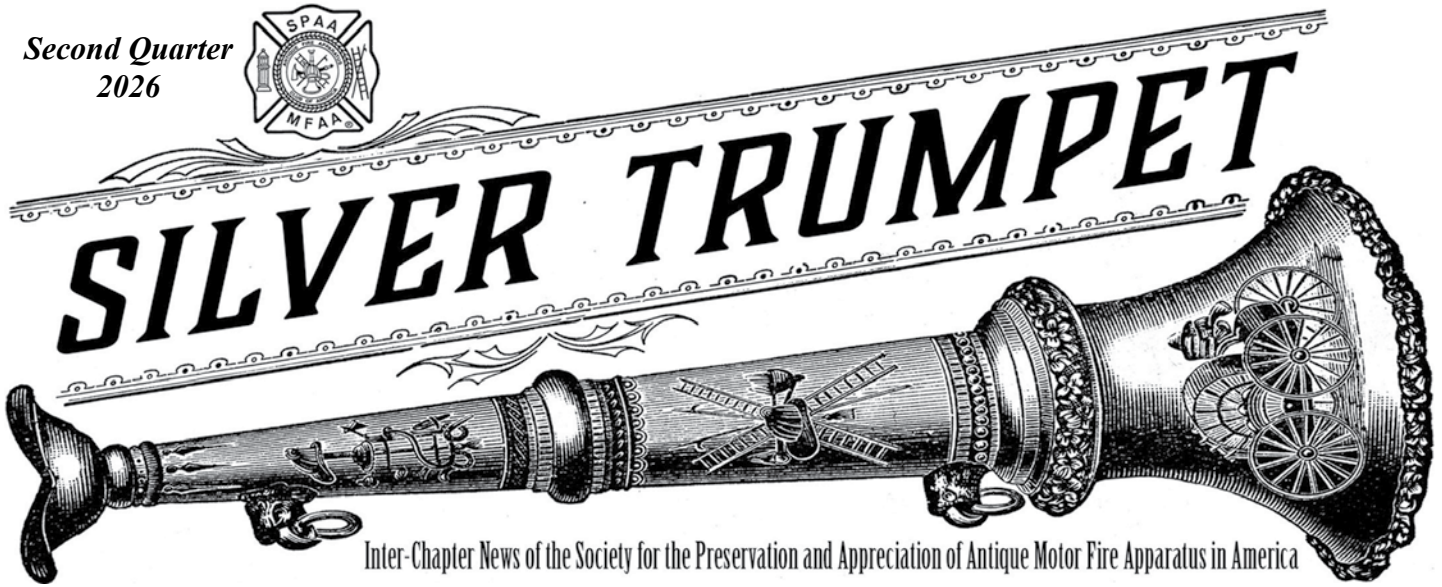


Second Quarter
2026



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

From the National Safety Committee



Tom Herman
National Safety Committee Chair

Brake systems – here we go again!

In numerous past articles we have discussed various brake system issues. Is there anything more important on your antique pride and joy than the brakes? If you think that the brakes are actually that important, why aren't you paying more attention to them?

I recently added another rig to our collection. A 1940 GMC/Pirsch Hose Wagon that was retired from the city of Richmond (VA) in 1971 and having gone through six private owners, none of whom kept any records of maintenance or repairs, which is unbelievable to me, I knew the truck was a "pig in a poke".

In 1980 the rig was acquired by an ODHFS member who was active in taking it to events. In 1983 it was again sold to another ODHFS member who was also very active in taking it to various events. By 1990, the rig had developed brake issues and was parked. It sat in dry storage until 2012, when yet another collector acquired it. This gentleman replaced the brake system wheel cylinders & had the engine running but never drove it. It sat another eight or so years in storage until I made the acquisition.

Continued on page 3



From the Desk of the President



President Tim
"Cosgrove"
Jones

Happy Fourth Of July Members!

As I type this I reflect on how great our Country is and the many historic accomplishments that the Fire service has made in 250 years.

What started with Bucket Brigades to hand drawn pumpers that were pumped by hand to the massive horse drawn steamers then to the motorized fire apparatus.

We as a group have taken it upon ourselves to preserve this important chapter in American History. That is why it is so important that we document all our accomplishments with historic apparatus in pictures and written documents. The Society is fortunate to have an extensive archive to carry out this mission.

I look forward to seeing everyone in Massachusetts at the upcoming Summer Convention and Muster in Marlborough. I eagerly anticipate attending more musters later this season.

In closing, have a great summer!

Cos

Silver Trumpet

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SILVER TRUMPET SUBMISSION DEADLINES

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Upcoming SPAAMFAA National Conferences

Summer 2026 – Marlborough, MA
August 26 - 29
Winter 2027 – Dallas, TX (Texas Fire Museum)
March 18 - 21
Summer 2027 – Oshkosh, WI
Mid-June
Winter 2028 – Open
Summer 2028 – Northern New Jersey
August 2 - 5
Winter 2029 – Open
Summer 2029 – Open

SPAAMFAA Website Calendar

Chapters are urged to list their musters on the SPAAMFAA website calendar. This calendar is another central location where members can easily look to see when and where musters and events will be held in their area, or places they visit. Send info to: spaamfaawebmaster@gmail.com

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).

