

ENGINE! ~ ENGINE!



First Quarter

2025-1



ENGINE!~ENGINE!

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2025-1 First Quarter

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~ On the Front Cover ~

Nathan Andrews gives us a birds-eye view of the Summer Muster in York, PA. Nathan, like so many of the photographers who send photos to Engine!~Engine! had several great photos from which to choose.

Chief's Chair

Dear All,

It was great seeing everyone in Florida. Bob Romig and crew once again did an outstanding job hosting the winter meeting. It was nice to get away from the cold.

Jeanne and I always enjoy our time with those that we unfortunately only see a couple of times a year at SPAAMFAA functions. Fun, Friends, Family, and Fire Trucks

Speaking of SPAAMFAA functions, I am looking forward to the upcoming summer meeting in Kansas City MO. Being hosted by the Independence 76 Fire Company. They have put together quite an impressive list of activities to keep you entertained and the one I'm most anxious to attend is the Firefest on Saturday. I'm sure we are going to see some rigs there that we have not seen before. That's why it's so nice to get to different parts of the country for our meetings. Make sure you get your registration in. You will not want to miss this.

If your Chapter is thinking about hosting a meeting, we have the people ready to help you do it. It's not really that hard. Contact either Richard Quetta, Brian Anderson, or myself, we are here to help.

Executive Secretary Bill Blunden and I traveled to Houston Texas to attend the Fire Museum Network meeting. We were there at the suggestion of Chuck Montgomery of the Hall of Flame to present them with the idea of a museum, such as the Hall of Flame and The Memphis Fire Museum of hosting our meetings. The presentation was well received, and we made some important contacts.

As we move into the summer Muster Season, I would remind all the Chapters that hold a Muster to please review the SPAAMFAA Safety rules. The rules were made to help you have a safe and fun Muster.

Chief's Chair (continued)

Please remember that this is a Volunteer Organization, and it takes all of us working together to make it run.

Sure, sometimes the publications get off the posted issue dates, but this is due to work or family obligations. Remember that Scott, Duane, Amy, and John can always use articles and pictures for E!E! and ST.

I look forward to seeing everyone this coming year at the various functions.

I can always be reached at timothycosgrovejones@gmail.com with any questions or concerns

Best,
Cos
President

ANTIQUE FIRE EQUIPMENT + FAMILY + FRIENDS = FUN

Upcoming SPAAMFAA National Conferences

Summer 2025 - Kansas City, Missouri
June 18 - June 21

Winter 2026 - Open
TBD

Summer 2026 - Marlborough, Massachusetts
June 24 - June 27

Editor's Notebook

Greetings,

No matter how much we try, the first issue of Engine!~Engine! is late every year. Between late photo submissions and chasing down data for good caption information putting this issue to bed is time consuming. You find that before you know it, the days have turned into weeks and the weeks into a month. It is frustrating for Duane and me, as well as all of you. It is hard to say "no" to late submissions, after all, the person who took the time to take the photos, select the photos to send, and then send them to us is proud of what they have sent us and rightly so. As for good captions, in my view that is an important part of a magazine that is aimed at both educating and entertaining members. It is not unusual to spend 45 minutes online trying to find caption information on a rig. All that to say we are sorry this issue is late.

On a happier note, The Summer Convention will be in Independence, MO in just a few short weeks. The Independence 76 Fire Company has several great things to do, plus for many of us, especially those on the East Coast there will be many pieces of apparatus we have not seen before.

We need to add our thanks to the authors and photographers that make our content great with eve-ry issue of Engine!~Engine!.

We also need to thank the members who critique our work. Though the former surely will put a smile on your face and a "spring" in your step, the latter let's you know members are still reading Engine!~Engine! and paying attention to what is being published and that is a good feeling too.

Thank you all,
Scott Rollins, *Co-Editor*
Duane Trautman, *Co-Editor*

Future E!E! issue submission due dates:

2025-2 due by 04-01-25
2025-3 due by 07-01-25
2025-4 due by 10-01-25
2026-1 due by 01-01-26

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SUMMER CONVENTION
S.P.A.A.M.F.A.A.

SOCIETY FOR THE PRESERVATION AND THE APPRECIATION OF ANTIQUE MOTOR FIRE APPARATUS IN AMERICA



JUNE 18TH-21ST, 2025
INDEPENDENCE, MO

**ONE OF THE OLDEST FIRE DEPARTMENTS
WEST OF THE MISSISSIPPI**

2024 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). Photos by Jim Topham.



AREC Vice President Ricky Hippler, pumping his 1975 Mack MB6 11/Howe/Valley Refurb. (ex-Boscawen, NH Engine 3).



Ray Smith's 1984 Chevrolet K30 4x4 Pierce Mini-pumper, "Margaritaville FD" 400-gpm pump and a 250-gwt. on display at the AREC Muster.

