

A History of the USDA Forest Service Region 3 1925 Dodge Brothers Truck 1925-2019

Included herein is information on Forest Service shields, fleet vehicle markings and a brief history of Kaibab National Forest road signs.

By Tom Hooker 2020

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Sources

Most of the photos of the 1925 Dodge Brothers truck are from the Tom Hooker collection taken between 1981 and 2020. The early photos of the Dodge Brothers truck were from the Charles Ames collection passed along by Regional Forester Bill Hurst. Most of the photos of Forest Service shields and Kaibab National Forest signs are from the Tom Hooker collection. Photos of other old Forest Service vehicles and a couple of signs were sourced from either the US Forest Service Historic Photo Collection or the National Museum of Forest Service History and one or two from Forest Service documents. A few license plate photos were found on the internet.

Identification of truck years was aided by “American Truck & Bus Spotter’s Guide 1920-1985” by Tad Burness published by Motorbooks International 1985.

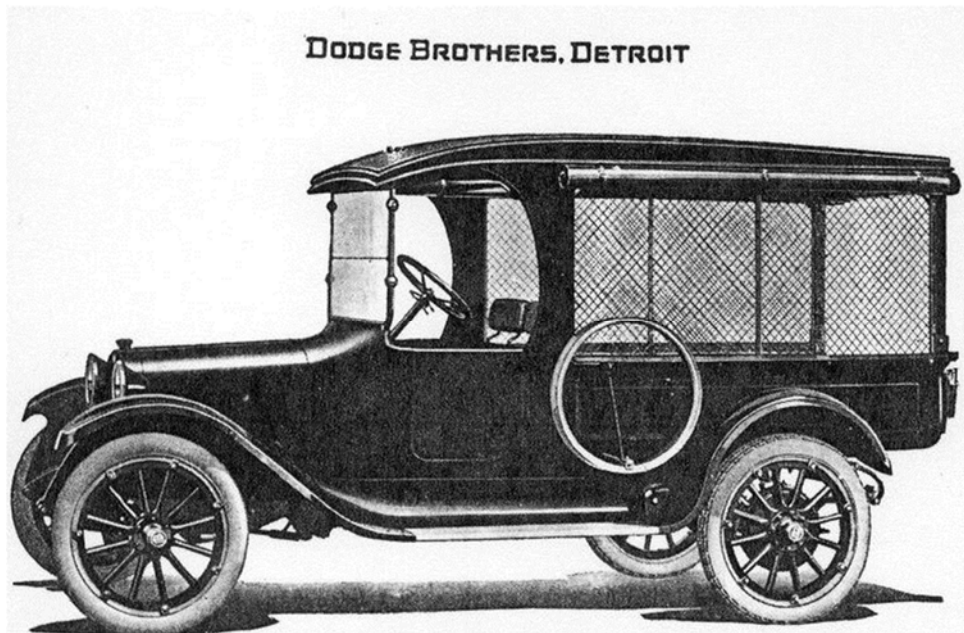
Documents and records saved by Tom Hooker from 1981 to 2006 provided much of the written record for this history.

Mike Arias, Gary Roberts, David Fritzsche, and Paul Azevedo also contributed photos and information.



A History of the USDA FS Region 3 1925 Dodge Brothers Truck 1925-2019

The oldest motor vehicle continuously owned by the US Forest Service is a 1925 Dodge Brothers Screenside Business Car. Dodge Brothers advertised it in National Geographic Magazines in 1919. The “Old Dodge” or DB as I call it, with a frame VIN number of A-268617 was built in February of 1925 and is a Series 1925 that went from VIN A-132707 in July 1924 to VIN A-370000 the end of June 1925. It had roll down curtains on the sides for weather protection. During the 1950’s through 1970’s it was believed to be a 1921 model year vehicle by the Forest Service.



This is a 1919 Dodge Brothers Business Car from a National Geographic Ad. The shape of the hood under the windshield changed in 1922 when a larger radiator was installed. It became straighter with less curve and slope. The seat backrest appears different in 1923 as the wheelbase grew longer. Note that there were no bumpers on this vehicle. The same is true for the model year 1925 vehicle so it could not have been used to tow a trailer. The front fenders are vulnerable to getting dented.

Dodge Brothers, Detroit started producing the Business Car in October 1917 as a Screenside but never built it as a pickup. It was first constructed on a 114-inch wheelbase and rated as a 1/2-ton truck. It became a quick success with many sold to the US Army for use in WWI where it proved to be a rugged and reliable vehicle. In 1922 the radiator was enlarged changing the slope of the hood and making it flatter from the windshield forward. In 1923 the wheelbase was

extended to 116 inches and the truck was then rated as a ¾-ton weighing 2897 lbs. It had a four-cylinder engine, a three-speed transmission and dual brake pad mechanical rear brakes. The truck was built using chrome vanadium steel to make it stronger.

The Dodge brothers both died in 1920 leaving a successful company. The company was sold to Dillon, Read and Co. in 1925 and became Dodge Brothers, Inc. Detroit. The 1926 Series vehicles were redesigned and the Business Cars with the half doors ceased being produced. So, the Old Dodge purchased by the Crook National Forest in 1925 was one of the last Dodge Brothers trucks built with this body style.



Parked here in a 1923 photo is a Dodge Brothers Business Car at Bly Ranger Station on Coconino NF.



At a field location is another R3 Dodge Brothers Screen Side Business Car, this time on the Lincoln NF. It is possibly a 1922 model year judging from the shape of the hood and it has an outside door handle, but no door shield. You can see a roll back canvas upper door on this vehicle.

To understand how the Old Dodge came to be preserved within the US Forest Service and never sold, we need to look back prior to World War I. The Crook National Forest, formed on September 26, 1910 in Southern Arizona included the Galiuro Mountains. About this time, the Powers family, father Jeff and three sons Charles, Tom and John, purchased a house and property in Rattlesnake Canyon within the Galiuro Mountains. In July of 1911, Charles filed an application under the Forest Homestead Act of 1906 for 160 acres, ¼ mile wide and one mile long in the bottom of Rattlesnake Canyon taking in all the springs. Ranger Francis Kirby of the Galiuro Division surveyed the request and reported to Forest Supervisor Theodore Swift about the water. The Forest Service then offered only 18.71 acres. The Powers family objected and threatened to sue. No settlement was reached and the case was closed in May of 1912.

Time went by with the Power family living on the land and the Forest Service looking the other way thinking they had some legitimate claim to the land. Along came World War I and Tom and John were drafted into the army but failed to show up as requested. Graham County Sheriff Frank McBride wrote a letter to the boys explaining the “mistake they are making by slacking like they are” and offered to “get them through without prosecution and let them go to the front and join the army.” Sheriff McBride requested Federal Deputy Marshall Jay Murdock to deliver the letter and Federal Marshall Dillon authorized a posse to help. Murdock testified later at a trial of a conversation with Tom: “Suppose McBride and his posse would walk in here.” Little Tom Power says, “Let him come; I’d just as soon die now as anytime and while they’re getting me, I’ll get some of them.”

On the snowy morning of February 10, 1918, four men, Sheriff McBride, Under Sheriff M. R. Kempton, Deputy Marshall Haynes, and posse man Kane Wooten crept down the hill to Power’s cabin near their mine, about two miles from their ranch house at Powers Garden. At about 7:30 Jeff Power awoke and walked to the door of the cabin with a gun, thinking he might see a mountain lion after his stock. Kane yelled twice for Jeff to throw up his hands. After he did, Kane shot Jeff Power in the upper left breast. The cabin is about 75 miles from Safford with 25 miles of that by foot or horse. Tom and John power opened fire and shot and killed McBride, Kempton, and Wooten. The fight lasted about three minutes. Tom and John and another man in the Cabin, Tom Sisson then fled toward Mexico on

horseback. Jeff was taken into the mine out of the snow and died at 4:00 that afternoon.

A \$4,000 reward was set by the Governor and the escapees were captured a month later in Mexico by the US Army. When asked why they did not shoot at the Army, Tom Power grinned, "Heck, we wouldn't shoot a soldier boy." The three were brought back to Graham County, displayed, tried and sentenced to life in prison. The verdict was a forgone conclusion. Sisson died in jail and after 44 years, Tom and John Power were pardoned. The shootings had been the deadliest gun battle in Arizona state history.

Probably, soon after the shootout, the Crook National Forest claimed Powers Garden. The Power family was gone and they had no legal claim to the property so it was National Forest land. In the 1920's and 1930's several mining claims and mill sites were located in this portion of Rattlesnake Canyon. The Forest Service in the 20's probably used the cabin at Powers Garden from time to time as a fire or district work center.

In the spring of 1925, The Crook NF purchased a Dodge Brothers Business Car for \$685. The vehicle was probably assigned to the Crook NF headquarters in Safford but there are no records of where it was first used on the forest. At about this same time in Alaska, the Forest Service acquired the 62-foot-long wooden ranger boat, the MV Chugatch, another long-lasting Forest Service acquisition.

James W. Girdner was born 1878 in Texas. In 1900 he lived in Pleasant Valley, AZ Territory. He began his career with the US Forest Service in 1908 probably on the Tonto NF. He went on to work on the Tusayan NF and can be found working on the Coconino NF in Flagstaff in 1919 and 1920 where he found lodging with the Charles J. Babbitt family. He also worked on the Sitgreaves, Apache, and lastly Crook National Forests where he arrived in 1929 to become District Ranger on the Aravaipa Ranger District headquartered in Klondyke. In 1930 Girdner owned a house in Clifton which housed his wife Winnifred and three sons, Robert R., Michael and James. It looks like James W. lived away from home quite a bit while working for the Forest Service. Clifton to Klondyke is about 90 miles.

Aravaipa RD did not have any motor vehicles in 1929. Ranger Girdner at some point went to "headquarters" in Safford to see what he could turn up. Pickups and money were likely scarce at this time at the start of the depression. The 1925

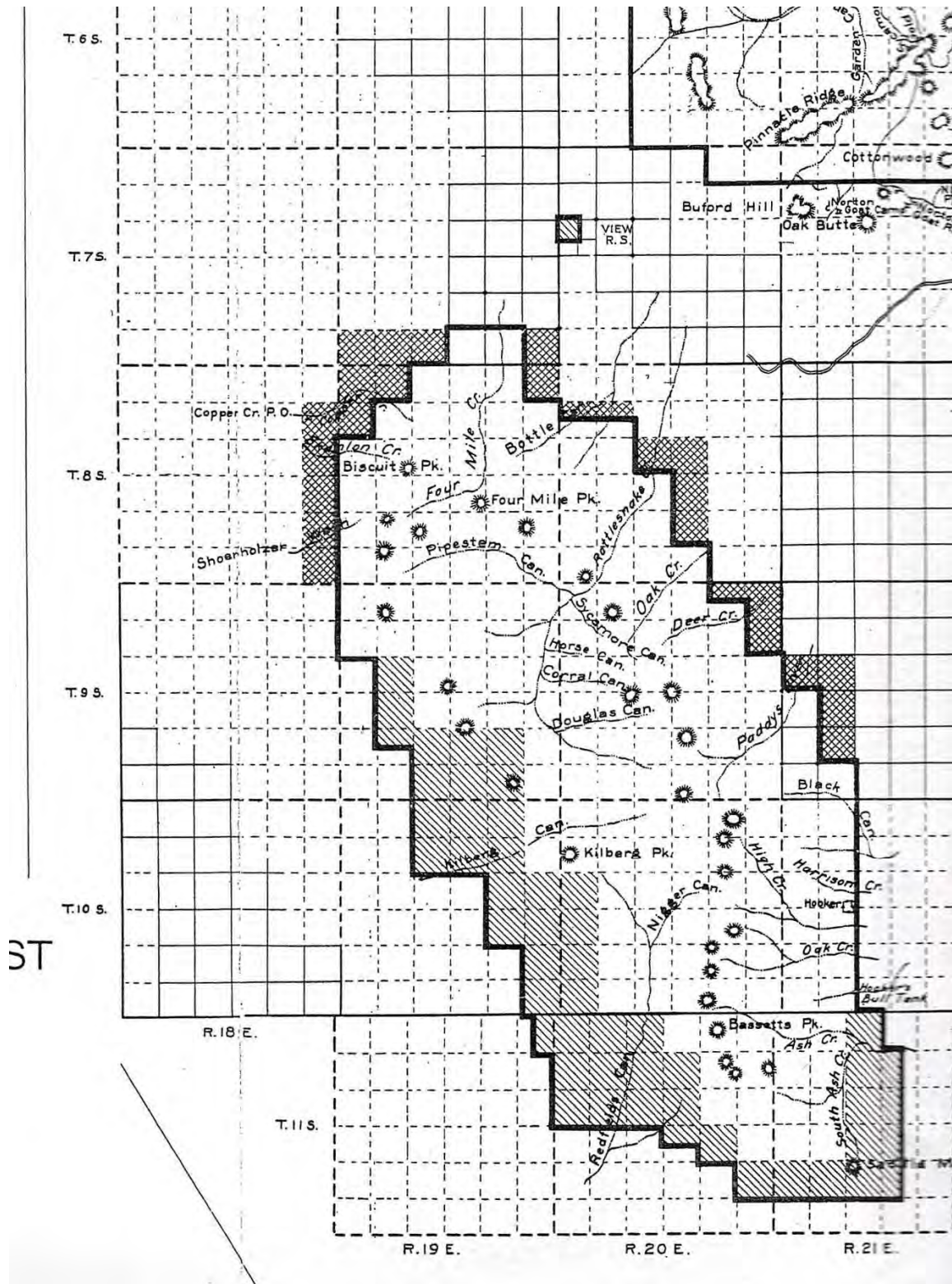
Dodge Brothers truck was in Safford where it had been turned in for salvage and sale. Ranger Girdner asked for and received permission to take it back to Klondyke where he and Merrill Haby, another FS employee, “put’er back in shape” with “bailing wire and pliers.” It may have been at this time that the back portion of the roof was removed to make it into a pickup if it had not already been done.