Brakes continued from page 1

Because of my now 45 years of experience in the hobby, I will not operate a fire truck on public roads until I have personally done a thorough PM on it. Working my way through the truck, I went to check the brake master cylinder for fluid level. There was NO access to the master cylinder cap from above so under the truck I went. Having located the master

cylinder, found that the floor board of the cab was sitting directly on the cap of the master cylinder! There was NO way possible to remove the cap without taking out the floor board! Removing the floor board is a royal pain in the A\$\$ and requires two people to do it. So are you really going to do this every time you drive the truck?

It seems that somewhere along the way, the original floor boards were replaced with plywood and whoever did this failed to provide an access hole for the master cylinder. The plywood was very aged and was cut out from a sign board that had been used to advertise a tent revival. I truly believe that this was done by The City of Richmond Fire Department shop. If so, How many years was this truck on the road without the master brake cylinder being checked for brake fluid? That is a scary thought!

Obviously, there is now an access hole in the floorboard so the brake fluid level can now be regularly and easily checked. See the photos! YES, this is a true story!

Remember: *An ounce of prevention is worth a pound of cure!*



The plywood replacement floor board after removing the rubber matting and some metal trim.



The hand is pointing to the spot where the master cylinder is located under the plywood. Obviously, there is no access to the master cylinder.



We now have an access point so that the master cylinder cap can be removed, master cylinder fluid level checked and brake fluid added as necessary. Photos by Tommy Herman.

Western Reserve Fire Museum at Cleveland, the Greater Cleveland Chapter

In March, the Museum went through a major transformation. All the ugly glass block and boarded up windows on the North and South sides of the building were removed and replaced with windows that matched the original design when the building was built in 1926 which has given the building a whole new look.

Last Fall, a generous donor was kind enough to give the Museum the money needed to complete the window project started several years ago. Mike Milano of MCM Home Services was able to procure more windows from the original manufacturer we used when we started the project. Mike and some of his crew with the help of several museum volunteers were able to install them in March when the weather finally broke. The new windows along with the new sign on the south side really make the Museum stand out. So, if you haven't been down in a while, please come down and see our brand-new look.



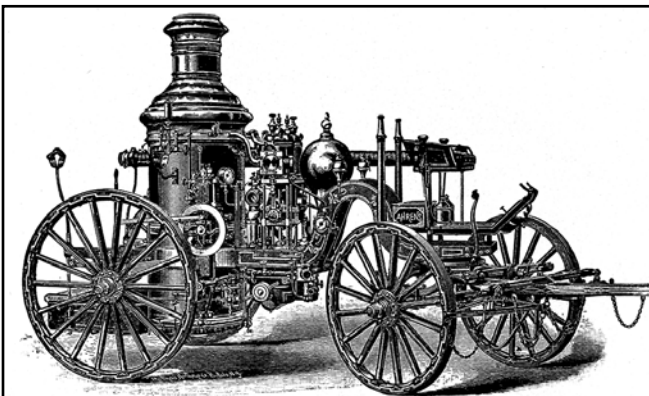
Work crew installing windows on the second floor.



Moving windows up to second floor.



Beautiful windows after installation.



The Ahrens Steam Fire Engine.

The most noteworthy part of this engine is its coil boiler, which is guaranteed to make steam from cold water, and to throw a stream through 100 feet of hose—with regular gauge of water, same as carried for fire duty—in four minutes from the time of lighting the fire. It is not only the quickest steaming boiler for fire engines that has ever been invented, but it is also the most durable one. The machine possesses other valuable features, and stands in the foremost rank of modern fire fighting appliances.

There are hundreds of these engines in use in the leading cities of the United States, among which may be mentioned: New York, Chicago, St. Louis, Cincinnati, Cleveland, New Orleans, Detroit, Milwaukee, Minneapolis, Louisville, Omaha, St. Paul, Kansas City, Denver, Indianapolis, Columbus, Toledo, Nashville, Memphis, Dayton, Grand Rapids, Reading, Dallas, Evansville, and Galveston.

Steve Hagy Collection.