AREC member Mark Mattice brought his 1949 MACK LS pumper (ex-Manchester, NH) and AREC Director Steve Goldsmith brought his 1974 Maxim F Model pumper (ex-Chester, CT). Both rigs were on display at AREC's annual muster.

Owned by the Roger Davis family, a 1971 American LaFrance 1000 Series pumper (ex-Hartford, CT). The rig is equipped with a 1,000-gpm ALF 2-stage pump and a 500-gwt.



Brian Anderson's 1923 Ahrens-Fox J-M-2 (ex-St. Paul, MN).

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Berkshire Antique Fire Apparatus Association



Pirsch Ladder that served several communities in nearby Columbia County, NY.
Photo by Ed Harvey.



Lenox (MA) has done an amazing job restoring their 1924 American-LaFrance.
Photo by Ed Harvey.



1940 Ford/Maxim pumper (ex- Tyringham, MA). The Maxim won Best in Show! Photo by Danielle Toomey.

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Dodge Power Wagon (ex-Groton, MA).
Photo by Ed Harvey.



In the foreground is a Pierce pumper (ex-Interlaken Station, Stockbridge, MA) with the Pirsch ladder from Columbia County, NY in the background. Photo by Danielle Toomey.

Old Dominion Historical Fire Society

The Old Dominion Historical Fire Society stayed busy with several events in 2024, including the Farmville Muster and Apple Blossom Muster. Tommy Herman reported that Apple Blossom Muster attendance from the public in 2024 was the largest ever seen at a muster and is growing larger each year.



Todd Stone's Seagrave Aerial (ex-FDNY Ladder 61) is a rarely seen "telephone booth" rig. The ladder truck was at the Farmville Muster. All photos by Tommy Herman.



This trio of apparatus formerly of the O.W.L. (Occoquan-Woodbridge-Lorton Volunteer Fire Department of Woodbridge, VA) Fire Department and now owned by ODHFS member Ken Bacon made for an impressive sight at the Old Dominion Historical Fire Society's Apple Blossom Muster.



Unique and one of a kind apparatus was the theme at this year's Farmville Muster. Apparatus in this photo are (l to r) Dr. Mike Denbar's 1939 GMC/Hunter, the Herman Family's 1935 Harley Davidson Firecycle and their 1959 Oren "Little Squirt."



1972 Mack Aerialscope (ex-FDNY Ladder 31) was displayed at this year's Farmville Muster and is owned by member Randy Foster.



The Farmville muster this year could have been known as the year of the FDNY apparatus as a third FDNY rig that was displayed is this Seagrave pumper (ex-FDNY Engine 33), now owned by the Mederios Family.



Beautiful antique apparatus with the water display in the background is a sight to see at the Virginia Chapter's annual Fall Muster held each October in Farmville (VA) at the beautiful Wiles Lake Park.

Fire Museum of Maryland

The Fire Museum of Maryland's 1899/1933 Baltimore City Fire Department Water Tower at the Baltimore City Fire Department Medals and Memorial Ceremony. Photos by Lee Smith.



Chesapeake Antique Fire Apparatus Association

Chesapeake Antique Fire Apparatus Association held a muster in Westminster, Maryland.



All photos by Lee Smith.



DelMar Antique Fire Apparatus Association

The DelMar Antique Fire Apparatus Association (DAFAA) were pleased to host two musters for the 2024 season.

The first was on Saturday May 4th. We held our 1st Annual Spring Muster at the Bowers (DE) Volunteer Fire Company. The weather turned out to be quite dismal, with a cold breeze wind and steady light rain most of the day. We had twenty antique vehicles brave the weather to participate in the muster. The “Best in Show” was awarded to Steve Gilbert for his 1974 Hahn, HCP-10, Engine.

The second was on Sunday October 13th. We held our 3rd Annual Fall Muster at the Sudlersville Volunteer Fire Company's carnival grounds. The weather turned out to be gorgeous, it was a sunny and dry fall day. We had 44 antique vehicles participate in the muster. The “Best in Show” was awarded to Mark McKissick for his 1965 Mack B-model.

The DelMar Antique Fire Apparatus Association would like to thank all the owners and caretakers of all the extraordinary historic antique apparatus who attended these events. We hope to see you this year at our 2nd Annual Spring Muster on Sunday, May 4th, or at our 4th Annual Fall Muster on Sunday October 12th.



A nice variety of historic apparatus at the Fall DAFAA Muster: (L to R) Bruce Betton's 1971 Maxim F Model/75 ft Snorkel, Magnolia (DE) Volunteer Fire Company's 1973 Imperial, Magnolia's 1956 Ford/Oren; Edward Strouse's 1973 Mack CF, and Friends of Engine 64 Inc's 1983 Hahn.