Now, stories about what happened next diverge. Former Regional Forester Bill Hurst stated in an interview in 1991 that “Ranger Girdner and his family lived at Powers Garden Ranger Station year-round” and took the Old Dodge with him to the bottom of Rattlesnake Canyon at this time. I believe this is not correct. I believe Ranger Girdner worked out of the Klondyke Ranger Station while using the Old Dodge for a few years to get around the District. Census records of 1930 have James W. Girdner and his family living in Clifton, Arizona.

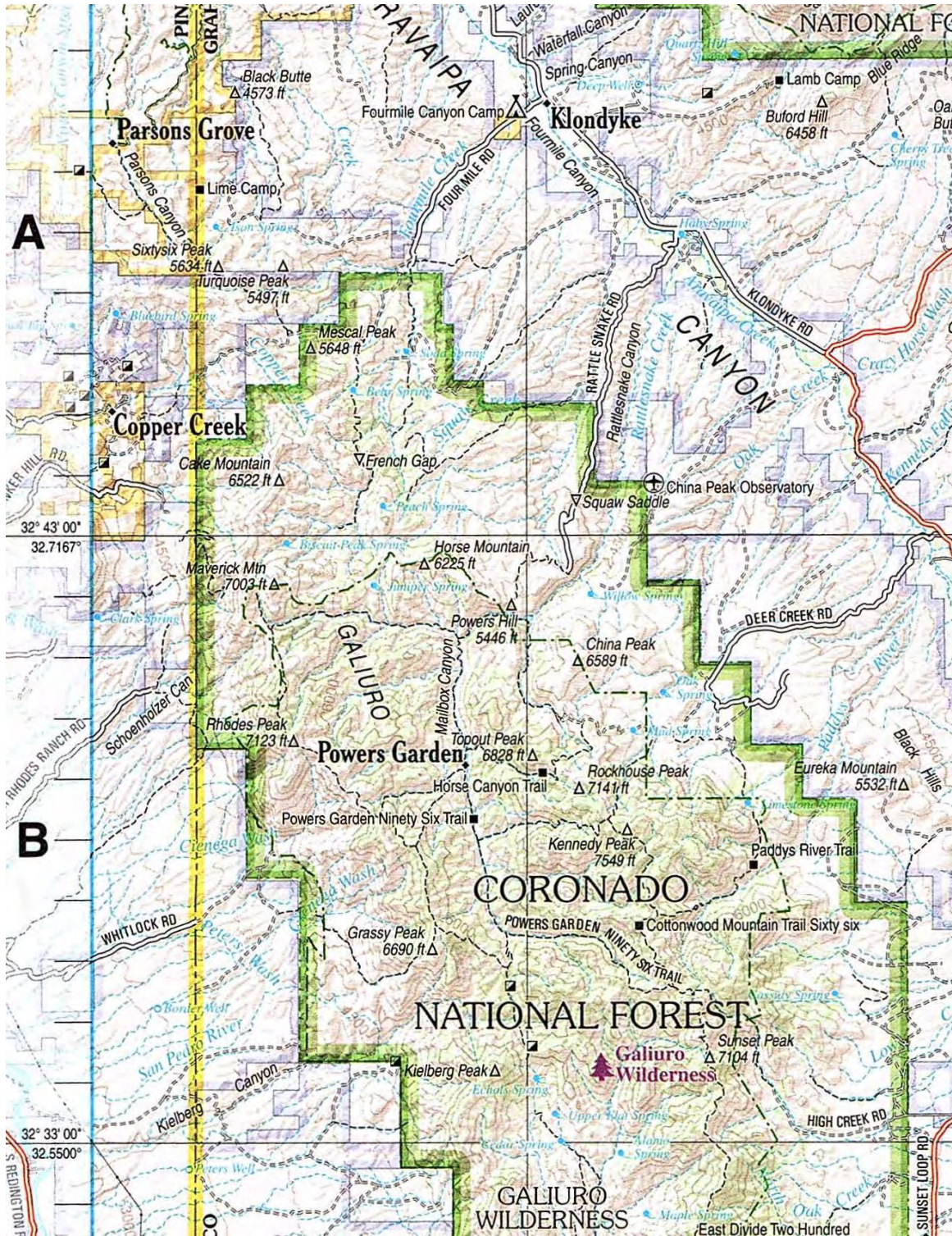
The truck proved extremely serviceable for the district with good power to haul supplies on mountain roads. About 1933 Girdner found himself in the telephone line construction business when the FS continued in that direction to aid in fire reporting. So, he set about to upgrade the Powers Garden work center by installing a phone line from the Klondike Ranger Station to Powers Garden and then further up canyon to a remote fire lookout. He likely used the truck to haul four-inch phone line poles over Rattlesnake Mesa to Powers Hill, rolled them over the side of the canyon and then drove and skidded the 1925 old truck down the extremely steep mine wagon road with a sustained grade of 30% and pitches over 40% to reach the bottom of Rattlesnake Canyon. From the bottom, the truck could easily drive the flat, approximate eight miles up to Powers Garden. It was then put to use hauling and distributing the pipe poles and materials for construction of the phone line to Powers Garden and other points in the canyon. It was also handy for carrying food and supplies for the ranger and helpers while working from Powers Garden. This is more like the story written by son Robert R. Girdner and sent to the Coconino National Forest SO in 1979 through the Lakeside Ranger District. It is not clear to me if Bill Hurst ever saw this letter.



A 1934 Dodge pickup.



Shown here is a 1917 map of the Galiuro Mountains of the Crook NF located in Graham Co. AZ. Note the View Ranger Station location that may have become the Klondyke RS in this story.



This 2015 map of the Galiuro mountains shows the location of Klondyke, Powers Hill and Powers Garden on the Coronado National Forest. Powers Hill where the 1925 DB was taken down into the canyon may be located where Rattle Snake Rd. touches Rattlesnake Canyon.

Robert R. Gardner ^{1908 F.S.} Barn Clifton, Ariz. Oct 9, 1923
Father James W. Gardner Barn Dennison, County Texas

U.S. Forest Service 1908 to 1938

Tonto ^{N.E. Ariz.} (Guthrie) Sitgraves, Apache, Crook.

St. Theresa. Winchester. Guillevero (on Crook) 1929-38
1934 Dodge - was in beyond (turned into salvage by F.S.)
no truck or auto at Klondike. Purchased Habyourhaus
at (street line at Klondike across from store)
used for several years, other Rangers got new wheels
& he decided he wanted new truck -

Blding ^{fire} telephone line into ^{Powers} Kuttlesnake Canyon
from K. R.S. used the truck to haul 4 in pipe poles
to top of Powers Hill where to bottom of Canyon 479,
grade This P.U. was driven & taken ^{to bottom}
of canyon to haul poles up the bottom of the
Canyon. when job was complete, Ranger
inserted P.U. could not be gotten out of Canyon
- new P.U. resulted - 1934 Dodge - no power. cables
full horse trailer up high grade - load & unload horse to
get to top - old P.U. had ^{clearance} no clearance in new P.U.
but was too stubborn to pull it out.

Robert R. Gardner
P.O. Box 1324
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85635



A piece of the Powers Garden phone line years later.

The phone line was probably completed in 1933 after a few weeks work. Ranger Girdner and his crew hiked or rode horseback out of the canyon leaving the Dodge Brothers truck parked near the orchard trees back of the station. The grades on Powers Hill made it impossible for the truck to be driven out of the canyon and no other methods were attempted to remove the truck due to its age. The station was soon abandoned as a full-time work center but was used seasonally by a fire guard who manned the Tent Lookout two miles to the SW. A 14' X 22' "dobie" house was built there by the FS in 1936 or 37 with a space to store fire tools and J. W. Girdner recommended a 90-acre administrative withdrawal in 1938. So, the abandoned Old Dodge would be seen regularly in the 1930's.

Ranger Girdner had watched as other rangers on the forest received new vehicles while he did not. Back at Klondyke, he reported to headquarters at Safford that he, in the words of Patagonia District Ranger Adrian Hill, "couldn't under any circumstances, get that dad-burned pickup out of Rattlesnake Canyon and he would just have to have a new one – soon!" "In due time a brand new 1934 Dodge pickup arrived at the Klondyke Ranger Station." Soon though, according to son Robert R. Girdner, Ranger Girdner wished he had his old 1925 Dodge Brothers truck back as the new Dodge had no power to pull a horse trailer up hills or clearance to get up the rocky mountain roads. But he was too stubborn to pull it out. Adrian Hill also wrote that Ranger Girdner planned to leave the Old Dodge in the canyon as a means to get a new vehicle. But Regional Forester Bill Hurst disputed this idea and strongly believed it was the grade of Powers Hill that caused Ranger Girdner to leave the Old Dodge at Powers Garden and that it was a wise decision to do so. But there still remains a hint that Girdner realized that leaving the truck behind might help his chances for a new truck. The Dodge Brothers Screenside was a 1917 design with no bumper and narrow tires, not

suitable for towing, say a horse trailer. Some rangers were moving toward the use of horse trailers in the early 1930's.

So here the Old Dodge stayed, abandoned to the elements and occasional parts thieves, until Chuck Ames returned from the beaches of Normandy to join the Forest Service and rescue it. Powers Garden was officially withdrawn as an administrative site in 1955, shortly after the Crook National Forest was broken up and parceled out to the Tonto, Apache, and Coronado National Forests and the Aravaipa Ranger District office at Klondyke was closed.

Assistant Forest Supervisor for Coronado National Forest, Charles R. Ames stated in a 1967 report: "It was in June of 1958 while on an inspection trip of the Galiuros that the existence of this 1921 Dodge Pickup became known to me. It was parked out in back of the Powers Garden Ranger Station in the heart of the Galiuro Mountains." In September of 1960, Ames along with District Ranger Dan Williams, Assistant Ranger Jack McCombs and Arizona Republic Reporter Bob Thomas traveled to Powers Guard Station to inspect the "1921 Dodge Pickup left at the Powers Garden Ranger Station about 1933."

After this visit, Arizona Republic Reporter Bob Thomas wrote a story about it in the Arizona Republic. I do not have a copy of that story, but he gave the truck wide publicity. Charles Ames was intrigued by the truck. He started writing letters and buttonholing Forest Service officials. The Forest Service was starting a museum at Continental Divide where the training center for forest rangers was situated. Ames thought the truck would be an ideal exhibit. Fred Kennedy, former Regional Forester for Arizona and New Mexico (R3) thought so too, and started wheels turning.

Bob Thomas also published a story in the November 16, 1966 Arizona Republic titled "Up Comes 1921 Truck - Forest Service Vehicle Left Behind in Canyon" giving a generally factual account of the 1921 Dodge along with photos. He described some of the conditions in which the truck was found. "The green-painted truck" he said, "Ames found... to be in fairly good condition. However, all the wooden pieces in the body, the roof of the cab, the floorboards and the truck bed were rotted. But the heavy metal body had resisted rust and the engine, transmission and rear end were filled with oil." "As the years passed the truck weathered summer cloudbursts and winter snows. Its rubber tires burst, the

upholstery hung down in tattered strings and the paint flaked off the metal hood and fenders.”



Dan Williams, Bob Thomas and Jack McCombs inspected the abandoned 1925 Dodge Brothers truck in September 1960. They found it nearly hidden by tall weeds and small trees. A clutch or brake pedal appears to show above the bed in this photo. The wooden spokes in these photos appear light in color.



This photo has probably Jack McCombs next to the Dodge Brothers truck in 1960. Note man on right. A FS door shield is visible in this photo. Bob Thomas reported the truck was painted green. Another engine or transmission appears to be in the bed of the truck.

Ames continues: “In 1964 renewed interest was generated in the pickup when the Forest Service museum was established at the Continental Divide Training Center (in New Mexico). Its ultimate removal and restoration were the result of close coordination with several divisions in the Regional Office as well as Coronado Forest personnel. It had direct Regional Forester support. On June 19, 1965, Ranger Cecil Sims and I packed into the Powers Garden Station for the purpose of dismantling the pickup so it could be removed by helicopter to the nearest road. From here it was hauled by truck to the Albuquerque Equipment Service Shop for complete renovation and reassembly.”



Powers Garden Work Station 1965.



District Ranger Cecil Sims packing into Powers Garden June 19 or 20, 1965. Photos by Charles Ames.



Cecil Simms starting to dismantle the 1921 Dodge Brothers pickup so it can be flown out of Powers Garden.



Assistant Coronado Forest Supervisor Charles Ames removing engine and transmission to be flown out of Powers Garden.



Charles "Chuck" Ames using truck axle and horse to move the engine to helicopter loading spot.



Flying out 1925 Dodge Brothers frame and fenders. Pilot was Jack Holefelder.



