

the second revision of the By-Laws being adopted in May, 1975.

As of January 1, 1976 the membership of the Ladies Auxiliary reached a high of 194 members.

Looking back over the years it is noted that the Treasurer's Balance in July, 1961 was \$46.50; with the help of all the successful projects the Auxiliary has undertaken since that date, in addition to the contributions previously noted in this article, a total of \$64,000. in cash has been contributed to the Fire Company to maintain a building, one of the finest, which also houses some of the best fire fighting equipment in the area, all of which we are very proud.

It should be pointed out at this time that the History of the Friedensburg Fire Company Auxiliary has only been made possible because MANY women have continually given unselfishly of their time and talent, labored hard when the "going got tough" and continue after 14 years to give themselves to an organization whose object is to aid and further the interests of the Friedensburg Fire Company, but who most of all realize that HARMONY is one of the most necessary ingredients of success.

The officers who will continue to lead this organization onward and upward in our Bi-Centennial Year of 1976 are as follows:

- President Mrs. Florence Manbeck
- First Vice President Mrs. Iris Weller
- Second Vice President Mrs. Margaret Rairdon
- Recording Secretary Mrs. Janet Lengle
- Corresponding Secretary Mrs. LaVerne Otto
- Financial Secretary Mrs. Mary Brown
- Treasurer Mrs. Helen Moyer
- Trustees Mrs. Gloria Hummel
Mrs. Fern Roeder
Mrs. Geraldine Nunemacher



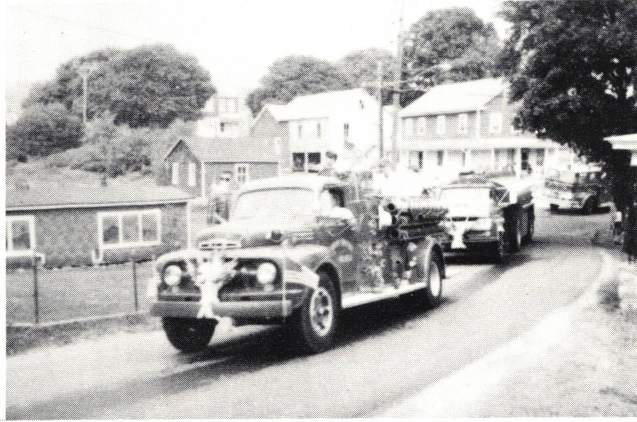
OFFICERS OF FRIEDENSBURG FIRE CO. AUXILIARY

Left to Right - LaVerne Otto, Iris Weller, Florence Manbeck, Janet Lengle, Helen Moyer. Back - Sarah Morgan, Fern Roeder, Gloria Hummel, Mary Brown.

SUMMIT STATION FIRE COMPANY NO. 1

The Summit Station Fire Company No. 1 was organized in 1947 and chartered in September 28, 1948. The first officers were:

- President Joseph Stock
- Vice President Walter Schumacher
- Secretary Jack Ulsh
- Treasurer Charles Fox, Jr.
- Fire Chief Howard Fessler, Sr.
- Asst. Fire Chief George Fessler



The ground for the fire company was donated by Mr. and Mrs. Edwin Reber who became life members. The company's first truck was a 1927 Seagraves Pumper purchased from Pine Grove. H. H. & L. No. 1. In 1951 a new fire truck pumper was purchased and is still in active service. A 4,000 gallon tanker was added in 1961. Plans are to add a new pumper within the next few years.

During the year 1975 a new 3 bay truck room was built and the present building remodeled.

The company has presently 150 paid up active members, 120 paid up social members and 15 life members.