DAFAA Fall Muster's Best in Show: Mark McKissick's 1965 Mack B Model pumper (ex-Portsmouth, OH).
Photos by Scott Sefton.



Fine examples of antique fire apparatus at the Fall DAFAA Muster: (R to L) Paul Quigley's 1935 Mack, Mark McKissick's 1965 Mack B-model, John Morris' 1964 Mack C95, Middletown (DE) Fire Company's 1986 Pierce Arrow, Kyle Kokoszka's 1964 Mack C95, and Ricky Riley's 1961 Crown Fire Coach.



Paula and Frank Tremel's stunning 1947 Jeep with the legendary Chief Tommy Stommel at the wheel.



James Codgill's stunning Chevrolet C10 Suburban Ambulance, that braved the rain to attend the DAFAA Spring Muster.

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Two impressive tractor-drawn ladder trucks: on the right is Joel Bain's 1978 Maxim S Model and on the left is Tommy Russell's 1973 Seagrave.



Stephen Gilbert's gorgeous 1974 Hahn HCP-10 pumper (ex-Dunellen, NJ), drove 40 miles in the rain to win Best in Show at the DAFAA Spring Muster.

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Crown Firecoach Enthusiasts

In California, especially Southern California, things are different than most areas when it comes to fire musters. Since most all available water is in reservoirs and meant for drinking, there are very few bodies of water that you can pump from and into. Luckily, Southern California does have one series of small lake that are on tribal land they don't fall under state or county jurisdictions. One of our members, Mike McDonald, was raised and went to school with the Pala Indian Reservation Tribal Chief and they have a good relationship. Through this friendship we have been able to have the last few musters at the Pala Indian Reservation.

Since this is one of the only places that allow pumping from natural water sources, the Crown Firecoach Enthusiasts have invited all the local fire department to come and participate in the muster. Local fire departments have very few opportunities to practice drafting from lakes and/or rivers. This year, 10 fire departments participated in our muster at Pala. All photos by Kent Collum.



California Fire Museum's Crown pumper (ex-Orange COFA Engine & Pauma Reservation Type-3).



This Water Tender is built on an International chassis. The rig is ex-Idyllwild (CA) Fire Department. All photos by Kent Collum.



Los Angeles Fire Department Historical Society's Hummer Brush Truck.



Mike McDonald's Dodge/Pierce attack squad.



Mike McDonald's Ford C/Pierce pumper (ex-San Diego COFD).



On the left is Dave Kromka's 1962 Crown pumper (ex-Pomona, CA) with a 1,000-gpm pump and 500-gwt and on the right is Dan Page's 1975 Crown pumper (ex-Upland, CA) equipped with a 1,500-gpm pump and 500-gwt.



CFE's 1963 Crown Snorkel (ex-Stanton, CA Fire Department). The Snorkel is 50' and is also equipped with a 1,000-gpm pump and 350-gwt.



On the left is Dave Kromka's 1975 Crown pumper (ex-Culver City, CA) is equipped with a 1,500-gpm pump and had a 500-gwt. On the right is Dan Page's 1975 Crown pumper (ex-Upland, CA Fire Department) is equipped with a 1,500-gpm pump and had a 500-gwt.



Dan Page own this 1975 Crown pumper (ex-Upland, CA) equipped with a 1,500-gpm pump and 500-gwt. Photos by Kent Collum.

Florida Antique Bucket Brigade

Florida Antique Bucket Brigade (FABB) will be hosting the 2025 Winter meeting. The FABB crew always puts on a great event.



1957 Mack pumper (ex-Gettysburg, PA).
Photos by Bob Romig.



Century Series American LaFrance
pumper (ex-Hillsborough County Fire
Rescue, Hillsborough County is on the
Gulf Coast of Florida).



1981 American LaFrance pumper (ex-Bogota, NJ).



Mark Martin (l) & brother Andy (r) with Dick Young (yes, THAT Dick Young!)- pose by a 1973 Young Crusader 65' snorkel (ex-Tallman, NY).



Steve Austin's 1953 Ford/Ward Fire Police van (ex-York, PA).



Matt Dunn's 1953 Dodge U.S. Air Force R2 Crash Rescue Truck.

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).



1939 Mack pumper (ex-Shinnston, WV). Photo by Dan Jasina.



1929 Seagrave pumper (ex-Ashtabula, OH). Photo by Dan Jasina.



Ted Elder pumping his 1887 Amoskeag steam pumper.
Photo by Mike Doran.