Hooking up more parts to fly out was Bob Hernbrode – Arizona Game & Fish Department.

After helicopter flights out of Powers Garden, the Dodge Brothers truck, now in pieces and loaded on a waiting truck was hauled to the Albuquerque Equipment Service Shop at 8th and Haines in downtown Albuquerque, New Mexico for restoration and reassembly. At about this time, the equipment shops were being closed with equipment maintenance turned over to Job Corps Centers. Cecil Thompson the Regional Equipment Engineer supervised the work done on the truck. Two recently retired Forest Service mechanics, Mike Chavez and Lester Soncrant did most of the actual restoration work on the vehicle. Russell Butler, Orlo Jackson and a man named “Phil” were also involved with the work.

During the restoration process it was determined that the engine needed extensive repairs and the required parts were not available. A search for a replacement engine was successful. “Phil” had a grandfather in Colorado with an old hay stacker not being used that had a similar engine. Dan L. Childress authorized the purchase of this engine and this is probably the one still in use today. Cecil Thompson told me in 1983 that a second vehicle was purchased for

parts and that the starter, transmission and perhaps the rear end are not original. Five new tires were purchased with Regional Forester approval.

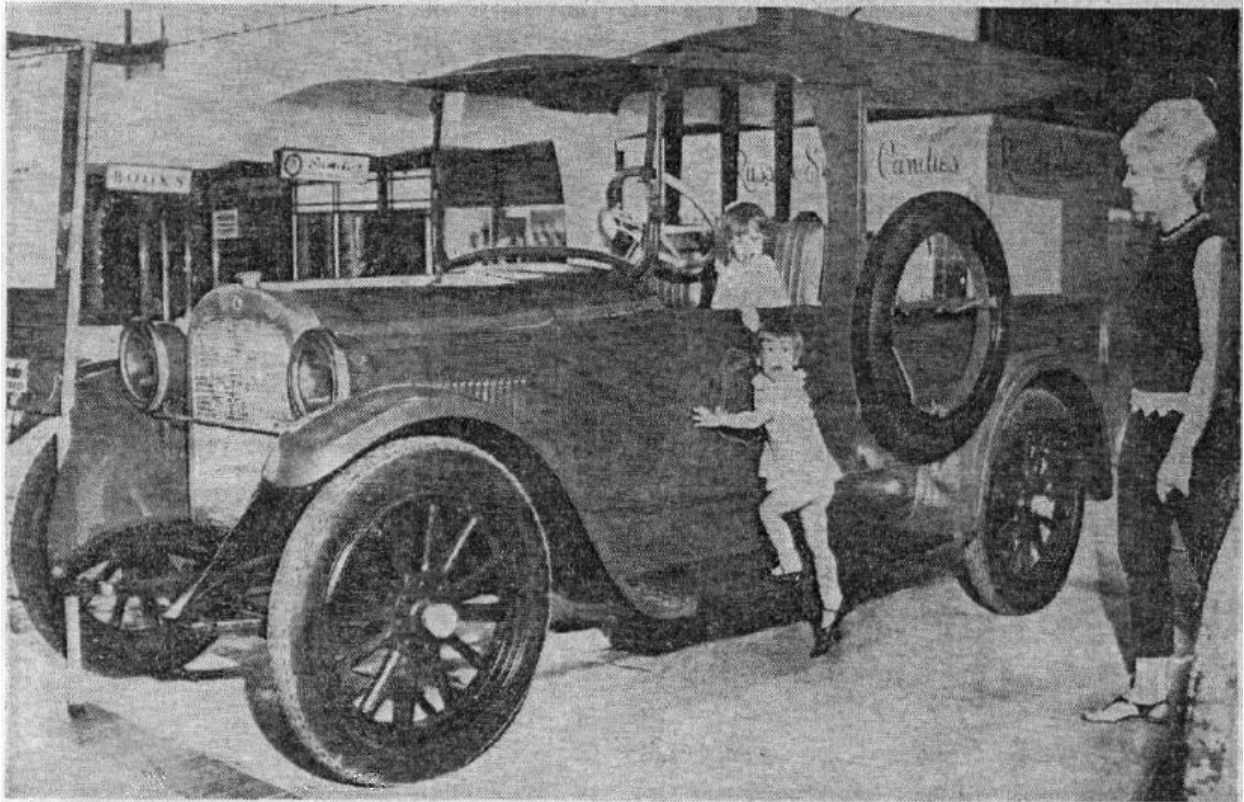
I know that the vacuum fuel pump was missing so an electric fuel pump was installed at this time and lasted a number of years. The wooden steering wheel with finger joints was missing or rotted so the mechanics fashioned a suitable steel one out of electrical conduit. The throttle and spark advance leavers on the steering column were not set up to work. The engine had a large combination starter generator. The carburetor did not have an air filter and there was only a small screen on the oil pump for a filter. There was no oil drain plug. You had to loosen the oil pump to drain the oil. The oil pump worked but did not put out much pressure. Mechanical brakes were only manufactured on the rear wheels. They were set up with linings on the inside and outside of the drums and were kind of hard to adjust. They seemed marginal at times. But the truck ran ok. The transmission had a keyed lock. And the ignition/light switch was keyed and had a key.

For the original slat and fabric cab roof, the shop substituted a piece of painted Masonite. Three spokes in a row on each wheel had rotted and the mechanics kind of patched in some pieces to give them some support and visual appearance. Other rotted wooden parts were fabricated too. The shop probably made the door handles. They straightened body parts, patched up dents with body putty and painted the truck green. And they put a large Forest Service shield decal on each door. The color of the green paint was probably not quite right for the time period and the door shields, I later determined were wrong. But the truck looked good. As much of the original truck as possible was kept in place.

Chuck Ames stated: "The work was completed in (the fall of) 1966 and since that time the pickup makes its home in the Forest Service Museum at the Continental Divide Training Center in New Mexico. It is available on a loan basis to the National Forests of the Region (R3) for special occasion parades and display purposes." The truck was used in parades and several exhibits in Arizona in the fall of 1966 prior to being moved to Continental Divide.

Jumping back in the story a bit, it was Chuck Ames, Jack McCombs, Fred Galley and probably Dan Williams that discovered the Old Dodge in 1958. When the Regional Office got wind of it, they sent the Coronado N.F. a bill for all the years of unpaid vehicle rates. After some thought, Fred, Chuck and Norm Weston the

AO devised a plan and letter to pay the bill. They collected a years' worth of S&H Green Stamps from around the office and sent them to the RO for payment. In the nature of fair play, the RO accepted the payment. This was prior to recovery of the truck and prior to RF Bill Hurst's arrival.



TRAVELING MUSEUM — Truck now serves as showpiece for Forest Service exhibits. Shirley Rene Bishop, 2, tries out the driver's seat as her

mother, Mrs. Gerald A. Bishop of Tucson, watches and a passenger, Starla DeeAnn Bannon, daughter of Mr. and Mrs. Mike Bannon, climbs aboard.

This is the restored FS 1925 Dodge Brothers truck on display in Tucson in the fall of 1966. The wooden spokes now appear to be painted black. This was probably the first display of the truck after it was put back into shape by the Albuquerque Shop.



Kaibab retirees Flick Hodgkin, H. I. Benham, Gordon Bade, Walter Mann, and R. L. Diggs had the Old Dodge in the Williams, Arizona Labor Day Parade in 1966 seen here next to the Kaibab SO.

While at Continental Divide, pictures were taken with some prominent Forest Service people.



Chief Edward P. Cliff 1969 at Continental Divide Training Center and Museum.



Chief Edward P. Cliff is driving William D. "Bill" Hurst Regional Forester in 1969. Hurst was always a strong supporter of saving the truck. Hurst came to the R3 RF job in February 1966 as the truck was being restored in the Albuquerque Shop.



Chief Edward P. Cliff and Henry Young 1969.



Arthur C. Ringland, former Regional Forester was almost age 90 in May 1972. Ringland joined the Forest Service in 1900 and became the first District (Regional) Forester for the Southwest Region in 1908.



Arthur C. Ringland, first District Forester at Albuquerque in 1908 was born 9/29/1882.

On October 10, 1970 the Beaver Creek RD put the “The Old Dodge” in the 14th annual Fort Verde Days celebration. A crowd of four to five thousand were on hand to dedicate the Fort Verde Museum as a State Historical Park. While at Continental Divide from late 1966 to 1970, the Old Dodge likely was used in a number of events throughout the region. Use records were probably kept and may survive with the R3 Museum records but I have not seen them. Use information was gathered from the forests by letters in November of 1969. The Apache NF put the truck in a Springerville parade on July 4, 1969. The Espanola RD had the truck in the Los Alamos county fair on August 23, 1969 where it made it into the local newspaper, the Los Alamos Monitor. The Kaibab NF used it again in the Williams Labor Day Parade. And the Patagonia RD put it on exhibit at the Santa Cruz County Fair in Sonoita, Arizona on October 4th and 5th where it helped win a Special Award ribbon for education.

The Continental Divide Training Center was closed in 1970 and the Museum collection was moved to Camp Navajo west of Flagstaff under the eye of the Coconino NF. The truck separated from the collection and found its home on the Sitgreaves NF during 1971 and 1972, probably at the forest vehicle shop. For two years, use was light. On October 10, 1970 the Beaver Creek RD put the “The Old

Dodge” in the 14th annual Fort Verde Days celebration. A crowd of four to five thousand were on hand to dedicate the Fort Verde Museum as a State Historical Park. The Chevelon RD used it twice in 1970 and the Cibola used it once in 1970. In 1971 it was used only once by the Chevelon RD.

In 1972, the Old Dodge moved to the Coconino NF in Flagstaff. The Coconino had a shop in the downtown section of Flagstaff where the truck was housed for a year or so according to Mike Arias. Later, it was moved to Knob Hill where it was stored during bad weather in one of the Mormon Lake RD sheds. It was still made available for use by other forests. In 1972 it only had two gigs, one on the Santa Fe and one on the Kaibab in Williams. In 1973, use picked up. The order listed here is the order on the sign up sheets but not necessarily the order of use. It visited Sedona, the Carson NF, Prescott, Coconino NF in Flagstaff, Beaver Creek for Fort Verde Days, and Clifton RD. The year 1974 was about the same with trips to Sedona, Coronado NF with Chuck Ames, then to the Santa Fe, Carson, Prescott and Apache-Sitgreaves. In 1975 the truck went to Sedona RD, Carson NF, Prescott NF, Cibola NF, Coconino NF, Beaver Creek RD, and finished the season again on the A-S. New users were found in 1976. It began the year on the Luna RD of the Gila NF, moved to the North Kaibab RD with Ranger Carl Taylor in an Arizona Strip Parade, then on to the Patagonia RD of the Coronado and off to the Regional Office in Albuquerque. It then went to the Payson and Globe Ranger Districts of the Tonto NF and finished the year with the Winslow RD of the A-S. Seven trips in 1977 took the Old Dodge to Sedona, A-S, Carson, Tonto, Lakeside RD, and two visits to the Chevelon RD. In 1978 the truck started at the Globe RD, then Alpine RD, Payson RD, then Kaibab NF probably in Williams, then to the Pinedale RD on the A-S. The Rio Grande NF in Colorado, out of region, asked for the truck but it did not go there perhaps due to timing. The year was finished out on the Elden RD, Luna RD, Beaver Creek RD, and Chevelon RD.

Old Dodge use picked up a bit again in 1979. Users were: Sedona RD, Verde RD on the Prescott, Globe RD on the Tonto, Bill Holmes someplace, Alpine RD, Springerville RD, Payson RD, Tom Mott someplace, someplace I can't read, Canjilon RD on the Carson NF, and finally the Penasco RD Carson NF. For 1980, the records continue: Sedona RD, Cave Creek RD Tonto NF, Coronado NF SO, Kaibab SO Tom Hooker, Santa Fe NF, A-S, Tonto, Chevelon RD, Coronado, Gila NF, and Kaibab Tom Hooker again. Use records for 1980 were kept mostly by Coconino Fleet Manager Ben Ross or Assistant Fleet Manager Mike Arias. Initials of other people involved with reserving the truck are not known. Many of the Forest

Service people who signed up to work with the Old Dodge, getting it for their forest home town events, became “repeat offenders.” They liked and got hooked on the truck. Their names also appear on the signup sheets.

For the time period 1969 through 1980, the Old Dodge appeared at 76 recorded events spread between all the forests of Region 3 in New Mexico and Arizona. Use by many of the Ranger Districts and the Regional Office spread the exposure and good will of the Forest Service even farther. A few known uses failed to be recorded.

To move from one event to another, the Old Dodge had its own open tilt top trailer with a winch and tie downs for transport. You had to cover the windshield with cardboard to prevent windshield rock chips while transporting. When stored on the trailer, a big tarp was placed over it. A ¾-ton pickup with standard pintle hitch was required to pull the trailer. The Albuquerque shop had provided the trailer.



This is the tilt top trailer used to transport the Old Dodge Brothers truck.