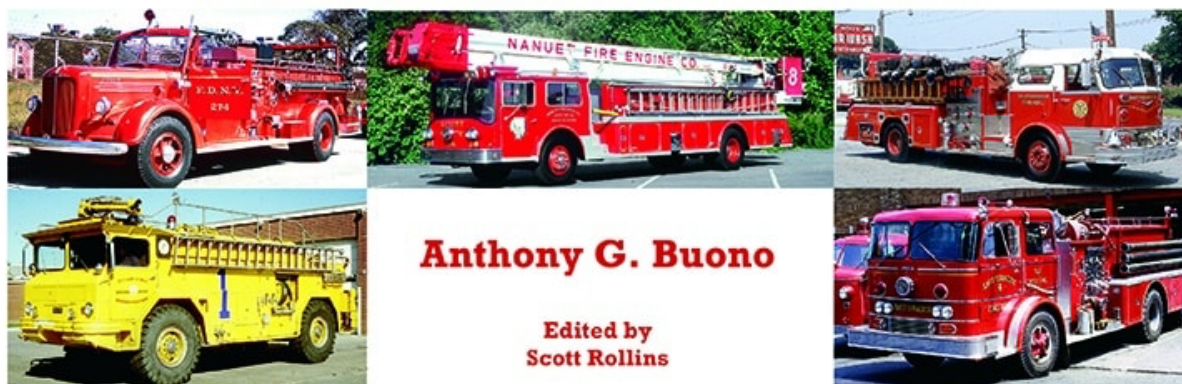
Copies of *Made in New York* still are available for purchase. All proceeds from the sale of *Made in New York* benefit the SPAAMFAA Archives. For a limited time, with your order of *Made in New York*, you will receive a bonus of two years of back issues of *Engine!-Engine!*



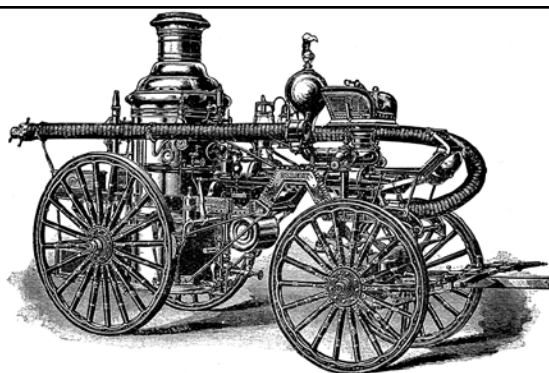
MADE IN NEW YORK

New York Built-Fire Apparatus

Illustrated with Photos from the SPAAMFAA Archives



You can purchase your copy of *Made in New York* for just \$50 plus \$5 shipping through the SPAAMFAA website, **SPAAMFAA.org** or by using this QR code.



The Silsby Steam Fire Engine.

This engine is built with steam cylinder and pump of the rotary type, and it is the only successful fire engine that has as yet been produced embodying the rotary principle. Its distinguishing features are steadiness of operation, reliability, simplicity of construction, and beauty of design and finish. The machine is built in seven sizes, ranging in capacity from 400 to 1,100 gallons of water per minute, and adapted for use either in large cities or small towns.

There are about one thousand of these engines now in service in Philadelphia, Boston, Baltimore, Cleveland, Buffalo, New Orleans, Washington, Detroit, Rochester, St. Paul, Providence, Denver, Allegheny, Syracuse, Toledo, Richmond, New Haven, Paterson, Scranton, Fall River, Wilmington, Grand Rapids, Trenton, Charleston, Dallas, Galveston, and hundreds of smaller towns.

Steve Hagy Collection.

The Great Lakes International Fire Apparatus Association's newsletter The Transmitter ran this great photo and caption in the June 2026 issue. Transmitter Dan Jasina does a great job with the newsletter! Thank you to Dan for sharing the photo.



Ninety Years Ago. In July 1936 the Detroit Fire Department placed in service its first Seagrave safety sedan. On the left is Fire Commissioner C. Hayward Murphy and on the right is Apparatus Bureau Chief Edward C. Rumsey. This photo was taken on July 25, 1936. From 1936 to 1965 a total of 67 sedans were delivered to the City of Detroit, with the last one going out of service in 1988. *Detroit News photo/Daniel Jasina collection.*



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've found using the QR code to access Anita's sight is the most expedient. 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.



Starting in 1970 and continuing for the next 40 years, Alex Black wrote a column called The Tool Box for almost every issue of Engine!~Engine!. Unfortunately, Alex passed in 2014. Going forward, we will drop a year or two worth of columns in every issue of Silver Trumpet. Please note; many of the vendors mentioned are probably no longer in business.

The Tool Box by Alex Black 1971-2

Before getting into the Q's and A's this time, let's talk for a minute about tires and hood lacing.

Most of us who are running an older apparatus may be inclined to take the tires for granted. But let's face it -- they're likely to be old, as tires go, and consequently represent a potential safety hazard. Elbridge Grover, Reading, Mass., reports one firm might be willing to run some from the original moulds if there's enough interest. He says the company wants to hear from anyone who'd buy such tires. If enough people write, the most-wanted sizes might be added to their line. The address is: Lester Tire Co., 26881 Cannon Rd., Bedford Heights, Ohio 44146. Mr. Grover also suggests that flat hood lacing for apparatus is obtainable from: Pioneer Distributing Co., Marietta, Ohio 45470.

One more thing, I'm grateful to those who have written me about this column., especially those who have contributed materials. Tim Elder has supplied a lot, and others have too., but we'd like to have more information from more people. Can you help us to help others? Please send all "Tool Box" items direct to me, Alex Black, 102 Mineola Dr., Syracuse., N. Y. 13224. Thanks.