1966 Seagrave tractor drawn aerial (ex-Fairfax County, VA and ex-Strasburg, VA).
Photo by Dan Jasina.



*1998 American LaFrance/Wolverine pumper (ex-Coldwater, MI).
Photo by Dan Jasina.*

*1950 GMC450/Detroit General pumper
(ex-Pontiac Township, MI). Photo by Dan Jasina.*



*1970 American LaFrance pumper (ex- Minersville, PA) was
refurbished in 1990 and included a Century cab. The rig is a
FDNY 343 tribute apparatus. Photo by Dan Jasina.*

*Dan Genotte's E-51 clone made its debut at Frankenmuth!
1972 Ward LaFrance Ambassador pumper (ex-American Enka, NC
and ex-Enka-Candler, NC) was quite popular. Dan Jasina photo.*



Hanover, PA Muster

Sponsored by Pleasant Hill Volunteer Fire Company.

1962 Dodge M37 (ex-Boring, MD). Photo by Lee Smith.



1961 International/Howe pumper (ex-Hanover, PA Eagle Fire Company #2). The rig served from 1961 to 1985. Photo by Lee Smith.

Massachusetts Antique Fire Apparatus Association

These S Model Maxim pumpers are four serial numbers apart both were built and delivered in 1971. All photos by Doug Boudrow.



*Massachusetts Antique Fire Apparatus Association's 2024 Muster.
The muster was held at the Shriners Auditorium in Wilmington (MA).*

Miami Valley Antique Fire Apparatus

The Miami Valley Antique Fire Apparatus chapter held their 28th Annual Show/Muster at Carillon Historical Park in Dayton, Ohio, on August 3st. Rain had been predicted that day, but showers were at a minimum and sunshine did prevail. The park recorded over 750 visitors.

Guests enjoyed the display of antique fire apparatus, visiting with the owners, and shopping at the vendors booths. Our association gave out free plastic fire helmets to the children. The owners enjoy telling about their apparatus and making new friends. Our organization appreciates being part of Carillon Park's special events. We have been invited back for 2025.

Eric Hagemeyer's horses pulling Bob McCarroll's 1896 Scott and Hutchison 4-wheeled Hose Wagon.



Chip Lytle's 1954 GMC/American pumper (ex-Kettering, OH) with a 500-gallon booster tank. All photos by Rachel McClain.



1950 Mack owned by Spring Valley Township Fire Department.

Minnesota Fire Engine Club

Minnesota Fire Engine Club (MNFEC).



MNFEC members Chris and Conner McMahon stand alongside their 1974 Ward LaFrance as it pumps at the Burnsville Muster. The Ward (ex-Crossroads, TN) is equipped with a 1,250-gpm pump and 1,000-gallon water tank. Photos by Henley McNulty.



Preparing to pump water at the Burnsville Fire Muster is a (left) 1989 E-One 100-foot Ladder (ex-Hudson, WI) owned by Doug Gliberson and also equipped with a 1,500-gpm pump and a 300-gallon water tank. On the right is a 1972 Ford C900 with a 50' Telesquirt, 1,000-gpm pump, and a 500-gallon water tank. The Ford (ex-Osceola, WI) is owned by Henley McNulty.



MNFEC member Doug Gilbertson's 1972 Pirschs are sitting side by side in storage receiving some maintenance in preparation for the 2024 season. Both pumpers are (ex-Minneapolis, MN). Both rigs have 1,250-gpm pumps and 300-gallon water tanks.

Pennsylvania Pump Primers

The Pennsylvania Pump Primers 48th Annual muster was in July.



1988 KME owned by Matt Sowers. Photo courtesy Denise Little.



1947 Mack owned by Camp Hill (PA) Fire Department. Photo courtesy Denise Little.



1971 Mack owned by Paul Fenush. Photo courtesy Denise Little.



You can't publish photos from the Pennsylvania Pump Primers in Harrisburg and not show a shot of rigs pumping from the Susquehanna River! Nathan Andrews got this great shot for us!



*The Contestant's Favorite is a 1972 Mack CF owned by the Strouse family of York, PA.
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1979 Hahn owned by Scott Sefton. Photo courtesy Denise Little.

Pompier, Pump and Playpipe Society of Indiana

The Indiana Chapter approached the Koorsen Fire Museum about holding a muster at their facility in the Fall. The chapter thought holding a muster at one of the finest fire museums in the U.S. would be a draw and it proved very true. With 15 rigs on the grounds, PPPSI had the biggest local muster in memory! PPPSI and Koorsen are going to make this an annual event.