I (Tom Hooker) started with the Forest Service in Williams, Arizona on the Kaibab in 1972 after serving a year as a VISTA Volunteer which made me a federal employee. I was hired to a WAE – when actually employed – position in engineering. Paul Garcia working in fire on the Williams RD would bring the Old Dodge to Williams for local parades and that is where I first saw the truck. The Kaibab at this time was in the process of planning to re-sign all the forest roads, removing the redwood routed signs and replacing them with modern reflectorized signs. I got assigned to this project by Dan Baertlein, assistant Forest Engineer after a short stint on a survey crew. For the next two to three years, I worked on sign plans and inspection of installation contracts. Upon completion of the contracts, Dan hired local sign painter Fred “Perico” Avila to maintain the new

signs and I became his supervisor. I remained forest Sign Coordinator. Along about this time, long time employee George Williams who was Forest Fleet and Equipment Manager and Road Maintenance Supervisor retired and I got his job while keeping the sign job. George was probably the first Kaibab NF Fleet Manager and I became the second. Prior to George, Cecil Thompson and Ken Butler managed the hands-on work of the fleet from the Regional Office. Cecil at this time worked for Dick Monteith, the Fleet and Equipment Engineer in the Regional Office.

The Forest Fleet Manager position was really manager of the Forest WCF – Working Capital Fund. At that time, and for a long time after, I assumed that the WCF had been in place for a long time and I gave it little thought. The WCF consisted of two parts, a vehicle use rate charged by mile or hour which paid for operation, maintenance and repairs and a fixed ownership rate charged monthly which provided funds for vehicle replacement and overhead charges. A 1990 Forest service publication titled “The History of Engineering in the Forest Service” gives insight into the formation of the WCF.

Prior to 1936, forests purchased and managed their own vehicles independently. The Idea of combining heavy equipment and charging rates for planned replacement and maintenance began to take shape in 1936 on four forests in Northern California at the suggestion of Henry A. Mullin. A Forest Service Equipment Depot and Forest Shop was established in Redding at this time for rental, service and maintenance. With hard work, the idea was a success and grew over time. During World War II the Forest Service became involved in the Guayule Project to grow and extract natural rubber for the war effort from plants grown in the southwest. This required greater numbers of heavy equipment and resulted in further pooling of equipment and the building of more depots and shops. Operation expenses were still paid by each forest.

Late in 1961, Ray Connelly became Regional Equipment Engineer in Region 4. About 1969 Ray was assigned to work with other Regional and WO Engineers to work on a better system to finance the fleet. The WCF came out of this committee and was first tried out in Region 4 and then adopted by all the Regions.

In 1981, the Kaibab NF hired Robert “Doc” Docherty under the Older American program. Doc had been a mechanic and body repair man in his day. The Old

Dodge was still stationed at Knob Hill where it could often be found out in the weather and in need of some attention. I talked to Ben Ross to see if I could help. I told him I could get Doc to repaint the truck. Ben said I could have the truck. Before parting with it, Ben agreed to get the seats reupholstered and I brought the truck to the Kaibab SO in Williams.



Robert “Doc” Docherty, Tom Hooker, and Fred “Perico” Avila after some restoration work. Photo taken north of Williams, Arizona in 1982. Note the red, white and blue “A plate,” A for Agriculture, license plate with wide shield. This is the plate probably provided by the Albuquerque Shop. At that time, I guessed the plate likely dated to the 1940’s and seemed to be rare.



1925 Dodge Brothers truck 1982 Williams Arizona. Note Masonite top, black radiator cap, black running boards, redwood sign, type 3 shield, new natural color spokes, pinstripes and steel conduit steering wheel, no bed rack, non-skid tires and Southwestern Region on door. This shows the new paint job by Docherty. Tom Hooker built the new spokes. Perico painted the pinstripes, the shield and lettering and made the front sign which was used for a while. The running boards still have a coating of black ribbed rubber. Windshield and headlight glass were cut by Allyn Cureton of Old Trails in Williams.

With the Old Dodge located on the Kaibab in Williams Tom Hooker, Robert "Doc" Docherty, and Fred "Perico" Avila set about to make repairs and paint the truck during the fall and winter 1981 and 1982. Coconino NF Recreation gave us \$300 to work with and Mike Arias helped purchase supplies in Flagstaff. We all liked working on the truck. Doc sanded and repainted the truck in his home shop north of Williams. Doc also painted the wheel rims. I purchased a lathe from Sears for my wood shop and the FS purchased a 2"X 7"X 8-foot oak plank for \$23.35 to

make new spokes. Doc and I put a new Masonite top on the truck and we replaced wheel bearings on three wheels. Ben Ross got the seats recovered for \$54.88 and Mike Arias had the radiator cover and headlight rims re-chromed for \$129.03. Allyn Cureton at Old Trails cut one new laminated windshield and two headlight glass pieces for \$26.30. Perico painted the door shields, painted the license plates and pin striped the truck and helped Doc and me as needed. We also purchased a new winch for the trailer all for \$305.03 including the paint. Another trailer repair at Mayorga's Welding added another \$184 charged to something else on the Coconino. The Older American program paid Doc's time. I donated some time and charged WCF for some time and Kaibab Engineering paid for Perico's time.

At first, I was only going to do two wheels per year. But Regional Forester M. J. Hassell walked by one day visiting the Kaibab and looked at it with Forest Engineer Carl Winslow and said: "You're going to do all of them aren't you" and Carl replied yes. I was not there to say anything different, so I was stuck doing all four at once. But that was the right thing to do. I was worried the truck would go around a turn and a wheel might collapse.

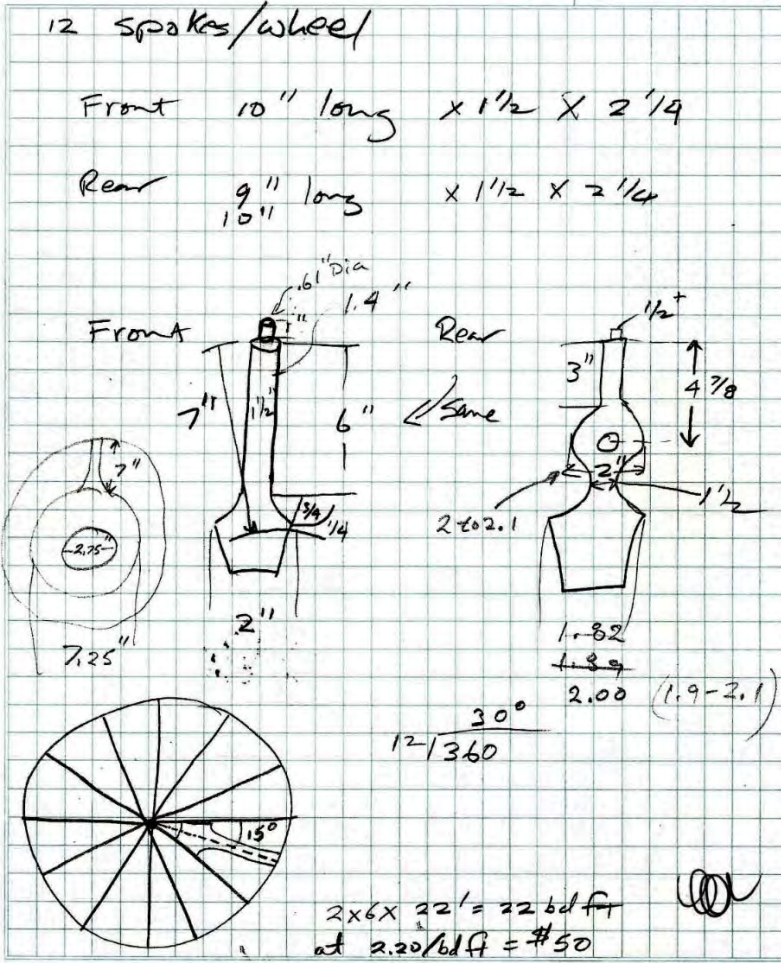


Some original spokes had rotted on each wheel. This is a rear wheel with a brake drum attached to the spokes in 1981.

Subject:

MADE BY

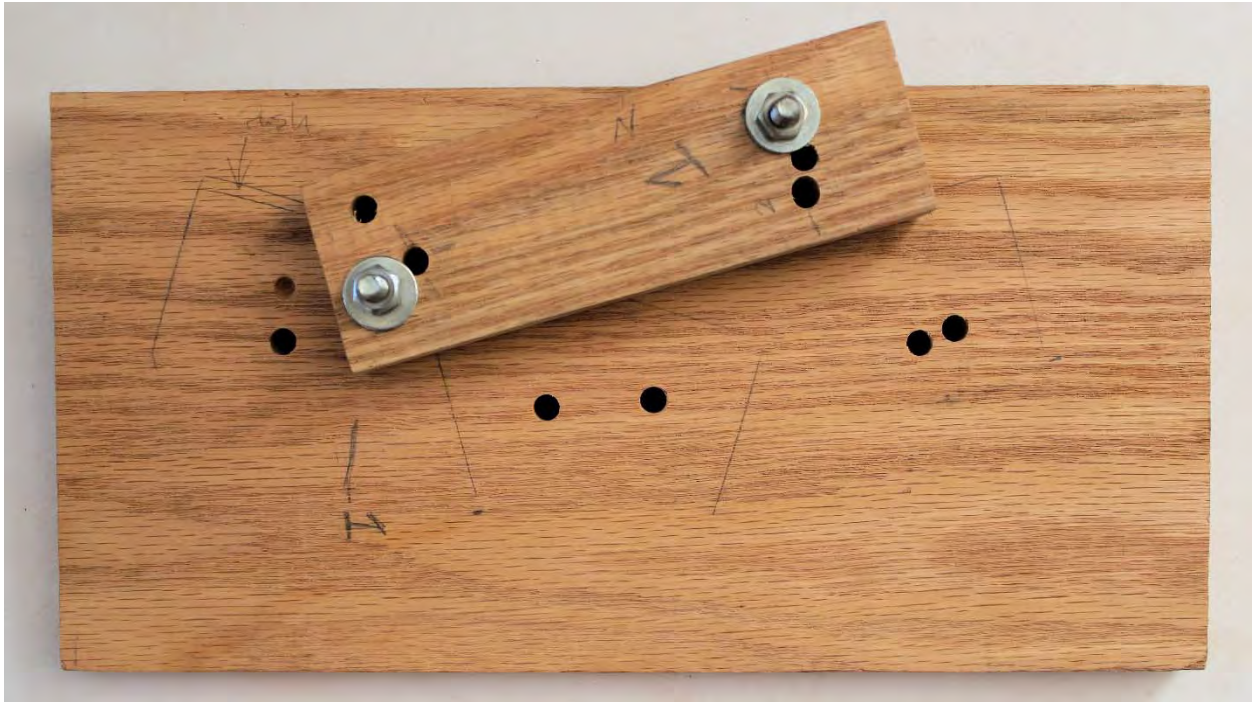
CHECKED BY
(Initial and date)



Tom Hooker drawing for making spokes, 1981.



Old DB spokes.



DB spoke cutting jig for final cuts.

The hardest cut to make on the spokes was where they met and came together in the center of the wheel like pieces of a pie. The cut was a compound angle so that when they were bolted in place one up and one down, they would tighten. To get the compound cut I made a jig for my table saw and held each spoke to the jig by hand. This resulted in one or two of my fingers getting very close to the table saw blade. I never got cut.

Perico pinstriped the body, and the spokes just to pretty it up and because he was good at it and good at painting door shields and lettering. Pin striping was not original. The chosen paint color was a darker green but still not perfect yet. I also took over the sign-up sheets for users of the truck. Carl Winslow, a buddy of Cecil Simms, had recently become Forest Engineer and supported the work we were doing on the Old Dodge as did Forest Supervisor Andy Lindquist and apparently Regional Forester Hassell. Andy suggested we add Southwestern Region to the side of the doors to point out it was a regional vehicle. We always had good forest and regional office support for the truck.



Perico, Doc and Tom Hooker 1982 and the then thought to be 1921 Dodge Brothers truck.

In April 1982, after we worked on the Old Dodge, the R3 Forest Service museum collection, through a memorandum of understanding, went to Sharlot Hall Museum in Prescott, Arizona. This included the “rights so to speak” to the Old Dodge. The truck was used in 1982 at nine events starting in Payson in February. Two events on the Kaibab, three on the A-S, two on the Carson and one on the Cibola filled out the season and it returned to the Kaibab SO on December 21, 1982. I had received requests from Sheraton, Wyoming and the Hickory NF in Wisconsin but they were not allowed. We were still keeping it within Region 3. In March of 1983, we installed two new rear tires purchased from Coker Tires in Tennessee and installed the new rear wheel bearings. The axles had to be turned to fit the new bearings. And the rear end oil was changed.

In June 1983, the Old Dodge went on display at Sharlot Hall with some of the Forest Service Collection. During this time, it was not available for forest use. In August of 1984 it came out of the museum and went back into parade use in the region with two events on the Kaibab. When not in use, its home was at the Kaibab NF SO where Doc, Perico and or I took care of it... for a total of 25 years.



Doc at a Grand Canyon Railroad crossing north of Williams 1982.



At Williams Depot Grand Canyon Railroad 1984.



Tom Hooker with the DB and GCRR steam engine when I had a FS uniform 1984.



A visit to the North Kaibab Ranger District, fall of 1984, De Mott Park.



At De Mott Park store, North Kaibab RD 1984.



Fall colors North Kaibab Ranger District 1984.



A parade in Williams in 1984 that included horses.

