

UNION HISTORICAL FIRE SOCIETY



DELAWARE VALLEY CHAPTER S.P.A.A.M.F.A.A.

AND WE'RE OFF!! Preparations for the 2023 Allentown Spring Melt have begun. The UHFS now has vendor registration, early buyers and general admission tickets on-line. Go to the UHFS website www.unionhistoricalfiresociety.com and look for the Spring Melt tab located at the top of the first page. From there go to the dropdown menu to the Registration & Tickets tab. Early buyers and general admission tickets are purchased through Eventbrite.com.



**2023 Allentown
Spring Melt will be a
shocking
good show!!**

The firematic antique auction is being presented by The Eastmere Fireman. Brian Enterline has begun posting pictures on his website <https://eastmerefireman.com/> of the items that will be auctioned off on Saturday. Please contact Brian directly for information and consignments at brian@eastmerefireman.com or via phone at 717.648.4458

President Elizabeth (Butch) Tickner

THE UNION HISTORICAL FIRE SOCIETY

ALLENTOWN SPRING MELT

THE LARGEST FIRE ANTIQUE AND MEMORABILIA MARKETPLACE IN THE U.S.

Sunday, April 23, 2023

Opens at 9:00 AM

Opens 7:00 AM for Early Buyer Passes



SCAN ME



Agri-Plex at Allentown Fairgrounds
302 N 17th St. Allentown, Pa 18104

Admission: \$10 Contribution to the UHFS
Children 12 & under No Charge

Tickets & Registration
GO LIVE Jan 15, 2023
springmelt.uhfs@gmail.com

EARLY BUYER PASSES AVAILABLE SEE WEBSITE TO PRE-PURCHASE

Over 300 vendor spaces available offering:

- Gamewell Goods
- Apparatus Parts
- Helmets
- T-Shirts & Jackets
- Badges & Ribbons
- Radio Equipment
- Certificates
- Photos & Postcards
- Models, Kits & Toys
- Uniforms
- Bunker Gear
- SCBA
- Hose & Nozzles
- EMS Equipment

*Fire, Rescue and EMS companies
Turn old equipment into cash!*

Cost per Space \$75

UHFS Members \$65 per Space

All vendor spaces measure 8' x 10'

Allows for ample space for selling and storage.
The parking lot surrounds the building, ADA Compliant.

FOOD & REFRESHMENTS AVAILABLE

www.unionhistoricalfiresociety.com

Like us on Facebook @ unionhistoricalfiresociety

NEW FOR 2023 ONLINE VENDOR REGISTRATION + TICKET SALES

The 34TH Annual
FIREMATIC ANTIQUE AUCTION

Saturday, April 22, 2023
8:00 AM START TIME

FRIDAY PREVIEW 12-3 PM SATURDAY PREVIEW 7-8 AM

Auction Presented by

The Eastmere Fireman

Contact Brian Enterline for Info and consignments
brian@eastmerefireman.com
<https://eastmerefireman.com/>
717.648.4458

Admission: (Auction Day) \$5.00 Contribution to
the Union Historical Fire Society



Photo by
Amoskeag Co. DANIEL D. HAYES

THE HAYES EXTENSION HOOK & LADDER TRUCK AND FIRE ESCAPE

By Chief David Traiforos (Retired)

Daniel D. Hayes has the distinction of being the inventor of the truck named after him. He was a native of New York City and did duty as an active fireman in Engine 2 and Engine 42 and was the first engineer appointed in the Volunteer Fire Department of New York. He was, therefore, an experienced fireman before Fate directed his steps to the Golden West California. More than that, he was a machinist, with an original turn of mind. After eight years of voluntary and patriotic service with the Volunteer Fire Department Hayes severed his connection with that department and went to work for the celebrated Amoskeag Company of Manchester, N.H.

His talents soon marked him out for special recognition by the Amoskeag Company where he was placed in charge of the five steam fire engines of the Amoskeag patent. In 1866, the Amoskeag Company received an order for five steam-powered fire pumpers from the San Francisco Board of Supervisors. Hayes, was selected to deliver the steam pumpers and to train San Francisco firefighters in the operation and maintenance of the equipment. This training period lasted several months, and when Hayes was ready to return to New Hampshire, the San Francisco Fire Department offered him the position of Superintendent of Steamers. In December of 1866, he accepted the position and began a 14-year career with the S.F.F.D.