1960 Ford C/Howe recently restored by the Carmel (IN) Fire Department.



1950 Pirsch 75'TDA (ex-Beloit, WI) owned by John Atkins and Rick Knife. John and Rick drove the rig over from Ohio.



1924 REO/Obenchain-Boyer pumper (ex-Van Buren Township/Kettering, OH). The REO has a 500-gpm pump.

*1976 Ford C/Pierce pumper (ex-Jonesboro, IN)
was Pierce's Bicentennial rig.*



*1984 New York State Champion C Truck
was restored by John Landel. The C Truck is
powered by a 454.c.i. big block Chevy motor.*

Rhode Island Antique Fire Apparatus Society



This 1981 Mack R-Model (ex-City of Providence, RI Fire Department). It was the first and only R Model the Providence Fire Department ever had. Manufactured by Ranger in Smithfield (RI), it was placed in service in 1982, as "Special Hazards I", and ran as a tandem unit with an engine company and had four personnel assigned to it. The truck responded to all vehicle accidents, working fires, extrications, and hazmat incidents. The apparatus was replaced in 1991 by a Pemfab heavy rescue. In January 2022, the City of Providence donated the truck to the Rhode Island Antique Fire Apparatus Society where it is presently undergoing restoration back to its original condition. The members are continually outfitting the truck with equipment that it once carried in 1982. It can be seen as several parades and shows in Rhode Island.



This 1981 Continental/COMPAC pumper (ex-Dayville Fire Company in Killingly, CT) is now privately owned. Photos by Richard Quetta.



The Westbrook (CT) Fire Department ran this 1977 Mack CF686 Foam Unit that was built in Connecticut. A foam unit was purchased due to multiple highways in the area. The department was completely Mack at that time. In 2003, it was refurbished by Ranger. The truck received a new stainless body, four doors, and heavier suspension due to its new weight and tools. The Mack was purchased by Brian Nicastro in 1996 and he is the second owner.



(Left) 1963 Mack C95 Thermodyne Diesel served the Greenville (RI) Fire Department from 1963 until 1991 when it was put in reserve status and then retired. The Mack now enjoys a life of going to parades, car shows, and musters. The Mack was the first diesel in the northern New England area in 1963. Privately owned by Lou Reo. (Right) 1963 Mack C85/Gerstenslager Rescue formerly of Croton-On-Hudson Fire Patrol in Hudson, New York is a museum quality, era correct equipped classic, now privately owned by the Zuba family of North Smithfield (RI).

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On the left; 1975 Mack CF Aerial Scope (ex-Glastonbury, CT then Andover, CT). Later purchased by retired Providence Firefighter Bill DeAngelus and re-lettered to represent Providence (RI) Ladder 2 which had the same exact truck. On the right; a 1975 Mack CF Aerial Scope (ex-South Portland, ME then Bloomington, NY). Privately owned today by Ed Spicer.



(left) 1975 Mack CF600 ordered for the Lime Rock Fire district in the town of Lincoln (RI). Served as Engine 35 and was a front line piece from 1975 till 1994 when it was refurbished and used as a reserve engine until its retirement in 2016 and now privately owned by Johnathan Detri. (center) 1987 Pierce Arrow 1,500-gpm pump and 500-gallon tank. When purchased the Engine was assigned to the Seekonk Fire Department County St Company 1 Station as Engine 1 where it served as the frontline pump for 20 years. After 20 years it was moved into reserve status and renumbered as Engine 4. During its career in Seekonk this Engine was the primary response piece from this station. Currently owned by David Sullivan, Nicholas Rondeau, Ernie Cabral, and Jed Barton. (right) 1953 Maxim Model 1417, 750-gpm pump. Originally delivered to Branford (CT) in June of 1953 as Engine 8. This truck was very similar to a 1953 Maxim that the Seekonk (MA) Fire Department ran. It was purchased by the Central Volunteer Fire Association and re-lettered Seekonk Engine 3. The truck is presently on display at the Seekonk Fire Museum.



On the left is a 1963 FWD/Farrar pumper (ex-Scituate, RI) and currently owned by the Chopmist Hill Volunteer Fire Department. On the right is a 1983 Pierce Dash pumper (ex-Deep River Fire Department in Connecticut). The Pierce has a 1,250-gpm Waterous pump and a 750-gallon tank. The rig served from 1983 until July of 2023 and had been in reserve for over 20 years. The Pierce was purchased from the department in November of 2023 by its second and present owners, Ernesto Cabral and Jed Barton.

Summer National Convention and Muster

The Summer National Convention and Muster was hosted by the White Rose Fire Preservation of York, PA. (The Old Fire Farts of York County, PA)



1935 Harley-Davidson Firecycle, one of ten used by the Richmond (VA) Fire Department. The motorcycles equipped with sidecars carried 150 to 250' of 1/2" rubber hose, two portable extinguishers, axe, plaster hook, Johnson pump and bucket, wire brooms, etc. Photo by Tommy Herman.



1919 Ford Model T/American-LaFrance Combination Chemical and Hose Wagon. This was the first piece of motorized equipment for the Dillsburg (PA) Fire Department. Photo by Tommy Herman.