After the truck came out of Sharlot Hall, it started making the rounds to most of the forests in the Southwestern Region of Arizona and New Mexico. A group of regular users developed to borrow the truck for each forest. This was good as it took less training on how to use the truck. User information was placed in the truck. When it transferred between Arizona and New Mexico, we usually made the exchange in Springerville at the A-S FS yard where it could be left a day or two if necessary. The fourth of July was the most asked for date. The truck often carried Smokey Bear and sometimes children in parades. So later on, we added metal railings on three sides of the bed to make it safer to stand in the back. The Old Dodge probably carried Smokey Bear in more parades than any other vehicle. Rodeos were another popular use for the truck. Use records for 1985 and 1986 are missing.

Doc worked on the Old Dodge again in June of 1985. The front end was rebuilt. The axle and steering linkage were hot cleaned and painted. New King bolts and shims were installed. The steering linkage was tightened. New front wheel bearings and races were installed. The outer bearings were fit to the stub axles.

One inner bearing was fit to the hub. All oil and grease except water pump grease and steering gear grease was changed. The rear end and transmission required 600 weight oil. The rear end housing was resealed to stop a leak. The battery was replaced along with one battery cable clamp. "Firestone" was repainted on the spare tire by Perico. The trailer was painted and the new winch was installed. One new tire was installed on the trailer. A new trailer plug was installed. This work was reported to Carl Taylor on the Prescott who now managed the museum collection. Doc still needed to work on the oil pump and re-bush the water pump.

The next surviving use records are for 1987.

PARADE SCHEDULE FOR 1925 DODGE

1987

FEBRUARY: NONE

MARCH: 12-16 SEDONA, PERRY HEWETT, PH 282 4119

APRIL: NONE

MAY: 23 WILLIAMS, TOM HOOKER, PH 635 2681

JUNE: 12-15 COCONINO, FRANK CARROL, 527 7432

JULY: 1-6 A-BAR-S, KEN PALMROSE, PH 333 4301

JULY: 23-27 GILA, LUNA RD, PAUL GARCIA, PH 505 547 2611

WILL GO DIRECT TO CIBOLA FROM LUNA

JULY: 31 SANDIA, CIBOLA, LEE SINGER, PH FTS 474 5207

AUGUST: 1-5 SANDIA, CIBOLA, LEE SINGER, RO3FO3A

AUGUST: 20-25 SANDIA, CIBOLA, N. MARSH, RO3FO3D05A

SEPTEMBER: 3-7 PRESCOTT, BONDE, RO3FO9A

SEPTEMBER: 16-30 CIBOLA, LEE SINGER RO3FO3A

OCTOBER: 1-11 CIBOLA, LEE SINGER RO3FO3A

OCTOBER: 10 PRESCOTT, CARTER ROGERS, CAMP VERDE

NOVEMBER: NONE

DECEMBER: NONE

1988

JANUARY:

FEBRUARY:

MARCH:

APRIL:

MAY: 28 KAIBAB

JUNE:

JULY: 1-8 CLIFTON R.D. CLAY BAXTER 865 4129

AUGUST: 3-30 NEEL MARSH RO3FO3D05A CARSON

SEPTEMBER: 8-12 NEEL MARSH FTS 476 3436

SEPTEMBER: 19-27 LAKESIDE R.D. PAUL GARCIA 368 5111

SEPTEMBER: 30 CLIFTON R.D. CLAY BAXTER 865 4129

OCTOBER: 6-10 PRESCOTT, VERDE, CARTER ROGERS

NOVEMBER: 28 P.J. PEARSON, LINCOLN

DECEMBER: 1-8 P.J. PEARSON, LINCOLN

1989

JANUARY: 1-27 STILL ON THE LINCOLN

FEBRUARY: 21 PRESCOTT, BRADSHAW, SCHUMATE

MARCH: REPAIRS

APRIL: REPAIRS

MAY: 27 KAIBAB - HOOKER /CANCEL FOR REPAIRS

JUNE: REPAIRS

JULY: 1 PRESCOTT N. F. GEORGE TAYLOR BRADSHAW

JULY: 4 A-S JULIE AYLOR, LAKESIDE 368 5111

JULY: 26- NEEL MARSH RO3FO3D05A

AUGUST: ALL MONTH NEEL MARSH RO3FO3D05A

SEPTEMBER: 1-15 NEEL MARSH RO3FO3D05A

SEPTEMBER: 27-30+ BAXTER, A-S 865 4129

SEPTEMBER: 30 GILA? 505 388 8201 JOSIE OR SCHIOWITZ

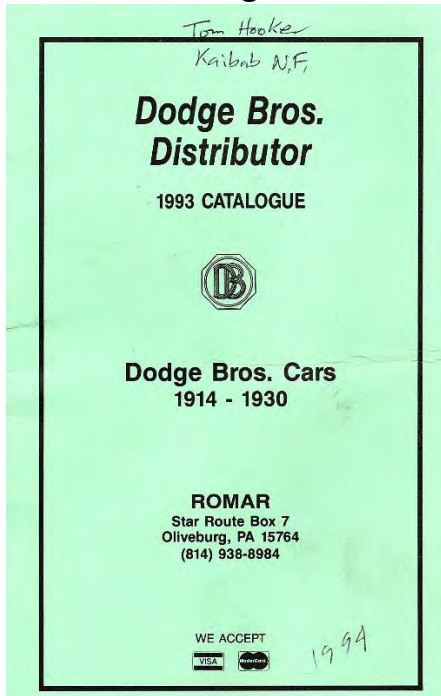
OCTOBER: 11-17 PRESCOTT, VERDE, CARTER ROGERS

OCTOBER: 20 NEEL MARSH, RO3FO3D05A

NOVEMBER:

DECEMBER:

In 1988 I discovered ROMAR, a small business owned by Robert Long in Oliveburg, Pennsylvania that specialized in Dodge Brothers parts. I could now get real parts for the Old Dodge.



In March, I put together an order that totaled \$339.15 and included:

PARTS FOR 1923 DODGE (Engine S/N A160 873)						
Fan Belt 1" x 34 3/4"	2670	1	1	EA	9.00	9.00
Ignition Points 4 cyl, 12 volt	2670	1	1	SET	15.00	15.00
FORDOR 10195-B for 12 Volt	2670	1	1	EA	20.00	20.00
Condenser 12 volt (includes exchange)	2670	1	1	EA	15.00	15.00
Rebuilt Oil Pump (includes exchange)	2670	1	1	EA	45.00	45.00
12 Volt Coil (includes exchange)	2670	1	1	EA	99.50	99.50
Hub Caps	2670	1	2	EA	20.00	40.00
Leather Hood Clamp Protector pads	2670	1	4	EA	4.00	16.00
Leather Hood Corner Protectors	2670	1	4	EA	4.00	16.00
Dodge 4 Shop Manual	2660	1	1	EA	17.50	17.50
Carburetor Gasket repair kit	2670	1	1	SET	12.50	12.50
Carburetor Filter	2670	1	2	EA	2.50	5.00

Next, I had to figure out how to pay for the parts. I contacted Mike Arias in the RO who had become Regional Fleet Manager in 1987. He sent a message to Wanda Hawman who forwarded it to Carolyn Bye. Mike's message said in part: "Wanda, I wanda where we gonna get some fix-up money for the Old Dodge. I talked with Dave Gillio the Historian in R&L and he states there is not any money for these

types of projects. So now what do we try. We need to consider parking or limiting use of this old artifact if there are not funds available. We do what we can with fleet funds but in the best interest of fiscal integrity we shouldn't. We may want to store at the museum if possible or warehouse it." Caroline suggested we try to get donations from retired FS employees who might be interested. I was not interested in parking it. It was too good of a PR vehicle for the Forest Service.

I knew that with Carl Winslow still Forest Engineer on the Kaibab I could charge it to Kaibab fleet – WCF – funds so I did and ordered the parts. I also purchased two new tires and tubes from Coker Tire for another \$234.00. Doc installed the new parts on the truck.

After this episode, I set about to get the Old Dodge into the Equipment Management Information System (EMIS) as EMIS property which did not require payment of monthly or use rates. I talked to Hoppy Hale, the RO WCF financial manager in July of 1989 and got permission to put it into EMIS on the Kaibab as a 1924 Dodge Parade vehicle, model 1925 with property type 155. I was still working off the engine VIN number of A160873 to say it was built in 1924 as a model 1925. I could now properly charge repairs to the WCF code 901635 as I had done in 1988. With an override, I could also split repair cost to other forests or the RO who used the truck in a given year. And from time to time I did. And sometimes projects like fire and Engineering would also donate to the upkeep of the truck. The WCF method made it easy to get small amounts of funding from many users.

In 1989 with ROMAR as a parts supplier and funding resolved, we could finally do the repairs that the Albuquerque Shop could not do in 1965-1966. We – Doc doing the primary work with the help of Yancer Specialty Inc. machine shop in Flagstaff, Mayorga's Welding in Flagstaff, Arizona Clutch and Brake in Phoenix and me ordering parts from ROMAR rebuilt the 1924 S/N A160873 engine and clutch. The following parts were ordered 3/23/1989 from ROMAR:

Ln	Act	Description	Budg	Acc	Quantity	Unit	Price	Amount
It	Cde		Obj	Ln		Iss		
		PARTS FOR 1924 DODGE S/N A160 873					.000	.00
01		OIL PUMP CHECK VALVE		01	1	EA	25.000	25.00
02		EXHAUST VALVE		01	4	EA	10.000	40.00
03		INTAKE VALVE		01	4	EA	10.000	40.00
04		VALVE KEEPER PINS		01	8	EA	.600	4.80
05		STARTER GENERATOR EXCHANGE		01	1	EA	175.000	175.00
06		WATER PUMP EXCHANGE		01	1	EA	100.000	100.00
07		STARTER CHAIN, 82 LINK		01	1	EA	85.000	85.00
08		STARTER GEAR ON CRANK SHAFT		01	1	EA	60.000	60.00
09		EXHAUST RING GASKET ON MANIFOLD		01	4	EA	5.000	20.00
10		AMP METER		01	1	EA	35.000	35.00
11		PISTONS 20/1000 OVERSIZE		01	4	EA	26.500	106.00

(Continued on Page 2)

The intake valves were made of exhaust valve material and should last forever according to Bob Long.

Ln	Act	Description	Budg	Acc	Quantity	Unit	Price	Amount
It	Cde		Obj	Ln		Iss		
12		RINGS FOR ABOVE PISTONS		01	1	SET	45.000	45.00
13		VALVE GUIDES		01	8	EA	4.750	38.00
14		PISTON PIN BUSHINGS		01	4	EA	4.750	19.00
15		VALVE SPRINGS		01	8	EA	3.250	26.00
16		THROW-OUT GREASE BEARING TUBE TO FIT 1924 MODEL (I DO NOT KNOW WHICH LENGTH IS CORRECT)		01	1	EA	20.000	20.00
17		OIL PUMP GEAR ON OIL PUMP		01	1	EA	20.000	20.00
18		WATER INLET ELBO GASKET		01	1	EA	1.000	1.00
19		EXHAUST MANIFOLD BOLTS		01	4	EA	1.000	4.00
20		HEAD BOLTS		01	14	EA	1.000	14.00
Technical Contact TOM HOOKER							Phone (602)635-2681	
F. O. B. Point			Required Delivery Date		Est. Freight		Sub-Total	877.80

Doc removed the engine, disassembled it and took the block and new parts to Yancer Specialty Inc. in April. Yancer vat cleaned the Block, head and crank. They magnafluxed the head and crank. They R&R the valves, guides, seats and pin bushings. They bore the cylinders, fit pistons and surfaced the block and polished the crank. They balanced the crank and flywheel. The cost was \$527.28. The main

and rod bearings were ok and were not replaced. To replace, they would have to be poured. They have thin shims for adjustment. The multiple disk/plate clutch was rebuilt. Three disks were polished by Mayorga's and 4 plates were relined in Phoenix. Doc reassembled the engine and clutch. I think I helped Doc get the engine back in the truck and Perico probably helped along the way.

On 7/7/1989 the following parts were ordered from ROMAR for a total of \$292.60:

Item	Description	Budg Obj	Acc Ln	Quantity	Unit	Price	Amount
	PROVIDE PARTS FOR 1924 DODGE S/N A160873					.000	.00
	VACUUM FUEL PUMP ✓	2670	01	1	EA	100.000	100.00
	DODGE BROS. RADIATOR EMBLEM ✓	2670	01	1	EA	13.000	13.00
	CARBURETOR INSTRUCTION BOOKLET ✓	2670	01	1	EA	1.250	1.25
	IGNITION SWITCH - HEADLIGHTS AND TAIL ✓	2670	01	1	EA	55.000	55.00
	ROTOR 10195-B 12 VOLT ✓	2670	01		EA	.000	23.00
	STARTER SWITCH BOX REBUILT ✗	2670	01	1	EA	32.000	32.00
	SPARK PLUG WIRE ✓	2670	01	10	FT	.350	3.50
	PRIMARY WIRE ✓	2670	01	1	RL	15.000	15.00
	BLACK ASPHALT WIRE ? LARGE ✓	2670	01	10	FT	.350	3.50
	BLACK ASPHALT WIRE ? SMALL ✓	2670	01	20	FT	.250	5.00

(Continued on Page 2)

Ln	Act Cde	Description	Budg Obj	Acc Ln	Quantity	Unit	Price	Amount
11		ARMORED CABLE FOR TAIL LIGHT ✓	2670	01	25	FT	.350	8.75
12		SPARK PLUG TERMINALS ✓	2670	01	1	SET	2.600	2.60

Doc also installed the new parts listed above. The electric fuel pump was removed and the vacuum fuel pump was installed with a bracket made by Mayorga's Welding. An exhaust muffler clamp was also made. The brakes were relined also with 14 feet of material purchased from ROMAR for \$75.00. The outside linings were 8 inches short. Rogers Truck riveted the linings in place with 84 rivets and 5.5 hours of labor at a cost of \$216.76. The trailer received \$215.79 of repair by Mayorga's welding and one truck wheel crack was welded for \$32.24. Earl's radiator cleaned the radiator for \$46.00. All in all, we spent \$2260.00 on the truck and trailer in 1989 not counting our labor. It was a big year for repairs! Most of it was charged to Kaibab WCF. The Older American program helped a lot. Looking back at the use in 1989, I should have charged some of the repairs to the Carson NF.