Hayes and his fellow big-city firefighters were faced with a particular challenge: some of the most damaging fires experienced in American cities in the mid-1800's were in multi-story buildings. For many years inventors had tried to develop a hook and ladder truck that would effectively reach the upper levels of contemporary buildings, but initial attempts at aerial ladder trucks were often disastrous. Too heavy or too unstable, these horsedrawn trucks were either unable to reach fires in a timely manner or did not function well at the scene of a fire. In several cases, these early models cost the lives of firefighters who scaled their unsafe ladders. Then, in 1868, Hayes developed a truck with an aerial ladder that could extend as much as 85 feet in height.

Four to six men could fully raise the telescopic ladder in less than 40 seconds by turning a crank. The aerial was mounted on a turntable, so the ladder could be swung around to the desired direction. Hayes had designed, and then built himself, the first practical and safe horsedrawn aerial ladder truck. The truck was named after its inventor: the Hayes Extension Hook and Ladder Truck and Fire Escape.



The local fire department was a popular entry in any civic parade, and the San Francisco Fire Department brought out a full contingent of equipment, including the Hayes Aerial, for July 4th, 1871 celebrations. During the parade, a fire alarm was sounded from Box 17. According to one version of the story, Hayes saw this as the opportunity to prove the worth of his aerial hook and ladder truck. He jumped into the driver's seat, raced the horses to the burning multi-story building, and proceeded to operate the aerial ladder with great proficiency. So effective and dramatic was his display that the department was finally convinced that the Hayes aerial hook and ladder could serve the S.F.F.D. well. A

less dramatic, but probably more accurate, account claims that a new S.F.F.D. fire chief decided to use the Hayes truck simply because it was already out of the station to be in the parade. This fire chief found the innovative aerial hook and ladder very useful in fighting the blaze and was willing to allow it into regular service.

Using local manufactures, Hayes produced trucks for sale to the S.F.F.D. and other West Coast fire departments. But demand increased as word of the practicality and reliability of Hayes' aerial ladder truck design spread across the U.S. In 1884, Hayes sold his patent to the New York-based LaFrance Company (soon to become American [La-France](#)). A number of sizes were developed to meet the distinctive needs of various cities' fire departments; models ranged from a "first class" truck with an 85 foot extension ladder to the small "fourth class" truck featuring a 40 or 45 foot extension ladder. Hayes also continued to build trucks in his own shop in Oakland. By the early years of the 20th century, when new advancements in technology made the original Hayes aerial design obsolete, more than 20 Hayes-design trucks had been sold.

The La France Fire Engine Company,

SOLE MANUFACTURERS OF THE LA FRANCE PISTON AND ROTARY

STEAM + FIRE + ENGINES.



HAYES
Patent Extension Hook and
Ladder Trucks and
Fire Escapes.

Heaters and Fire Department
Supplies.

Send for Catalogue.

ELMIRA, N. Y.


The overhead wires greatly interfered with the process of raising the ladder of the Hayes truck, and to meet this a "ground extension" was devised so that the ladder could be raised from the sidewalk. But to render this arrangement perfectly effective Mr. Hayes' inventive genius was called into requisition. He invented and patented a simple, but highly useful, lever by which the ground extension can be elevated from the sidewalk, and the ladder of the Hayes truck raised despite the presence of the overhead wires.

From that time the Hayes truck became famous. It was reported that there were about 290 Hayes trucks in service in the United States. Brooklyn had eighteen, Philadelphia fourteen and the fire departments of all the important cities were equipped with this ingenious invention of Mr. Hayes.

This aerial ladder invention by Hayes revolutionized the use of ladders at fires. The Hayes ladder could be quickly raised to windows of burning buildings to rescue victims. The Hayes ladder would soon become an important piece of fire apparatus in major cities across the United States, including Hayes' native New York City. The San Francisco Fire Department continued to use the Hayes-designed aerial ladder until the late 1950s.

The reputation of the Hayes Truck and its inventor was not confined to this country. Superintendent Eyre Massey Shaw, founder and first captain of the Metropolitan Fire Brigade (now the London Fire Brigade), saw the Hayes Truck and was so struck with its usefulness and effectiveness that he bought one for the brigade back in London.

ADVERTISEMENTS 75



HAYES
.....
EXTENSION LADDER
TRUCK.
.....