1946 Ford/Oren. Photo by Tommy Herman.



Fire Museum of Maryland's 1920 Seagrave pumper (ex-Ridgway, PA). Photo by Tommy Herman.



1925 Sanford pumper with a 500-gpm pump and 320-gwt. Photo by Tommy Herman.



1964 American LaFrance 100'TDA.
Photo by Tommy Herman.



1951 FWD pumper
with a 500-gpm
pump. Photo by
Tommy Herman.

1953 American-LaFrance 700 Series pumper.
Photo by Tommy Herman.



1980 Mack pumper. Photo by Stephen Lenz.



1975 Seagrave pumper. Photo by Tommy Herman.



1923 REO/Pirsch. Photo by Tommy Herman.



Birds of a feather flock together, especially when there is a siren in the nose. The four Seagrave Anniversaries in attendance lined up for a family photo: (L to R) Tom and Julie Hooker's 1965 800-B, (ex-Revere, MA); Duane Trautman's 1951 400-B (ex-Neversink - Lebanon, PA); Clint Murphy's 1964 P-4065 (ex-Humane - Pottsville, PA); Dan Kamp and Robert Summers' 1957 85' aerial (ex-St. Paul, MN). Photo by Nathan Andrews.



1953 Ward on a Ford chassis for the Delaware State Fire Police. Photo by Stephen Lenz.

On the left is a 1922 Hahn and on the right is a 1921 REO/Boyer (ex-Grand Rapids, MI). The REO was the department's first motorized piece of apparatus. Photo by Tommy Herman.

Tri-Counties Fire Association

The Tri-Counties Fire Association held their Jamesburg (NJ) apparatus show and muster in June. The temperatures were in the high 90s with the real-feel temperature at 111 degrees! The weather didn't prevent 45 rigs and several hundred people from attending. The apparatus shoot and start of the parade were in sunshine, followed by heavy cloud cover and uncomfortable humidity. All photos by Jack Calderone.



*This 1929 Ford served Petersham (MA).
It was locally built and has a 500-gpm pump.*



*Former Brooklyn (OH) Engine 3 a, 1981 American LaFrance
1,000-gpm pumper with a 300-gallon tank and 54-foot Squirt.*



*Colonial Fire Company in Hamilton Township (NJ) own this
1933 Pirsch 500-gpm pumper with a 240-gallon tank.*

Tri-Counties Fire Association (continued)



The New Jersey Fire Museum uses this 1989 Peterbilt tractor that formerly pulled a water tanker for the Morganville (NJ) fire department and was transporting a 1947 American LaFrance 1000-gpm pumper that formerly served Milltown (NJ).



A 1997 Daihatsu Hijet, one of several imported former Japanese apparatus that have been making the rounds at East Coast musters.



A 1978 Maxim 100-foot tiller (ex-Truck 3 from Holyoke (MA)).

Van Pelt Chapter

After more than a year of planning, on the weekend of May 17-18-19, 2024, the fire department of Mountain View, CA, celebrated their 150th anniversary, assisted by the Van Pelt Chapter of SPAAMFAA, the Gold Rush Fire Brigade of Pilot Hill, CA, and the California State Firefighters Association (CSFA).

On Friday night, the Mountain View firefighters served a barbecue dinner to the event volunteers and participating fire apparatus owners.

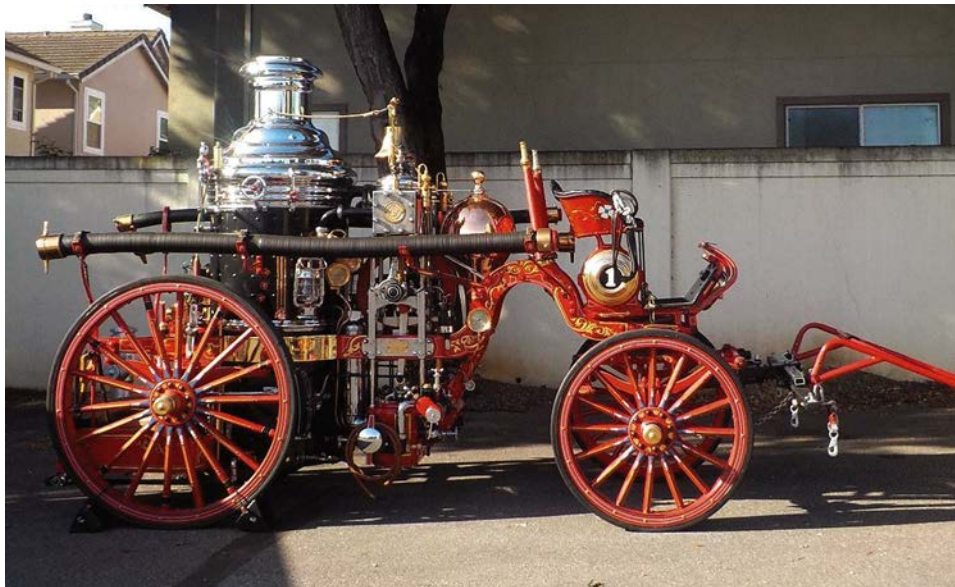
On Saturday, the Van Pelt Chapter of SPAAMFAA hosted an antique fire engine muster and fire swap meet, at the Mountain View fire department training tower. Fire apparatus from 1900 to 2024, from as close as a block away and from as far as 410 miles away, participated. Spectators arrived from all over California and Nevada, and from as far away as Pennsylvania. Four different fire museums, as well as fire departments and private owners, brought apparatus.