Q: What about cylinder scoring in ALF engines?

A: This goes back to a discussion in an earlier issue. Dr. M. S. Brasfield, Alexander City, Ala., writes that he believes scoring would likely be from broken rings and not wrist pins. The wrist

pins are quite firmly held by a locking bolt and cotter pin.

Q: Concerning ALF paint., what do the numbers mean?

A: T. Sloane Palmer at ALF tells me they did not use lacquer as a finish until the 1930s. From 1910 to about 1920, an oil-based paint was used. After that, apparently, enamel was used until the introduction of lacquer as noted above. Paint number 147 was used on surfaces that were to shine, and number 7 -- the same red -- on rougher surfaces. Other numbers were also used on special order. Apparatus painting was then done by brush, and took about 30 days to complete. The paint was air-dried, then gold leaf trim and lettering were applied. The entire body then was coated with clear varnish. Sprayed-on, quick-drying lacquer adapted in the 30s helped relieve the problem of airborne dust sticking on the newly-finished surface.

Q: Where can I get an Ahrens-Fox air-chamber replated?

A: Does anyone out there know for certain a plating outfit that could or would tackle such a job? My recent contact with platers indicates most don't want to be bothered with private individuals, over-charge, and turn out inferior work. The price should be an eye-opener! I'd like to hear from anyone who's had plating experience with such a large item.

The Tool Box by Alex Black 1971-3

VINTAGE APPARATUS information.. especially in printed form, is scarce. I'm sure some of you owners out there have the information you need for your restoration or just every-day maintenance.

The "Tool Box" has access to some apparatus manuals., parts books, etc., and is always looking for more. Perhaps we can't help with your problem, but we'll never know -- and neither will you -- if you don't-write in! The address is: "Tool Box," c/o Alex Black, 102 Mineola Dr., Syracuse, N.Y. 13224. Now let's take a look at a couple of queries from the current question bag.

Q: Should the oil gage on the front of an Ahrens-



Fox piston pump show pressure whenever the engine is running, or just when the pump is engaged?

A: The gage should show pressure whenever the engine is running because the fire pump's oil pump and other internal parts are moving even though the pump levers are not engaged. Be certain the pump crankcase does not contain water instead of oil. This will freeze and crack the case if the apparatus is stored in a cold place. Even a small amount of water will cause trouble.

Q: What steps should I take to make certain my apparatus will not suffer any ill effects from winter storage in an unheated garage?

A: First, add several cans of dry gas to a nearly-full fuel tank, be sure it is mixed in well, then run the engine for several moments. This will help avoid moisture troubles in the tank or line and assist in keeping the carburetor from gumming up. Then, shut the engine down and completely drain the cooling system. Each type of pumper has its different drain points, so make certain you find them ALL. This includes the drains for pump, booster tank and any auxilliary cooling system if your rig is so equipped. When you are sure all water is out of the system(s), remove one spark plug from each cylinder and pour a half pint of light oil into each hole, and replace the plugs. Now, make sure your ignition isn't turned on, and crank the engine over by hand for two of three revolutions to distribute oil inside the combustion chamber and on the walls of the cylinders. This helps keep the engine free and will aid in keeping valves from hanging up next spring. Last, remove the battery to a warm spot, perhaps the cellar, where its gravity can be checked and kept up with an occasional charge during the "off season."

The following article on Ahrens-Fox brake repairs and adjustment was submitted by Tim Elder, Louisville, Ohio, who suggests that owners who work on their rigs might care to write up a short description in how-to-do-it form so that a body of information might become available. It's an interesting idea, and we'd like your reaction. Meanwhile, we think this piece on Fox brakes is good enough to print, and appreciate the opportunity to turn the remainder of this issue's column over to

Tim.

Ahrens-Fox Brake Repairs ... by Tim Elder
In submitting this run-down on brake work on my 1925 J-S-4 pumper, I don't claim to be an authority. If anyone sees an error in my technique, please speak up so others can avoid making the same mistake.

GENERAL DESCRIPTION. The foot (service) brake operates contracting shoes on a drum on the drive shaft through a mechanical linkage. The hand (emergency) brake operates expanding bands in drums at the rear wheels, also through a mechanical linkage. On my apparatus, a vacuum booster cylinder applies the rear wheel brakes when a valve in the foot brake linkage is opened. My brake booster apparently was not original equipment, but the installation does follow an A-F blueprint of a common installation.

FOOT BRAKE. My linings were worn and oily., so I extracted the shoes for relining. An industrial supply house had 5/16 x 6" woven lining which they riveted on. Clearance is a problem both in removal and replacement of the shoes. I dropped the brake operating mechanism (and cleaned, painted and oiled it while off), then removed each shoe and lever as a unit. Each assembly slides forward off of a pin which is mounted through a frame cross-member. Removal of these pins probably would be better, thus allowing the shoe-lever assembly to drop straight down, avoiding the clearance problems associated with sliding forward. I tried to remove the pins, but could not even loosen the nuts holding them. There is another pin which holds the shoe to the lever, but not enough clearance to remove it while the shoes are in the chassis. To reinstall the left shoe and lever unit, I had to put a notch in the new brake lining to clear a knob on the back of the transmission. (There must be a better way to do this; somebody please tell us!)

