

AMERICAN-LaFRANCE

REGISTERED NUMBER LISTS

WHAT THE LISTS ARE

These lists of American-LaFrance motorized fire apparatus are primarily based on ten Factory lists and files, plus other outside sources and/or individuals. Unfortunately, all the Company sources do not agree on all points, each having been made at different times, by different people, for different departments, with different requirements. The combining of these, along with some careful editing, has made these new lists as accurate as the currently available sources will allow. Many gaps have been filled in, especially concerning Canadian records, with the help of other individuals. In spite of this effort, there may still be omissions of details, or other errors. Please feel free to send in additions and corrections, even on minor points.

The sources used for these Registered Number Lists are as follows:

1. *ALF Custom Apparatus Registered Number Book #1 (annotated).*
2. *ALF Custom Apparatus Registered Number Book #2.*
3. *ALF Semi-custom Apparatus Registered Number Books.*
4. *ALF Commercial Chassis Registered Number Books*
5. *ALF Specification Book Files.*
6. *ALF Motor Fire Apparatus Card File – big cards (BC) – incomplete.*
7. *ALF Apparatus by Community Card File [1910 to 1987] – small cards (SC).*
8. *ALF Aerial & Water Tower Registered Number Book.*
ALF Sales thru 1926 (promotional booklet, by year, community and apparatus type/style).
9. *ALF Apparatus Sales thru Feb. 1, 1931 (promotional booklet by State, community, year, and apparatus type/style).*
10. *ALF Negative Indexes and Card Files, 1923-1962.*
11. *ALF "Classic Coterie" Membership Cards.*
12. *SPAAMFAA Rosters.*
13. *Various catalogs, atlases and directories.*
14. *Material or information supplied by the late Jack Greible, and his wife Marion Greible; Dan G. Martin, Walter M.P. McCall; Alan M. Craig; Theodore Gerber; Gene Conway and others.*
15. *The Dean of Steam Fire Engine Builders, by Ed Hass, and the History of the American Water Towers, by Bill Hass.*

The Type descriptions are based on Factory records, photographs, material supplied by the late Clair Horton, and are those used by the Engineering Department, which are not always those used by the Sales Department. The ED Types indicate a specific Type, or a modification to a specific Type. The SD Types are usually general. A Type 40 might be called a Type 10 by the Sales Department, because that was the basis for the T-40. A Type 75 might be called a Type 12 because that was its origin. This was done, largely, for the convenience and better understanding by the customer. Here, it is felt that the ED Type Number is more accurate, and more important.

Reading the Lists

The various columns, or fields as the computer folk call them, occasionally contain some quirky items. I'll try to explain most of them in the material below.

REG. #: Sometimes a Number will be followed by an X. This indicates that the piece that used that number originally was also rebuilt and sold to another community at a later date. In some cases, a rebuilt piece may receive a completely new Reg. #. That will be noted in the REMARKS column, #7.

SPECIAL NOTE: Entries in this column that are preceded by one or two asterisks **ARE NOT** actual Registered Numbers. They are for pieces that did not have Registered Numbers, and are used here for general reference only.

COMMUNITY: This might also be labeled as PURCHASER, but, since most of those were communities, I chose that name. I have tried to check the spelling of the more obscure places, but some have disappeared from the maps. ZIP Code books and antique atlases have helped, but some have managed to elude me. Some, of course, may be typos. Please let me know. If a specific community does not appear in this column, please check the cross-index at the end of each section. This may help.

TYPE/STYLE: This should be self-explanatory, but remember that the Type Numbers are those of the Engineering Department. There is an ABBREVIATIONS list after this section that will explain the Styles indicated here.

S/O: This is the Sales Order Number. These are the numbers that were assigned to every item sold, big or small. They were applied as the item was ordered, and have no relationship to the Registered Number or Shipped Date of the fire apparatus in any way. However, if, for instance, a community ordered four Type 12s, but they were not all identical, the S/O would be different for those that were not.

SHIPPED: For convenience sake, these lists go by Shipped Date, not by Order Date. There are too many variables, and the Shipped Dates offer the best in the way of consistency. Some fire departments might go by the date the Committee decided to buy the rig, or the date it was actually ordered. Some even go by the date it was put in service, which, in some cases, was as much as a year after it was received.

If there are any zeros in a date, these figures are unknown. A few dates are followed by an asterisk. These are Order Dates, because no others are known. Zeros in dates in the REMARKS column should be ignored. They are the result of a change in computer programs.

REMARKS: This column is for bits of extra information. If it is known that a particular piece was resold, it may tell you here. However, something like that depended, largely, on whether or not the new owner let the factory know. You may find out if the piece had a Water Tank, and what size it was. On some, this applies to the Chemical Tanks. Again, see the ABBREVIATIONS list for more information. A notation containing a year preceded by a CC:, or just those letters, indicates that the apparatus was registered with the *Classic Coterie*. This might be useful in trying to track down a specific piece, but most of these references are about 25 years old. Other noted years, followed by the owner's name, indicate the rig was found in the *SPAAMFAA Roster* for that year.