Everything from t-shirts, fire helmets, books, and photographs, to speaking trumpets, leather buckets, sirens, lights, fire alarm boxes, and pump parts, were for sale at the swap meet. The Van Pelt Chapter also arranged a group discount for fire apparatus owners, at a local hotel, on Friday and Saturday nights.

On Sunday, the Mountain View Fire Department hosted a parade through downtown Mountain View, and a recruitment fair for police departments and fire departments throughout the San Francisco Bay Area.



San Jose Fire Museum's hand-cranked 1905 Cadillac fire chief's car participated in the Van Pelt Chapter muster and the Mountain View Fire Department parade.



Van Pelt Chapter member Dave Hubert hauled his 1902 American Metropolitan 2nd Size steamer #2823 (ex-Reno, NV) the 820-mile round-trip to the Mountain View muster and parade. All photos by Ed Hass.

Van Pelt Chapter (continued)



San Francisco Fire Museum's 1930 Reo/shop-built, ex-San Francisco Salvage 2, was hauled 265 miles round-trip from storage in Cazadero, CA, to the Van Pelt Chapter muster and Mountain View Fire Dept. parade in Mountain View, CA.



Mountain View Fire Department's 1917 Ford T chemical and hose car and 1930 Ford A pumper participated in the Van Pelt Chapter muster and Mountain View Fire Department sesquicentennial parade.



San Jose Fire Museum's 1931 Mack AP pumper #1057 rests inside Mountain View fire station 4, before the start of the muster and parade.



Van Pelt Chapter member Sam Tannenbaum drove his 1974 International/Van Pelt 750 GPM pumper #2359 (ex-Orland, CA) 21 miles to the Mountain View muster and parade.

2024 Winter SPAAMFAA Convention

The 2024 Winter SPAAMFAA Convention was held in Memphis, Tennessee, at the Fire Museum of Memphis. The convention ended with a muster at the museum. All of the antique fire apparatus owned by the museum was on display, as well as antique apparatus from neighboring cities. Several suburbs of Memphis showcased their new apparatus for the crowd to enjoy. The muster was open to the public as well as SPAAMFAA members. The turnout was exceptional, with many families discovering the treasures they have in Memphis. As part of the muster, the museum also had a yard sale. The yard sale included toys – both antique and new, fire equipment, and shirts. Lunch consisted of hamburgers, hot dogs, and all the fixings prepared by Memphis Fire Department's top chef, Cortez Moss.



The Fire Museum of Memphis owns this 1929 American-LaFrance 1,000-gpm pumper.
Photos by Tommy Herman.

2025-1





1922 Ahrens-Fox pumper (ex-St. Paul, MN), owned by Allan Loschky.



A great photo of the front end of a fully-restored 1954 Pirsch 1,000-gpm pumper, owned by Fire Museum of Memphis Board Member Larry Newsom.



The General Membership Meeting provided an opportunity for the officers of SPAAMFAA to catch the members up on the current activities of the National organization. Steve Hagy photo.

Here is an explanation of the green running boards on the Memphis fire apparatus. I say "an" because it will quite possibly forever be a mystery of how it truly came to be. So, this could be considered legend as much as fact.

In the 1930s, the Memphis Park Commission, which had been created in 1900, purchased a large amount of dark green paint to use on the city's park benches, public railings, public trashcans, accessories in parks, basically anything that stayed outside and was made of metal. The point was, in addition to uniformity, that the dark oil-based paint would prevent rust and last a long time.

According to legend, they had so much of this green paint on hand, that they gave the fire department a great deal of it. The fire department was having an issue with some rust and corrosion on apparatus, so they decided to paint a lot of the exposed metal this dark green color. It became the standard and was included on most every apparatus purchased between 1937 and 1979.

The apparatus at the Fire Museum of Memphis is kept up to date and, to this day, we keep the green paint on hand for the running boards and some accessory spots.