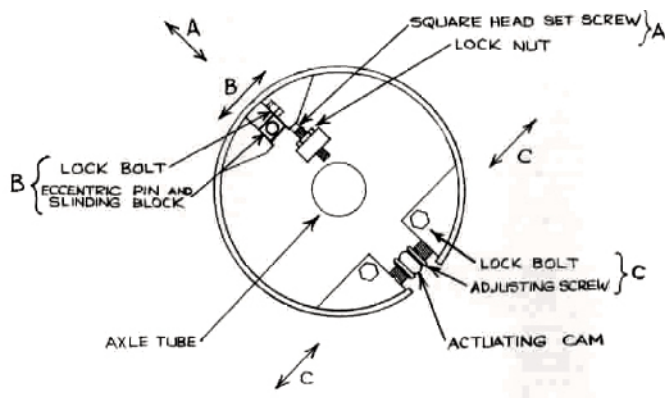
The brake drum has cooling fins on the inside. These should be cleaned to permit better heat removal. This may require some contortionist maneuvering, but should help reduce brake fade. Adjustment after reassembly is quite simple, Turn both handwheels inward until the looking knob



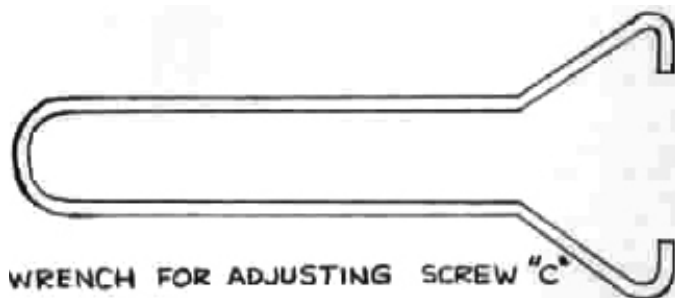
prevents further turning due to the shoes contacting the drum. When the knob is in its notch, clearance should be correct. Try to have the two handwheels about equally spaced.

HAND BRAKE. I pulled one rear wheel to check lining condition., and decided not to relin. This provided opportunity to clean things up much easier than would have been possible otherwise, and it also brought to light some adjustments that were hidden under much dirt.

See sketch for the three adjustments to be made. Arrow A shows direction of movement made by adjustment A, B by B, C by C.



Adjustment was not difficult, except for getting a wrench on lock bolt "B." Adjusting screw "C" looks as though a C-type spanner should work, but it won't. Find some heavy wire and make a tool similar to the one sketched, which will make the job possible.



The adjustment sequence which worked best for me was:

1. Pivot and clearance -- adjustment A
2. Cam end clearance -- adjustment C
3. Centering -- adjustment B

Then repeat until clearance is satisfactory all around the drum. I found a feeler gauge handy for checking clearances at various points around the drum.

Clean any dirt from the outside of the drum for better cooling.

VACUUM BOOSTER. The booster had been disconnected on my rig, so I set out to rejuvenate it by doing a good cleanup. It all comes apart easily for internal cleaning and for replacement of seals, if needed. Rebuild kits for types PDL-6 and J-8 booster cylinders are available from A-F in Cincinnati. Reportedly, a replacement cylinder is available from Bendix dealers (part #371470). but they do not have rebuild kits, from what I could learn. If your local Bendix dealer doesn't know what you are talking about, write: Ray W. Moss, Bendix Automotive Service Division, 1217 S. Walnut St., South Bend, Ind. 46220. Bragg-Kliesrath, whose name appears on the cylinders, is now part of Bendix. The booster operation is controlled by a valve in the foot brake actuating rod. In the "off" position, engine vacuum is applied to both sides of the booster piston -- the front side direct from the engine, and the back through the valve. Brake application closes the vacuum valve and opens the atmosphere valve to admit atmospheric pressure to the back side of the piston, moving it forward to apply the brakes.

Maintenance items to care for are the air filter on the valve, and oil holes in the front and rear ends of the cylinder. My center oil hole, closed by a small pipe plug, says "oil, but the other two don't. It seems apparent that all three should be oiled for proper function. The oil to be used is "Bendix Vacuum Power Cylinder Lubricant, " NOT engine oil. I was able to get it at a local truck parts dealer., and I learned A-F also has it. I had to buy more than I needed, so if you need some desperately,



send me a bottle and about 10 cents per ounce, plus postage. My address: Tim Elder, 9390 Columbus Rd. N.E., Louisville, Ohio 44641.)

As it turned out, a good cleaning of my booster parts restored function. The only new part now in the system is a piece of neoprene on the check valve seat, replacing one that was cracked from age. This valve is on the engine side of the fire wall, in the vacuum line from the intake manifold.

I hope this will help with any brake work that you may do. If you discover any additional hints, or any ill advice above, please inform me, Tim Elder, or write Tool Box editor Alex Black directly, so that the record may be corrected.