MANUFACTURED ONLY BY
The LaFRANCE FIRE ENGINE CO.,
ELMIRA, NEW YORK, U. S. A.
Built with 65, 70, 75, 80 and 85 Feet Extension Ladders.
SEND FOR ILLUSTRATED CATALOGUE.

Daniel Hayes would move on from San Francisco and return to the eastern United States where he would become a representative for the LaFrance Company of Elmira, N.Y., the builders of the LaFrance fire engine.

Sources:
The Museum of the City of San Francisco
The National Museum of American History
Los Angeles Fireman's Relief Association

2023 UHFS Officer Election Results

President

Best Response

Elizabeth Tickner

100% **54**
Percentage Responses

Vice President

Best Response

George Hostetter

100% **54**
Percentage Responses

Treasurer

Best Response

Donna Tickner

100% **54**
Percentage Responses

Membership Secretary

Best Response

John Trimble

100% **54**
Percentage Responses

Corresponding Secretary

Best Response

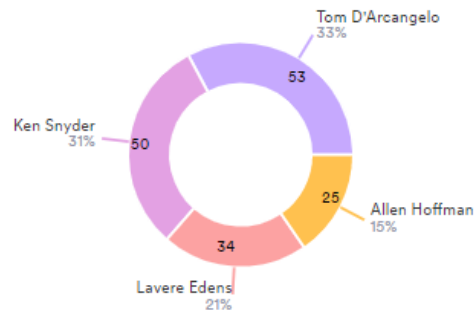
Vicki Freund

91% **54**
Percentage Responses

| Data | Response | % |
|--------------|----------|-----|
| Vicki Freund | 49 | 91% |
| Vicky Freund | 5 | 9% |

Board of Directors - Elect 3

162 Responses



Historian

Best Response

Lee Ryan

100% **54**
Percentage Responses

Sergeant At Arms

Best Response

Jeff Stauffer

100% **54**
Percentage Responses

| Data | Response | % |
|-----------------|----------|-----|
| Tom D'Arcangelo | 53 | 33% |
| Ken Snyder | 50 | 31% |
| Laverie Edens | 34 | 21% |
| Allen Hoffman | 25 | 15% |

16 Life Memberships being granted in 2023

| | | | |
|--------------------|------|--------------------|------|
| Burzichelli, John | 1993 | Blevins, R. Perry | 1998 |
| Hess, Thomas R. | 1994 | Calderone, John A. | 1998 |
| Bergson, Henry | 1997 | Krizan, Bruce C. | 1998 |
| D'Arcangelo, Tom | 1997 | Landy, Joseph | 1998 |
| Lawver, Skip | 1997 | McDowell, Michael | 1998 |
| Murray, James A. | 1997 | Miller, Glen R. | 1998 |
| Rosenblum, Harry | 1997 | O'Connell, Raymond | 1998 |
| Sznyter, Joseph W. | 1997 | Zukowski, Stan | 1998 |

OUR NEXT MEETING WILL BE HERE!

THE ALLISON HOOK & LADDER No. 2



**315 S.14TH ST.
HARRISBURG,
PA 17104**

On Sunday, March 5, 2023 we will be having an in person membership meeting. But don't worry if you can't get here to the Allison H & L No. 2 located in Harrisburg, PA, as we will be broadcasting out ZOOM Meeting from here also. Who knows, maybe you'll be able to catch a glimpse of the interior that the members have painstakingly restored to its former glory. The ZOOM link has been sent via email to the members.

We do hope you can make it—this meeting is the last one before the Allentown Spring Melt & Auction on April 22nd & 23rd. If you have any questions, please call 484.452.4160 or send an email to uhfs1975@gmail.com.



Union Historical Fire Society

Delaware Valley Chapter

S.P.A.A.M.F.A.A.

www.unionhistoricalfiresociety.com

Meet us on Facebook at Union Historical Fire Society

2023 Officers

| | |
|----------------------------|--|
| President E. Tickner | UHFS1975@gmail.com |
| V. President G. Hofstetter | |
| Treasurer D Tickner | Treasurer.UHFS@gmail.com |
| Correspondent V Freund | Secretary.UHFS@gmail.com |
| Membership J. Trimble | Membership.UHFS@gmail.com |
| Sergeant at Arms | Jeff Stauffer |
| Director | Tom D'Arcangelo |
| Director | Lavere Edens |
| Director | Joe Landy |
| Director | Ken Snyder |

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