Bill Adelman, Curator





Bill Adelman stands in front of the tribute to his late father, Richard (Dick) Adelman. An avid buff and photographer Dick amassed a large collection of apparatus and fire scene photos. After his retirement from the Memphis Fire Department he continued to photograph apparatus and fire scenes. Most of the Memphis fire scenes pictures on the wall were taken by Dick. Steve Hagy photo.



The Fire Museum of Memphis owns this 1969 International/Memphis Fire Department Shopbuilt pumper. The Shops completed the rig placed it in service in 1972.



The Fire Museum of Memphis owns this Hale Water Tower with a 1934 Pirsch tractor and 1897 trailer built by Fire Extinguisher Manufacturing Company, Hale patent 60' Water Tower.



1910 Ahrens Continental 900-gpm steam fire engine. The rig was named for Memphis Mayor E. H. Crump.



The Fire Museum of Memphis owns this Foam Rig. It responded as Light Water 1. The trailer carried 4,000 gals of Alcohol Type Foam and was built in 1980 by FM Chemical Company in Ontario, CA. A Peterbilt tractor still pulls the rig.



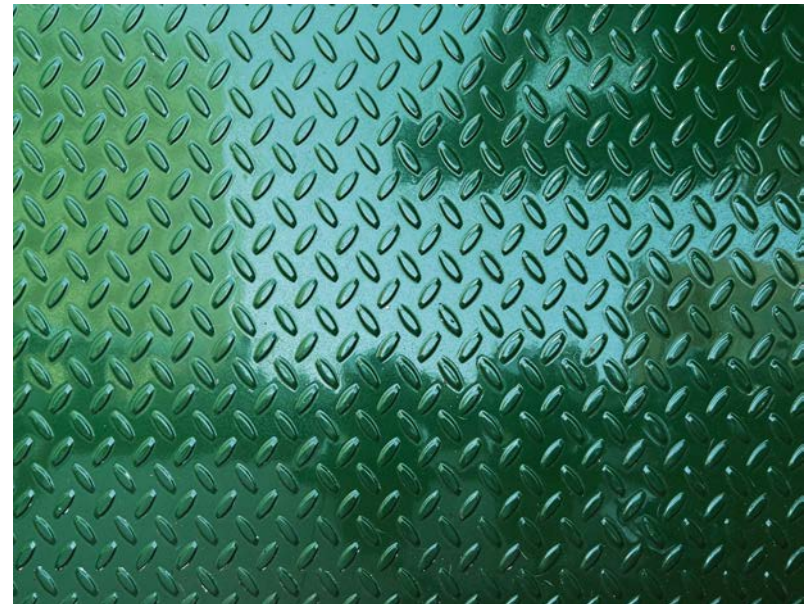
The Fire Museum of Memphis owns this 1961 Pirsch 1,000-gpm pumper.



1954 Ford/Oren 750-gpm pumper (ex-Braxton, MS). Note the green running boards.



1949 Ford/Central pumper (ex-Arlington, TN).







Owner's Pride

1928 American-LaFrance Pumper

Hutchinson, Kansas
Rick Webb Independence, MO



The Independence Missouri Fire Department purchased two 1928 American-LaFrance pumping engines. The registration numbers for these two engines were 6274 and 6275 While searching all over the Midwest and beyond for these two engines the Historical Society sponsored an auction at Firefest, An elderly gentleman by the name of Henry Thomas from Clay Center (KS) attended the auction and purchased many more parts than he could fit in his small car. I offered to take them to my house and store them until he could come back to town to pick them up. In our conversation, I mentioned we were searching for the two 1928 American-LaFrance rigs. He stated he had a 1928 American-LaFrance in his barn, and he would check the registration number and call me when he got back home.

The next day he called and said he had registration number 6273. It was from Hutchinson (KS) and was complete and ran and drove. Although not the rigs we were looking for, it was a very neat coincidence. Henry came to town and picked up his parts and we conversed about his American-LaFrance. I told him if he decided to sell it to let me know.

We conversed off and on for about 15 years and Henry called and said he was ready to sell his American-LaFrance. A deal was struck, and I brought the truck home. Nearly every year since then (approximately 15 years) the pumper is driven approximately 20 miles to Firefest in Independence (MO); pumps from draft for approximately 6 hours and driven home.

The American-LaFrance wears its original gold leaf and most of its original paint. It is rough-looking, and it smokes and leaks water and oil and bangs and shows American history in action. Many times, I am asked when I'm going to restore it. It's a time capsule. I think I will leave that up to someone else when I'm gone.

As a sidenote, in that barn were two other old fire engines. More to come on those later. In the meantime, come to Firefest during the 2025 SPAAMFAA Summer Convention and Muster and watch American history come to life and be a kid for the day.

Photo by Roxie Webb.