The Tool Box by Alex Black 1971-4

NOW THAT the really cold weather is upon us, we're tempted to return briefly to one subject discussed in last issue's column -- winter storage of your antique fire engine. If you haven't completely drained all the water from your rig, it may already be too late to prevent damage. A little extra care finding and positively draining pumps, lines, tanks, radiators, coolers and engines will save a pretty penny in repairs next spring. Although your storage site may be hard to get at and uncomfortable to visit, please don't ignore your apparatus all winter! Look in on it, and turn the engine over with the hand crank every so often to redistribute the oil on valve stems and cylinder walls.

Now to the mail pouch:

Q,-. Where can I locate a set of piston rings and valve-port gaskets for a Type 12 American LaFrance?

A: Piston rings should be easy to find, once you have measured with a micrometer the cylinders and pistons and decoded what over-size is needed, if any. One point to remember: if the proper width ring is not available, two narrower rings can be "stacked" in the same groove to fit properly. Around the Central New York area, one good source for rings might be: Simplex Motor Parts Co., 401 N. State St., Syracuse, N.Y. 13202.

The valve-port gaskets were originally asbestos with a copper facing. They could be cut out of head gasket material, or probably special-made by: Head Gasket Co., Fred Stelling., 465 Bryant St., San Francisco, Calif.

Q: Since you are so insistent about the use of nickel instead of original., how about telling us how to preserve its appearance without continual polishing?

A: Eric Sprenger, Canada's "Mr. Seagrave.," has developed a method which appears to work quite well in test applications we've seen. Starting with fresh, new nickel plate, first polish to a bright, smooth finish. Second, wash carefully with wood alcohol and rub clean with a clean, dry rag, being very careful not to touch or handle anywhere with bare hands. Third, spray with a clear Urethane lacquer and allow sufficient time to dry hard -- usually a few hours. The part should now remain bright indefinitely, provided it is used carefully and care is taken not to damage the lacquer covering. This method was used on a large 6" hard suction hose adapter made by Mr. Sprenger for SPAAMFAA's Ahrens-Fox pumper, and after over three years, the piece looks as though it had been plated yesterday. One word of caution -- I am not aware whether this method would work successfully on a part subject to heat, such as a radiator shell. When I have more information about that particular part of the subject, I'll pass it along.

Q: How can I stop the leaking of my American LaFrance engine water pump?

A: That's a question we'll bet has been asked by every A-LF operator more times than once! About the best method of solving the problem we've run across has been developed by Merritt W. Olsen, Birmingham., Mich. He's been kind enough to describe what he did in detail, and I'm pleased to turn the remainder of this issue's column over to him.

American LaFrance Water Pump Repairs... by Merritt Olsen



While at SPAAMFAA's muster in Syracuse last summer, I noticed many of the American La-

France rigs were having engine water pump packing problems such as we used to have on our old Type 75 at home. I am not much of a machinist, but, simply, after trial and error and other ideas, this is what we did. It has proved successful for three years of operation, and should last for many more.

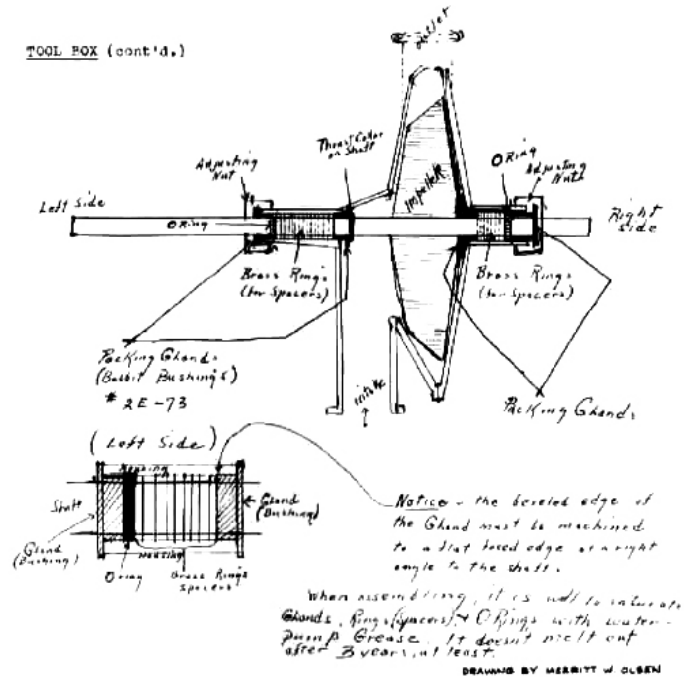
First, we took the water pump assembly off the apparatus, and took it apart (in halves, so to speak), removing the ends, shaft, impeller and all. We polished up the shaft where the old packing had been, using emery cloth, and made it smooth, even though some ripples remained.