In 1990 we discovered the vacuum fuel pump was flooding the engine and probably diluting the oil. We found a loose needle valve seat for the vacuum fuel shut side. We glued it in place with gasket sealing compound which fixed the problem. Two carburetor gaskets were also sealed and a petcock was added to the fuel line to shut off the fuel pump when parked. We speculated the engine oil was diluted so the oil was changed. Use since that time has shown that no engine damage resulted from any oil dilution. We also had to adjust the carburetor fuel mixture, adjust the fan pulley and adjust the new brakes. And four new spark plugs were installed.

The use in 1990 was as follows:

April 6-15 Coronado NF Mariana Wheat

May 1-15 Gila NF John Able

June 11-20 Carson NF Questa RD Jerry Sanchez

July 4 Apache-Sitgreaves NF Ken Palmrose

July 15-30 Carson NF Gary Schiff and Wilbert Archuleta

Aug 1-16 Carson NF Wilbert Archuleta

Sept 3-26 Cibola NF Neel Marsh NM State Fair, won 1st place in parade, and Raceway event

October 5-7 Lincoln NF Cloudcroft RD David Cummins and PJ Pearson

October 12-15 Prescott NF Verde RD Wels

July 4th has already been reserved for 1991, 1992, 1993, and 1994!

As forest sign coordinator, I had collected and preserved some old signs that I found around the forest over a period of years. Probably about 1986 or 1987 I decorated a wall in my office with some of these signs. One day while kind of day dreaming and looking at these signs I realized that the shields were different on different ages of signs. I put the shields into three categories: type 1 the oldest, I describe as **Tall Tree Trunk Short US**, type 2 I describe as **Tall Tree Trunk Tall US**, and type 3 the modern shield, I describe as **Short Tree Trunk Medium Tall US**. Over time I researched the three types trying to put years on each type. I could never find any official records to answer this question. However, after getting a shared services Fleet Management job on the Prescott NF, I looked in their files and found old Administrative Site files that had not been sent off to the national records center. In these files were old letters with shields and dates. From these letters and the observation that the FS Badge with the 1905 shield never changed, I determined that the type 1 shield was in use from 1906 to about 1922 or 1923. The type 2 shield was in use between 1922 or 1923 until 1939. And the type 3

shield was in use from 1940 until the present, again except for the FS Badge. I had the wrong shield painted on the Old Dodge doors. This also applied to old vehicle license plates. I located a license plate collector that had a porcelain enamel FS license plate with a type 2 shield. I asked him to send me a full-sized copy of the plate. In 2003, Ray Connelly WO Fleet and Equipment Manager sent me a photo of an old porcelain enamel FS plate with two type 1 shields. That means there could have been old FS vehicles in use prior to 1924 with FS license plates because of the shield type.

The earliest Forest Service motor vehicles, beginning about 1908 did not have any Forest Service markings except occasional signs that said "Fire Patrol Forest Service" or USFS noted on the vehicle.



This is an early fire patrol vehicle, a 1913 Maxwell on Sierra NF, with a sign on the front but no other visible markings.



Kaibab NF 1920 International truck with USFS lettered on hood and white shield on side.

Beginning about 1920, FS vehicles were marked with 5-inch porcelain enamel type 1 shields. These shields most often were attached to the center of the radiator. They continued to be used on some vehicles into the 1930's. They were also used to mark rental vehicles according to Kaibab employee Dave German and personal vehicles used on official use according to the National Museum of Forest Service History.



This porcelain enamel shield was found on Kaibab NF about 1988. The green shield on the right was derived from the xerox copy on the left.



This porcelain Enamel shield is in the High Desert Museum in Bend, OR.



FS vehicle with fire patrol sign and porcelain enamel shield on windshield.

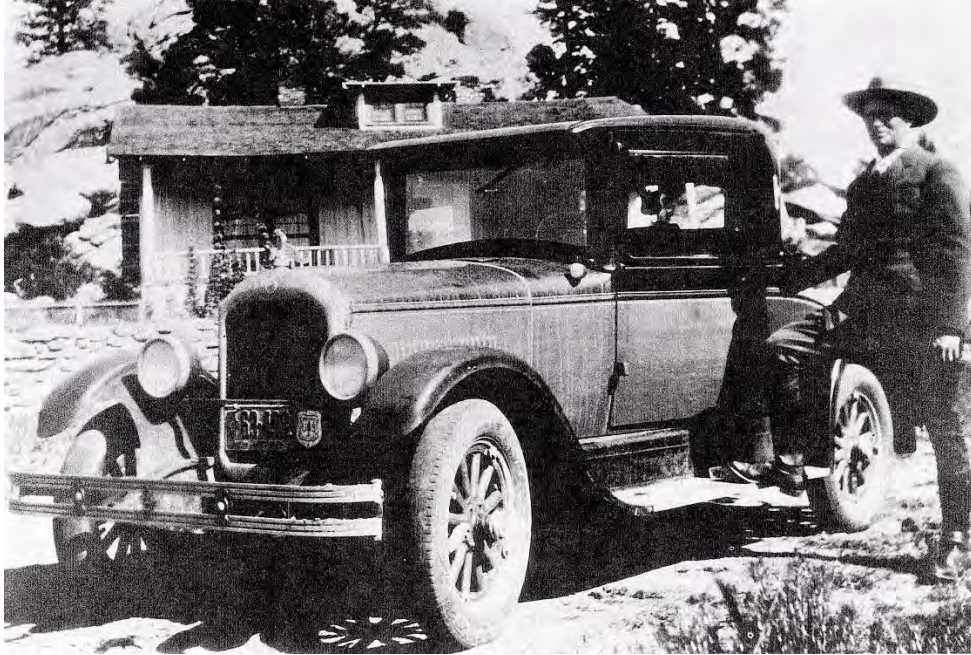
By the way, this is INTERMISSION time in the 1925 Dodge Brothers story. Stay tuned.



Cascade NF 1923 photo is of a Ford Model T with shield on radiator matching the snow.



A 1923 photo of a Forest Service vehicle in New Mexico with a radiator shield.



This 1942 photo is of a 1929 or 1930 Dodge Brothers coupe owned by Robert L. Gound, DR of the Tres Piedras RD of the Carson NF. Note the FS radiator shield and the NM state license plate. The photo appeared in the Southwestern Regional News in May of 1991 wanting to know the make.

License Plates: Forest Service, Department of Agriculture, CCC, U. S. Government



A type 1 shield Forest Service license plate was in use from about 1923 to about 1930. This was the first Forest Service license plate. The embossed lines across the top and bottom were not painted green. "FOREST SERVICE" and "DEPARTMENT OF AGRICULTURE" in the shields were somehow printed on the

plate. The size of the plate was 12 15/16 inches by 4 15/16 inches. This is a Tom Hooker photo of a Ray Connelly plate. The plate is painted, embossed steel.



Back side of 1920 FS License Plate. About 400 of these plates were made.



Photo of type 2 shield plate from a license plate collector.



Part of a full-size Xerox copy of plate from collector.



This U S Forest Service License Plate was probably in use from about 1930 or later to about 1932 but information is limited.



A cleaned copy of the second FS license plate. Probably less than 100 of these plates were made

The type 1 shield plates were painted embossed steel 13 by 5 inches. The second Forest Service license plates were white porcelain enamel on steel with green markings probably matching Federal Color Standard 595a color 14110. The type 2 shield plate measured 13 3/8 inches long and 5 inches high.



Type 2 shields, tall US tall tree trunk in black—1923-1939.



The U. S. Government shield used on FS vehicles 1939 to 1965.



This photo, taken on the Sisulaw NF, is of a Willys-Overland Whippet Roadster ca 1927 with FS type 1 shield license plate number 118 and a porcelain enamel shield visible on the right side of vehicle but no door shield.



This is a 1937 photo of a 1931 Chevy Forest Service pickup in New Mexico. It has the second style of FS license plate with the Tall Tree trunk Tall US shield that is the same as on the door. This is the only photo I found with this plate in use. This plate may not have been made until about 1930. Vehicles like the 1925 DB used the type 1 shield plates during the 1920's. Note plate number is 16.



This is Another photo of the Forest Service owned ca 1927 Willys-Overland Whippet that better shows the original FS license plate, number 118. This model, probably now relegated to the scrap heap of history can be identified by the distinctive radiator cowl, fender ridges, single windshield, headlights and the bar connecting the fenders. A similar Roadster Model 64 was made in 1924 under the Willys-Knight Brand. This photo also has a bumper and additional light. The Willys-Overland brand, which began in 1912 and once was second in sales only to Ford, through a long and complicated series of name changes and buy outs can be found today surviving under the Jeep brand that is still used by the Forest Service. This photo helps us think that the Old Dodge probably had a two-digit original FS license plate.



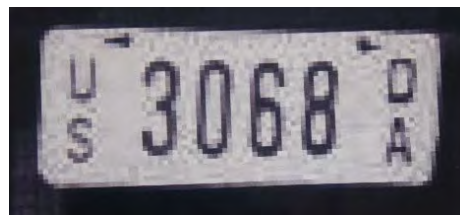
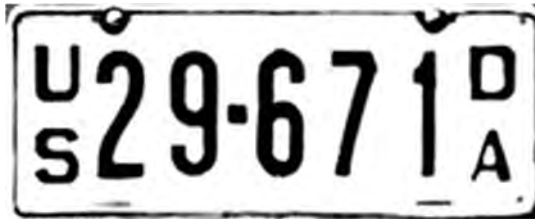
Willys-Overland Whippet radiator emblem from the Smithsonian collection.

About 1930 the Department of Agriculture came out with USDA license plates. A 1930 FS Chevy has plate 6-709 and a 1931 Chev has plate 3068. These plates were in use until 1941 and appear in many photos taken of Forest Service vehicles during this time period. The plate numbering system started as four digits, then one digit, a dash, and three digits. Most of the plates in FS photos have two digits, dash, and three digits. Surviving samples are hard to find today. About 1937 the style of the USDA plates changed to "U. S GOVERNMENT" across the top, the same numbering system with larger letters across the middle, and "DEPT. OF AGRICULTURE" across the bottom.



U S Department of Agriculture License

Plates - Blue on White. USDA license plates were used from about 1930 to 1941.



This FS vehicle appears to be a 1930 Chevrolet with US DA license plates 6-709 offering a clue as to when US DA plates were first used.



Old rusty US DA license plate from the Kaibab NF collection. The size is 5.8X14.8 inches. Different styles of US DA plates had different fonts.



New style Dept. of Ag. Plate about 1937.



New style USDA plate from a 1937 San Bernardino NF fire truck photo.

In 1933, the Forest Service became involved with the Civilian Conservation Corps, the CCC. The FS either purchased or was given many medium duty, 1 ½ ton stake bed trucks for use by the CCC. Most of the trucks were door marked with type 2 FS shields and the original US DA license plates. A few of the trucks were marked with U.S.C.C.C. DEPARTMENT OF AGRICULTURE license plates.



In 1942, the U. S. Government went to standardized government license plates. On April 7, 1942 "A" plates began with A 100 through A 599. "A" was for Department of Agriculture. Other departments had their own letter such as "I" for Interior.



Evolution of U.S. Dept. of Agriculture License Plates Since 1942

The red, white and blue Federal Shield plates were used from 1942 until the early 1950's. The next set of red, white and blue plates were used from the early 1950's to early 1963. The blue on white plates began in 1963 and carried through until September of 2001. The size of the U.S GOVERNMENT lettering on these plates was reduced in 1981. The Digital License Plate (DLT) was introduced by UNICOR in 2001 creating a new style of plate with "FOR OFFICIAL USE ONLY" across the bottom. These were mostly still blue on white except the green below USDA. The DLT plates changed again in 2009 when the Federal Vehicle Registration System went into effect. These new plates were set to expire five years after issue and then changed to eight years of service. The plates up to 1963 were made of steel which rusted. Later plates changed to aluminum.



The 1991 government plate put on the Old Dodge trailer and still in use in 2020.



This is a good 1937 photo of a 1934 Ford FS pickup that clearly shows a type 2 door shield and USDA license plates. The location is Kaibab NF, probably Big Springs RD on a sharp curve turn table.



The Albuquerque shop put Federal Shield plates on the 1925 DB. Note the honeycomb radiator.



A 1974 Ford green and grey Forest Service vehicle with a large "US Government" "A" license plate next to a new 1974 reflectorized road sign with 4-inch letters on the North Kaibab Ranger District of the Kaibab NF can be seen in this 1974 photo.

