-Fox owned by Mike, Sarah, & Kat Zimmerman. Photo by Bob and Rachel McClain.

Miles Greenwood Historical Fire Apparatus Society

The Miles Greenwood Historical Fire Apparatus Society held their muster on June 3 at Oeder's Lake in Morrow (OH). All photos by Katy Wuest.

Larry Flynn's
1959 GMC/
American
(ex-Loveland, OH
Fire Department).



Jeff Prater's 1925
Winther/Pirsch Chemical
(ex-Lebanon, OH Fire
Department).



1992 Pierce Dash pumper
(ex-Hebron, KY Fire
Department) owned by Sam
Hoppius is pumping away.



1948 International Supera Tractor owned by Paul & Doug Tieman.

Rigs lined up (R to L):
1960 Ford/Howe, 1962
American LaFrance
900, 1968 International
front mount pumper,
1984 Mack CF.



Nick Placke's 1924
Reo/Howe.

SPAAMFAA Winter Convention in Phoenix

Since there was not a chapter that volunteered to host the 2023 Winter event, the Board decided to host the event and formed a partnership with the Hall of Flame Fire Museum, in Phoenix. The Convention was a great success! Thanks Tim & Brian. All photos by Ted Moore.



1968 E. R. Foden/
Hampshire Car Body
Angus Pump Escape.
Angus built over 6,500
pieces of fire apparatus
during its 61 years of
existence between 1933
and 1994. This rig was
built for Nottinghamshire
(U.K.). It has a rear
mount 750-gpm pump
(with engineer panels on
both sides of the truck).





1948 Buffalo (ex-West End Fire Company of Stowe, PA).



Circa 1890 Chemical Engine. The two-tank rig was sold to the Phoenix (AZ) Volunteer Fire Department in 1908.



1915 Robinson pumper (ex-Globe, AZ and ex-Gila Bend, AZ) the rig has an 1,000- gpm rotary pump. Note in the inset photo (right) the elegant plumbing to the pressure dome.

SPAAMFAA National Summer Muster and Convention hosted by the Rhode Island Antique Fire Apparatus Society

The trip to Rhode Island was looked forward to by many SPAAMFAA members. Discussion about who was going and what rigs were attending started several months before the events on social media.

The event lived up to the hype with 108 pieces of apparatus attending the muster.

Well done Rhode Island Antique Fire Apparatus Society!

Photos by Peter Kaczorowski unless otherwise credited.







Photo by Nick Zabawar.



Photo by Nick Zabawar.

Southern Vintage Fire Apparatus Association



(L to R) Member Greg Barrett's 1986, Mack CF686 pumper (ex-Tower City, PA), Member Gene Northington's 1970 Mack CF pumper (ex-Brewster, NY), SVFAA's 1985 Ford/Pierce pumper (ex-Gardendale, AL), Member Kenny Booth's 1986 Seagrave TDA (ex-Santa Monica, CA) and finally, Member Kenny Booth's Oshkosh air crash truck.



SVFAA's 1959 Maxim, in the foreground and SVFAA's 1985 Ford/Pierce.



Dave William's 1982 American LaFrance Century series pumper (ex-FDNY E-290 and ex-North Lawrence, NY) and an Oscar Mayer Wienermobile at a Brookhaven, GA car show.



Local ERA realtors pose for a fun photo on a 1959 American LaFrance (ex-Irondale, AL) in the SVFAA fire museum warehouse. All photos courtesy Bill Graham.

Tri-Counties Fire Association

The Tri-Counties Fire Association held their 31st Annual Muster at Thompson Park in Jamesburg (NJ). Despite doomsday forecasts of heavy thunderstorms and flooding, the sun was out for most of the morning before the rain started. Approximately 35 rigs were present with several hundred people in attendance. All photos by Jack Calderone.



Part of the New Jersey Fire Museum Collection is this 1986 Mack/RSI pumper (ex-South Amboy, NJ). The Mack is equipped with a 1,250-gpm pump and 500-gwt.



1930 Mack BX pumper (ex-Freehold, NJ). The rig has a 750-gpm pump.



1947 Ahrens-Fox pumper (ex- Old Bridge Fire District, East Brunswick, NJ) that was refurbished by Hahn in 1988. The Fox has a 750-gpm pump and 200-gwt.

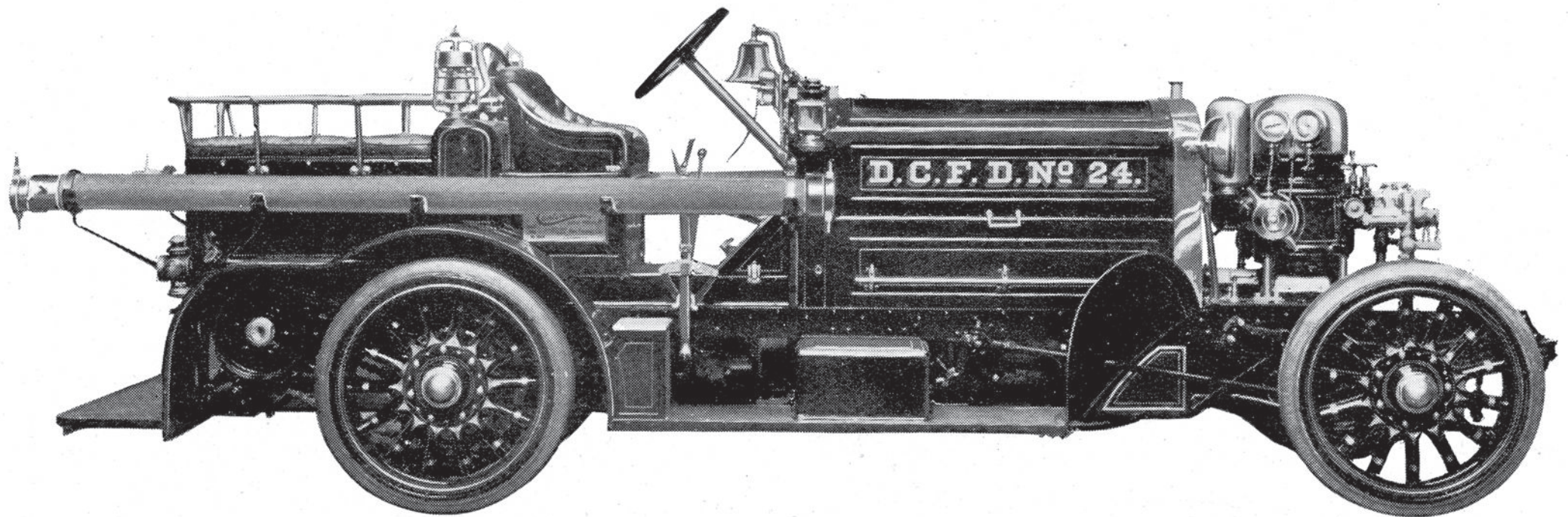


1947 International/Great Eastern pumper (ex-Hampton, NJ) has a 500-gpm pump and 300-gwt.



1967 Mack C pumper (ex-Lavallette, NJ) is equipped with a 750-gpm pump and 500-gwt. The Mack is part of the New Jersey Fire Museum Collection.

FOOT LOOSE FOR A SINGLE PURPOSE



CAPACITY
750 Gallons Per Minute.

Model "B" Pumping Engine.

UNLIKE ANY OTHER, UNLESS IT'S ANOTHER "AHRENS-FOX"



ENGINE!-ENGINE!