Then we replaced the old babbit bushings with new, original A-LF stock. They are referred to as packing glands in the A-LF parts book as well as pump shaft bushings, and the A-LF part number is 2 E - 73. These bushings must have their beveled faces machined to a flat edge at right angles to the pump shaft and should be shortened to allow a space between their facing surfaces.

This space between the two babbit bushings, formerly occupied by graphite wick packing, was taken up by slices of brass bushing have the same inside and outside dimensions as the pieces cut from the babbit bushing faces. We slipped them onto the shaft in front of the inside bushings

Lastly, we put a neoprene "O" ring on the shaft, backed it up with the outside bushing, and screwed on the adjusting nuts. The neoprene "O" rings were found in a Buick parts catalog, part number 21208307. The inner diameter was .875" and outside diameter was 1.125" (Better "mike" your own shaft to see whether these dimensions are the correct i.d. and o.d. for your own engine -- Ed.), and make a comfortable fit over the shaft and inside the shaft housing.

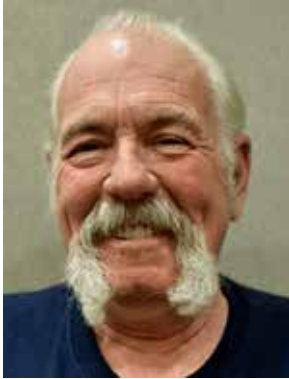
When re-assembling these parts, it is a good idea to saturate glands, brass spacer rings and the "O" rings with water pump grease. This will aid lubrication during later operation, and is still performing this function on my apparatus after three years.



After putting the two pump body castings together again, using a thin paper gasket lightly coated with permatex for a seal, we replaced the entire assembly on the apparatus. We did not tighten the packing nuts except by hand, as we found that a snug "O" ring expands just enough to make a perfect seal inside without excessive wrench tightening of the packing nuts. In fact, when we run the engine, we loosen each packing nut just enough to encourage an occasional drip from each end of the pump, thus re-assuring us that nothing is running dry. When we put the truck away, we tighten up on the packing nuts a bit, again by hand, and there are no drips at all.



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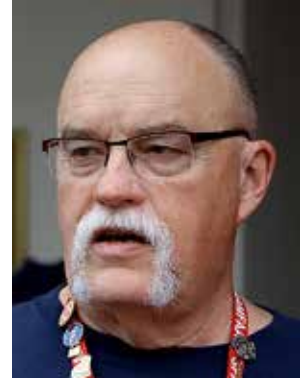
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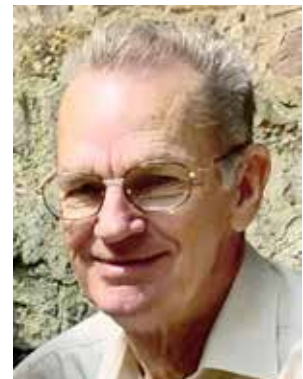
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continued on page 14

SPAAMFAA 2026 Board of Trustees continued from page 13



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Speaking of maintenance...

As all of you know, as the many parts of the vehicles we drive in our daily pursuits get older some become unreliable and sometime even a safety hazard.

In our hobby these failures are exacerbated by the fact our rigs are older than most vehicles on the road, had questionable maintenance by previous owners, and fire departments modified rigs to keep them in service. While wiring is probably the most common example, there are also hoses, drive belts (e.g. fan belt), radiator, and brake components. Things like these should be examined frequently.

The key word is “frequently,” but not necessarily on a schedule that one might mark on a calendar (though that’s not a bad idea). You should simply get into the habit of checking a few things every time you’re in or around your vehicle. For example, when you open the hood to check the water and oil before a Saturday drive, take a few minutes more to:

Check the condition and tension of the fan and accessory drive belts. Examine the belts for cracks, fraying, or glazing on their inner surfaces. The latter usually indicates that a belt has been slipping. The most common cause of drive belt slippage is a belt being loose. Other more serious causes can be a generator, alternator, air compressor, water pump or other accessory with bearings that are becoming stiff and about to seize up. This can be checked by removing the drive belt and turning the accessory by hand.

OR

Check the radiator and hoses while the motor is cool. On vehicles without an overflow system, maintain an antifreeze & coolant level about one inch short of the top of the fill neck within the radiator tank. On units with top and bottom tanks, verify that the core itself is covered with fluid. Vehicles with a plastic overflow reservoir should have hot/cold fill markings on them.

Good hoses feel firm when squeezed. If they are cracked, damaged, abraded, leaking, hard and brittle or soft and mushy, they should be replaced immediately. The originally installed radiator, heater, bypass and fuel system hoses will all deteriorate in time. Thoroughly inspect all hoses, including the fuel tank, fuel pump and cooling system hoses for cracks or damage by twisting and flexing the hose.



Q. What can be used to remove fuel gum from tanks, lines, and carburetors?

A. SKINNED KNUCKLES for January 1992 states equal parts of benzene and acetone will dissolve this crud.

If you use this mixture, be very careful. It is extremely flammable and not good for you if spilled on your skin. I would only use this outside, away from any buildings and with good ventilation.