And last and certainly least, when Hollywood came to town to shoot a movie with a borrowed FS truck, they made their own variety of plastic U.S. Government plates. Thanks "Little Joe", your plate lives on.



From "Milagro Bean Field Wars"

Forest Service Vehicle Door Markings and Paint Color

The Forest Service Shield designed in 1905 with primary changes in about 1923 and 1940 became the basis for most, but not all, door markings on FS vehicles. A search of the Forest Service Historical Photo Collection and photos at the National Museum of Forest Service History at Missoula, Montana along with personal knowledge learned from being a Forest Fleet Manager for a good 30 years and help from other Forest, Regional and WO Fleet managers like Mike Arias, Ron Madewell and Ray Connelly provided information for this section.

We have already seen that 5-inch porcelain enamel type 1 Forest Service shields were used to mark FS vehicles starting in about 1923. As door shields, the type 1 shield was rarely used to mark doors. This is probably true because marking vehicles with shields only started about 1920 and the shield changed about 1923.



This ca 1924 Ford Model T Runabout with pickup body on the Okanogan-Wenatchee NF has both a type 1 door shield and the first style FS license plate with number 58. The color was Ford black.

From about 1923 through 1939 Forest Service Vehicle doors were marked with the type 2 shield, Tall Tree Trunk Tall US.



This is a 1925 photo of a Rogue River NF truck with a type 1 shield and what appears to be a state license plate. The truck looks old and dirty and kind of like a 1922 Chevy Light Delivery. It may have been dark green.



A Forest Service 1925 Ford Model T pickup in Denver with a mid-size type 2 shield. It Looks shiny and new and black.



This is a 1928-1929 Ford Model A with an 11-inch type 2 shield in McCall Idaho. There were no vehicle numbers on the doors at this time. The pickup color is dark green. The shield base is a different color or different shade of green.



Here is a 1937 Dodge pickup fire truck on the San Bernardino NF. It has a 10 to 11-inch type 2 shield and vehicle numbers on the doors. It also has the newer style of USDA License plate and dark green paint.



On the Shoshone NF a 1938 photo shows a FS CCC truck loading fish. The truck is marked with a type 2 door shield, a vehicle number, and a USCCC license plate. The paint is dark green with vehicle numbers.



The FS vehicle in this 1946 photo is of a Tonto NF 1939 Ford pickup with horse trailer. The markings on this vehicle consist of the three-star, red white and blue, 4 1/8-inch-tall "U.S. Government" "For Official Use Only" aluminum shield above a decal that reads "Department of Agriculture" ----- "Forest Service." The color was Dark Green. The door markings changed from the type 2 FS shield. This truck has no vehicle number on the door.



This is a new 1940 FS fire truck showing the door markings and US DA plates. The shield has a black or dark green outline and dark US and tree. It appears to be a type 3 shield. The truck was probably painted red! It has no vehicle number below the shield.



The surviving 1935 Chev 1 ½ ton Grand Mesa NF truck makes me think that large type 3 shields were put on FS vehicles in 1940 and 1941. The Old Dodge shields put on by the Albuquerque shop in 1966 were probably vintage 1940. When WWII came in 1942, automobile manufactures shifted production to war vehicles. I suspect the Forest Service had to make do with the vehicles they had until about 1948 with the possible exception of a few sedans and fire vehicles. After the war the FS would pick up some military surplus vehicles like Jeeps or a single seat, no cab, 1942 Ford, flatbed one-ton, four-wheel drive truck like the Kaibab NF had for many years affectionally known as the “Bomb Loader.” Sorry, no photo is available.



The Kaibab NF sedan shown in this photo in route to the North Kaibab was labeled as taken in 1946. Other photos of this vehicle have it labeled 1948. The only door marking that shows up is the U. S. Government Shield. But it probably had the DOA FS portion of the markings.



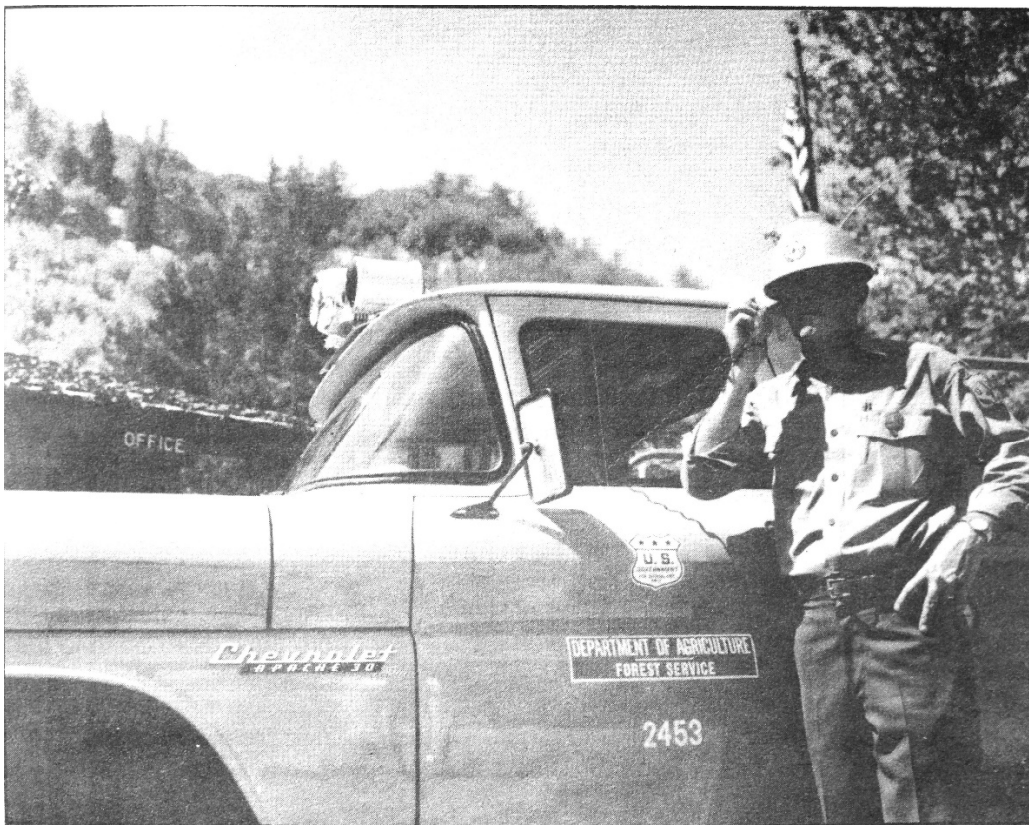
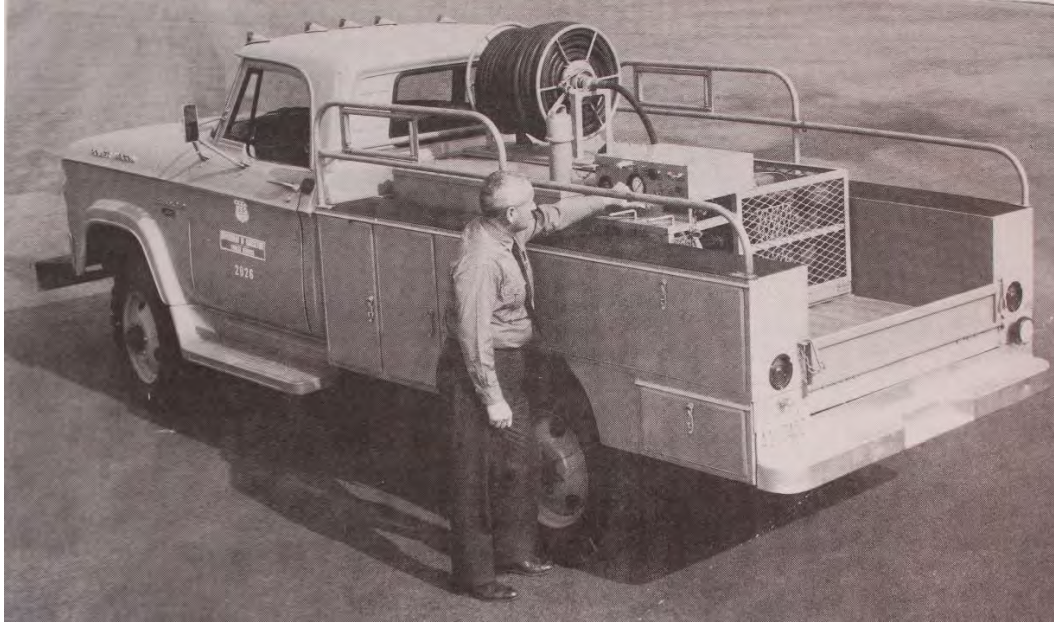
The “door markings” on this FS surplus military jeep can be seen better on this 1952 photo. The color is still dark green or military green and no vehicle numbers are seen in this photo.



On this 1957 photo of a 1955 Ford pickup the door markings and color remain unchanged. The vehicle number is posted in white. Early vehicle numbers were never really standardized as how to mark.



A color change took place in 1956, from dark green to medium bright green with a grey roof. The stake bed Chevrolet truck in this R6 1959 photo is a model year 1956. The door markings did not change in 1956.



Don Biedebach at the Valyermo Station - 1961.

The above photos show two 1960's California FS vehicles with the U. S. Government Shield and Department of Agriculture – Forest Service decals – marking the doors.



This 1966 photo shows a dark green Dodge Power Wagon with 1939-1955 door markings and the early 1950's to early 1963 red, white and blue license plates. Power Wagons were a Forest Service favorite beginning in 1947.



Showing in this 1962 photo is a 1956 Ford dump truck that burned. The door markings are a new style. The shield is still the U. S. Government aluminum shield. The plate below is an aluminum plate that replaces the decal used prior to this. The color is medium bright green and grey but hard to tell after the fire. The license plate is a red, white and blue five-digit plate.



This R8 FS photo was taken in 1959 of a green and grey 1959 Chevy pickup with the earlier door decal markings. It appears the change in markings did not happen all at once.



Aluminum FS vehicle door markers were used from about 1956 to mid-1960's on some forests. These markings had to be screwed or riveted to the door. The U. S. Government shield is sometimes miss identified in photos of FS vehicles as being a FS shield.



This photo in the snow is a 1963 all green FS van with aluminum door markings and black vehicle numbers on the Kootani NF. Not all types of FS vehicles were green and grey in 1963.



FS vehicle door markings from about 1965 to 1978. This put the FS shield back onto vehicles for the first time since 1940.



Forest Service VW used by Sisulaw NF in the 1970's for dune patrol, a 1979 photo with green and grey.



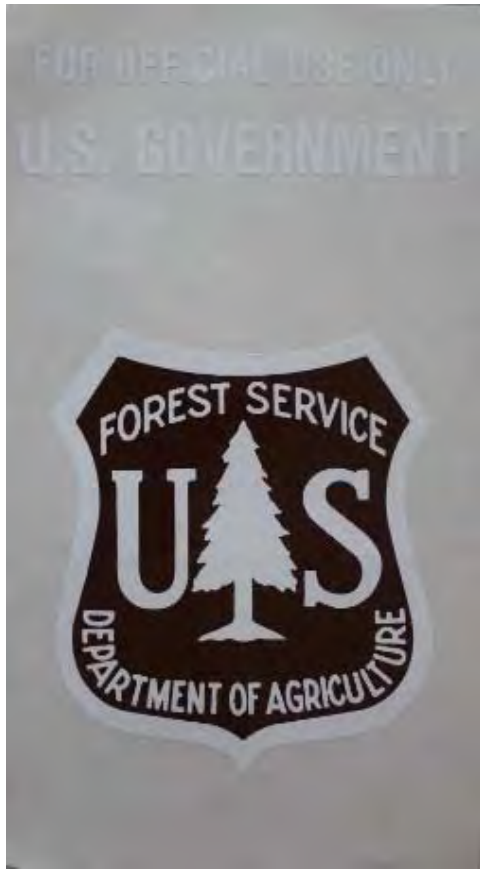
This was my first assigned FS pickup in 1973. It is a 1966 Dodge with green and grey paint and the large brown door decal topped by a 5 ½ inch brown shield.



My second FS assigned vehicle was a new 1974 Ford. It too was green and grey with large brown door markers. This photo was taken in 1974 on the North Kaibab looking at the Vermilion Cliffs.



This 1978 IH truck tractor was painted all green but still had the large brown door decal. Somewhere between 1974 and 1978 the grey tops went away.



The new Forest Service fleet door decal markings came in 1979 and stayed the same until about 2002.



After the big brown door markers, new decals with white lettering and shields were produced with a 5 ½ inch brown shield. Vehicle numbers were then positioned under the decal. Some regions added the vehicle class to the four-digit vehicle number. This is a 1979 photo.



1981 all green Kaibab NF Cozad lowboy.

Around year 2002, vehicle manufactures started balking at painting FS vehicles the fleet green color. At first, they said we needed at least five vehicles to go through the paint booth at a time to get green. The only other color we would accept was white and we started getting some white vehicles. As time went by, the manufactures did not want to paint anything green so about 2008 all light FS vehicles came white. Medium duty sized trucks like fire engines and Hot Shot buggies were still purchased FS green. The white color resulted in the need to change the door decals. Also Fire and Law Enforcement started putting green stripes and wording on their vehicles to better identify them to the public.



These 5.5-inch shields are the door decal changes from 1979 to 2002 to 2005.