The present officers are:

President	Wilbert Staller
Vice President	Edwin Nagle
Secretary	Joseph Yerusavage
Financial Secretary	Wilson Moyer
Fire Chief	Ernest Freeman
Asst. Chief	George Fessler
Directors	David Peiffer, Charles Bolton and Dennis Peiffer

THE LADIES AUXILIARY OF THE SUMMIT STATION FIRE COMPANY NO. 1

The Ladies Auxiliary of the Summit Station Fire Company No. 1 was organized February 25, 1966. Officers were elected as follows: Elaine Freeman, president; Annetta Zemencick, vice-president; Dama Mengle, secretary; Virginia Schwartz, treasurer. Dues were set at \$1.00 per year and meetings were held regularly on the second Friday of each month.

The Auxiliary sponsors annual Easter Egg Hunts and Christmas parties for children of the community. It is also the sponsoring organization for the Summit Station Brownie Troop.

In order to raise money for support of the Fire Company the women hold dinners, bake sales, and weekly novelty games. They also assist the men of the fire company by helping with the annual block party.

The present officers are: Edna Reber, president; Carol Costanze, vice-president; Bertha Crowe, secretary; Mary Fessler, treasurer; Orna Moyer, chaplain; Mary Yerusavage, recording secretary. Meetings are now held the fourth Wednesday of each month and dues are still \$1.00 per year.

\$2,500 from Summit Station auxiliary



Boost from the ladies

Edna Reber, second from right, president of the Ladies' Auxiliary of the Summit Station Fire Co. No. 1, presents check for \$2,500 to Wilbert Staller, president of the fire company. The money, earned thru novelty games, bake sales and a Christmas drawing, is to help pay for the renovations and additions to the present fire company building. Others on the photo are Henry Trumbo, treasurer of the company, and Mary Fessler, treasurer of the auxiliary.



Ladies Auxiliary of Summit Station
Front, left to right - Carol Costanzo,
Edna Reber. Back - Anna Moyer,
Mary Fessler, Bertha Crowe.

PEOPLE...

PLACES...

THINGS...

THE FIRST AUTOMOBILES

In the early 1900's you were considered rich when you owned a car. You had to become quite adept at coaxing, pushing and pulling that flivver. Children followed it, yelling "Get a horse! Get a horse!," many only traveled 20 miles an hour, so the motor wouldn't burn up. Those days you kept a car 10 to 15 years and you could purchase at least 8 to 10 gallon of gasoline for \$1.00, expecting to get 25 to 35 miles per gallon.

There were Chevrolets, Buicks, Dodges, Overlands, Willys, Packards, Maxwells, Hupmobiles, Reos, the popular Model "T" and many others. The first assembly line car was manufactured in 1903 by Ford.

Many owned a Model "T", perhaps one of the best cars to be used in the snow. Among the advantages of the "T" in the snow was its light weight and the lack of encumbrances. You could stick a fence post, pole, plank, or most anything under any corner and raise the axle to put blocking under the wheel to install the tire chains.

Another advantage was the way you could "rock" those cars, rocking forward and back a little further each time until you had gained room enough for another run. It had high wheels and clearance beneath, which was important in snow.

Then there was the rumble seat, it was placed in the turtlebacks of coupes and convertibles. A lid lifted up from the turtleback and upholstered with imitation leather and springs, formed the back of a seat. It was a narrow seat but could contain two ordinary people.

Entering a rumble seat was no small matter. A small round step was installed on the top of the left rear bumpers. Another round step was installed on the top of the left rear fender. Rumble seats were, obviously, designed for the young. Leaving them was no easier, and this was further compounded by the fact that two hours exposure to the elements left the occupants stiff and numb. Leg room was inadequate and was further complicated by the presence of jacks, tire chains, rubber boots and empty bottles.

Everyone today is familiar with automobile bumper stickers which, advocating or rejecting almost every cause. But how many people can recall the "Lizzie labels" of the 1920's which covered cars' entire anatomies? Lizzie labels were painted, not pasted on Tin Lizzies.

Their exact origins will never be known, but they probably owed something to Americans' love of badges, buttons and slogans, especially in a decade when advertising was regarded as the national art and boosting as a national sport.