This illustration from The Fire Truck Market Letter shows the pump building area of the Silsby Manufacturing Co. Seneca Falls, NY. Illustration courtesy Ed Peterson.



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 OREN Pumper

This truck is a fun, road-ready fully-equipped driver. It is an open cab two door pumper with plenty of power. It has an impressive solid look. It has the support in place for a convertible top but no top was built. The pump has not been run recently, but it should be fine as it was upgraded in 1977. Truck has no rust.

Oren Chassis Model - 1575 R - 4041 (Duplex)

Motor - Continental Fire Special, Model R6602 - 245 HP, 9.9L, 224 HP @ 2,800 RPM, Engine is the same as used by the Army in the M54 6X6.

Mileage - 39,645

Pump - Hale 1,000 GPM new in 1977

Ladders - New Wooden Trussed 24' extension & 14' Roof (Beautiful)

Hose Booster Reels - 2

Deck Guns - 2

Length 25', Height 8'(with deck guns removed)

3 Red lights front, 2 Red lights rear, Federal Q siren and a bell.

Major Maintenance service done in 2020 when purchased - All brake and master cyl. rebuilt, rubber brake lines replaced, 6 new radial tires, motor tuned up, new fan belts, new wheel bearings replaced, new front side windows, some pump valve handles re-chromed, new front seat upholstery, new batteries, running boards scaled and painted. Some equipment included in sale. New \$1,200 trussed wooden 24' extension ladder.

Fully Equipped - 4 Nozzles, 400' 2 1/2" hose, 300' 1 1/2" hose, 3 - 5" hard sleeves, 2 - 2 1/2" hard sleeves, Pike pole, pry bar, 2-Flood lights, Misc. hose adapters, 3,000KW Generator, Indian Tank, 2 Extinguishers

Asking \$15,000. Drive it home!

Peter West

540-270-0200

Pwest8@comcast.net



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: 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, Rydewood (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 zephyaire@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.

SOLD! 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 fire-houseblues@icloud.com.

FOR SALE: Parts for circa 1927 American La France. 1 ea. Radiator, top & bottom tanks OK, core has some damage. 1 ea. Intake manifold. 1 ea. Exhaust manifold. 3 ea. Cast aluminum pieces connecting cylinder heads to radiator. Cast aluminum floor plates w/ALF logo, 4 ea. 12" x 15" (1 missing corners), 2 ea. 7" x 15". Contact Ralph Emery, 419-843-3882.

FOR SALE: 1970 Howe/International, Cincinnati Cab, Howe body. 549 International gasoline engine, 5 speed transmission. 1000gpm Waterous top mount pump, 750gal tank. Former Cape Elizabeth (ME) Engine 3. Restored in 1990s by Joseph Nalbach Jr. Contact Richard Cotton Jr. at 207-318-2714. Price negotiable. Looking for good home for a great truck.

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: rtrredenick36@aol.com, phone: (610) 745-0280

WANTED: Philadelphia Fire Dept. memorabilia. Looking for Philadelphia Fire Dept. items. Top Dollar Paid. Contact RyanTreDenick rtrredenick36@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 Sirenlite. Call or text Mike Doran, 517-404-4341. If text, mention "Mod 30."

WANTED: Replacement Pitman Arm #4 48874 and a Steering Box #NF 642889/Pat. No. 3047087 for my 1982 ALF Century Pumper. Contact Mitchell Gauge firedawg524@atlanticbb.net.

WANTED: Information on a 1943/4 Army surplus field truck sold by Bill Lehuta, Perkasio, PA, sometime around 2008/9. It was originally acquired by the Union Fire Company and Rescue Squad Titusville & Washington's Crossing, NJ then sold/loaned to the newly formed Upper Makefield Fire Company in Washington's Crossing, PA. When returned it was kept at a local service station, then moved to my property (UFC life member) near Perkasio until Bill purchased it. I can provide some additional historical information about it. My name is Jim See and can be reached at 21m5ee@comcast.net.

WANTED: ALF Bell. Looking for an American LaFrance bell with eagle topper. Mounting base of any style. Contact Paul Rutecki, ranchorutecki@gmail.com. Phone 805-438-5422 or text 805-471-6864

WANTED: Ashton Model AH 57, 1954 Mack Type 95 Pumper Model. Chicago Engine Co. 110. Must be in excellent condition and have all loose parts. Contact James Wilkinson, 203-464-1492 or jpwilkinson@optonline.net.

WANTED: American LaFrance 700 Series pumper with an enclosed cab that is in great shape and is close to New Mexico for a fair price. I also need to figure out a shelter for it and how to get it to Cotton City, NM. Contact Heber Richins
heberjeeber@hotmail.com or heberichinsmswt@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, firetruckjr@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: 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: 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.

WANTED: Looking for a Grimes Mfg. Co. 12 volt warning light. This is a small light that has two small rotating bulbs. Please contact John McCarthy at jrmccart07@yahoo.com.

SPAAMFAA

C/O Bill Blunden

Executive Secretary

P.O. Box 296

Carthage, NY 13619-0296