About 2006 to 2008 the decals were changed to a standard 10-inch shield as proposed by Ron Madewell and Mike Arias in R5 in California. At 10 inches, the shields are nearly the same size as used on the 1925 Dodge Brothers Business Car. In 2025 the FS should produce a DB type 2 centennial shield decal.



White truck fire vehicle markings with green stripes and 10 in shield 2019.

SIGNS AND SHIELDS



Forest Service shield/badge 1905, 1991 reproduction.

Forest Service signs, like vehicles, were marked with FS shields. Signs were probably marked even earlier than vehicles. About 1920 the FS produced porcelain enamel road and trail signs. Because of their durability, many of these signs have survived well into today all be it except for the damage done by bullet holes. Most of these 1920's signs carry a distinctive type 1 FS shield and are green on white. On rare occasions, one can be found that is black on white.



A porcelain enamel sign with a 1920 shield, short US tall tree trunk.



This is a pristine example of a porcelain enamel FS sign after 1923, apparently never put out to pasture to collect rust or be used for target practice. It is located in the National Museum Forest Service History in Missoula, Montana. Note the shield, it is tall US tall tree trunk with abbreviated DOA.



These are four old small metal signs that never changed in content but did change in color, layout, signature and shield type. The bottom and oldest sign had no shield. The two grey signs both have Henry S. Graves, Forester at the bottom. Graves was Chief from 1910 until 1920 after GP was fired by the president.

After porcelain enamel signs were erected on Kaibab NF for roads and trails, the next evolution of signing took place in the 1930's and 1940's with black on white painted signs. I found one surviving remnant on Williams RD in 1975 while working on a sign replacement project.



Here again, shields help identify the time period of this sign. It had to be after 1939. It can be seen that stencils were used to make this sign. This photo is 1975.

After black on white painted signs were used on the Kaibab, redwood routed signs were installed in the early 1960's. They would hold up better than the painted signs. The shield does not help with dating much now as it never changed again after 1940. This is my favorite old FS redwood sign.



Next, reflectorized road signs were installed on the Kaibab NF in 1974 and 1975. Most had no shield. This photo was taken in 1979 on a night time inspection on Tusayan RD. OK, so much for my sign history comments and how they relate to shields and dating of FS historical artifacts.



One more shield to throw in here, the multiple use shield of 1964 and the 1970's. This is from a Region 5 brass plate used to print the shield - mirror image.

Now it is back to the Old Dodge history after THE INTERMISSION.

The Forest Reserve Act of 1891 marked the beginning of the National Forest System and America's first continuing policy of conservation. This made 1981 the Centennial year and celebrations would be planned throughout the system. For the Old Dodge, this meant more requests for appearances would be coming for

the year. To put the truck in top shape, I decided to have Doc put on a fresh coat of paint. We also needed to do a few repairs and upgrades.

Doc planned and carried out the new paint job. In January, we had the Old Dodge sand blasted by Gallery of Woods in Sedona for \$280.00. We purchased \$394.44 worth of painting supplies from Heath's Paint Center in Flagstaff, \$60.14 from The 66 Auto Supply in Williams and another \$90.00 from Old Trails. The Kaibab NF, Prescott NF and WCF contributed to the cost. To get a better Idea for the color, we referred to a green FS shield I found in the forms room of the SO. The color was DAR – 40129 plus some Dar 413 and Dar 490 to make the match. The inside of the cab was painted with Pratt & Lambert 1752 Italian Straw.



This is a type 3 green shield providing a shade of green that should be good for the Old Dodge.

Perico repainted the door shield, this time with the correct type 2 shield and lettered the door with Southwestern District rather than Southwestern Region as suggested by Kaibab Forest Supervisor Andy Lindquist. Originally, the lettering would not have been part of the door markings. Perico pin striped the Old Dodge fenders and spokes again. For my part, I built a new oak slat framework for the cab roof to replace the Masonite roof. To get an idea, I counted the slats on the old 1960 photo of the truck. Doc and I covered the roof using two yards of auto top material purchased from East Flag Upholstery that came from Robbins Auto Top Co, Inc. I also made an oak wood steering wheel with lap joints. I first purchased a wood steering from ROMAR with finger joints, but it did not seem to be strong enough to do the job. The joints were loose and shrunk.

After figuring out what the correct – I then thought - license plate should be for the 1925 DB truck, I made two license plates 13 3/8" x 5" by painting them on steel plates. Getting porcelain enamel plates made would have cost too much. I

also painted the type 1 shield on a steel plate cut by Mayorga's Welding. I mounted it on the radiator just for interpretative purposes. Looking back now, the 25 DB truck probably had the original two shield type 1 license plates.

I also ordered more parts from ROMAR:

QUAN.	DESCRIPTION	PRICE	AMOUNT
1 set	points		20.00
1	steering wheel		20.00
2	fan belts 1" X 34 3/4"	12.00	24.00
1	set station cushions		15.00
14'	flat radiator lacing 1/2/"	.60	8.40
1	"T" rubber moulded strip		15.00
2	headlight bulbs	3.00	6.00
2	taillight bulbs	1.25	2.50
1	kit covering for running boards and drivers compartment		95.00
1	set running boards		245.00
1	Clum key #78		5.00
1	carb shaft & throttle		12.50
1	carb filter		2.75
1	taillight lens 22326		15.00
1	" bottom clear lens		7.50
1	Brass-nickle plated taillight rim		17.50

QUAN.	DESCRIPTION	PRICE	AMOUNT
1	hub cap		20.00
4	spark plugs	3.00	12.00
1	engine paint chart		2.50
			545.65
	U.P.S. shipping and handling 10% except for \$20.00 included in price of running boards.		525.65
			52.57
			578.22 due

QUAN.	DESCRIPTION	PRICE	AMOUNT
4'	offset "h" rubber ↙	3.50 ft	14.00 *
1	choke cable assembly ↙	49.95	49.95 *
2	connecting disc. ↙	8.50	17.00 *
1	fan bushing set ↙	19.95	19.95 *
1	heat shield ↙	17.50	17.50 *
1	flange nut ↙	45.00	45.00 *
1	front pipe ↙	45.00	45.00 *
1	muffler ↙	175.00	175.00 *
1	tail pipe ↙	25.00	25.00 *
2	leather hood corner protectors ↙	5.00	10.00 *
1	leather hood clamp protector pads ↙	5.00	5.00 *
1	pair running board step plates ↙	49.95	49.95 *
1	type "B" red lens ↙	15.00	15.00 *
			488.35
	Shipping		48.84
			537.19 d



Doc's garage DB painting prep.



Doc's garage DB painting underway.



New cab roof made by Tom Hooker in 1981.

The painting and repairs were mostly done during January through March. Then it traveled some in April and the first of May. I was asked by Andy Lindquist retire Kaibab Forest supervisor to take it to the Amigos Reunion at Quemado, Lake on the Gila NF the latter part of May. I took it there after we worked some more on the truck, camped out for one night next to the truck and returned to Williams.



The reproduction radiator shield I made in 1991 for the DB.



Amigos gathering at Quemado Lake May 1991. I had not installed the new license plates yet.



The eleven-inch type 2 FS shield style used by Perico to make a template to mark the DB. Note the open tree design.



Reproduction license plate I made in 1991 – photo 2019 after 28 years use.



Cave Creek RD Tonto NF parade where I took the DB in April 1991 after the new paint job.

Use scheduling for the Old Dodge became a little more difficult in 1991 with more repairs and the National Forest System Centennial at Cody, Wyoming taking priority and a national retiree get together at Glenwood Springs. Some R3 forest use would have to be made up for in later years.

PARADE SCHEDULE FOR 1925 DODGE

1991

JAN, FEB, AND MAYBE MARCH -REPAIRS-
TONTON WANTED IT FEB 23 BUT NOT READY
APRIL 4-7 JIM NEFF CAVECREEK 488 3441
APRIL 11-22 BILL SPEIGHT, MARY ANNA WHEAT TUCSON FTS 762 6038
MAY 3-4 JOHN ABLE 505 894 6677 GILA R03F06D02A
MAY 7-8 DAVE SIRE, QUEMADO, GILA, R03F06D09A
MAY 9-20 BACK IN THE SHOP FOR MORE WORK
MAY 20-30 KAIBAB HOOKER R03F07A
JUNE 6-10 NORTH KAIBAB R.D. MARIETTA
(JUNE 8, JIM GLADHILL WOULD LIKE IT ALSO-NOT AVAILABLE)
JUNE 15 BEALE MONDAY, COCONINO SO R03F04A
JUNE 16 CARSON, JERRY SANCHEZ R03F02D07A (MAYBE)
JUNE 24-JULY 8 TOM HOOKER FOR CODY CENTENNIAL KICKOFF
JULY 13,14 JIM GLADHILL R03F01D01A ALPINE R.D.
JULY 19-22 R. PAUL OROZCO, GILA, LUNA R03F06D03A
JULY 28 JERRY SANCHEZ, TAOS R03F02D07A
JULY 25-AUG 6 (EXCEPT JULY 28 AND ENOUGH TIME FOR JERRY TO MOVE THE
TRUCK), NEEL MARSH R03F03D05A *Aug 3 Ran Elk B. Carson
Elk B. Carson
wants it*
AUG. 23-25 BEN CASAUS R03F10D02A
SEPT. 2 PHIL DANO, MAGDALENA 505 854 2281
SEPT. 5-17 NEEL MARSH R03F03D05A *Sept 29 - Oct 3 old timers reunion*
OCT. 4-15 NEEL MARSH R03F03D05A PRIORITY 1
OCT. 12 JOHN ABLE 505 894 6677 GILA PRIORITY 2

1992
JULY 4 GILA BOB SCHIOWITZ 505 388 8201

1993
JULY 4 QUESTA, CARSON JERRY SANCHEZ 505 586 0520 + MID JUNE

1994
JULY 4 PRESCOTT, BRADSHAW R.D.

1995
JULY 4 NORTH KAIBAB RANGER DISTRICT



Kaibab Supervisors Office May 1991 with spring flowers.



Williams, Arizona parade May 1991 with FS flag, white FS Honda Compressed Natural Gas vehicle and Model 70 Engine; note new license plate.

Inspired by the new paint job and the growing need to take the Old Dodge to “faraway places,” I decided a new enclosed trailer was needed to protect the truck on the road and when parked between events. I wrote a justification and talked to Regional Fleet Manager Mike Arias. Mike rounded up money from Recreation in the RO. I specked out the trailer, it was ordered 5/15/1991 and delivered 6/20/1991. It was built by Top Line in Phoenix, Arizona for \$5555.07. This proved to be a good thing to protect the truck and extend its life. I put the trailer in WCF with number 0002 on the Kaibab. As it turned out, it served its purpose for at least 28 years or about \$200.00 per year! The new trailer was heavier than the old trailer. A $\frac{3}{4}$ ton pickup could tow it but a 1 ton was better.

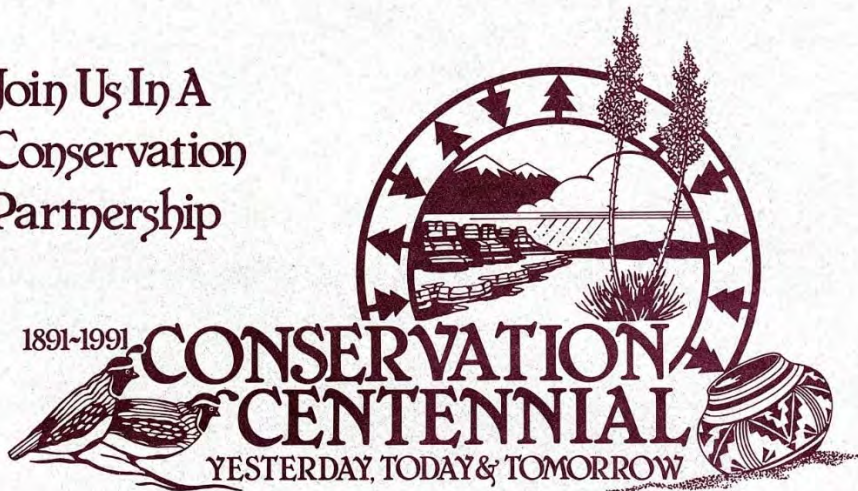


Old Dodge enclosed trailer 2005 in Oregon headed for Portland. Tom Kuhn is in photo.

By March of 1991 word was starting to come down that the National Forest Service System Centennial, planned on the Shoshone NF in Cody, Wyoming was interested in having the Old Dodge attend and that I should make plans to take it there. Rita Cantu on the Prescott and Teri Cleland on the Kaibab kept me informed. By mid-March I learned that Frank Beaum of the Wind River RD was our

contact as two other antique trucks were invited. Gary Tollefson with a 1935 Chevy flatbed from Grand Mesa NF in Colorado and Ronnee Helzner with a 1934 Chevy flatbed from the Challis NF were also invited. I invited my wife, Elaine Zamora, a Kaibab NF Archaeologist to go along and help. We also learned that the Centennial committee in Cody were making reproduction Centennial Uniforms for the event. So, Elaine and I each ordered one and sent our measurements to Connie Isdahl. The Old Dodge provided us with a once in a life time opportunity to attend this event. It helped that we had painted and worked on the Old Dodge. It was ready for the year's events and looked good.

Join Us In A
Conservation
Partnership

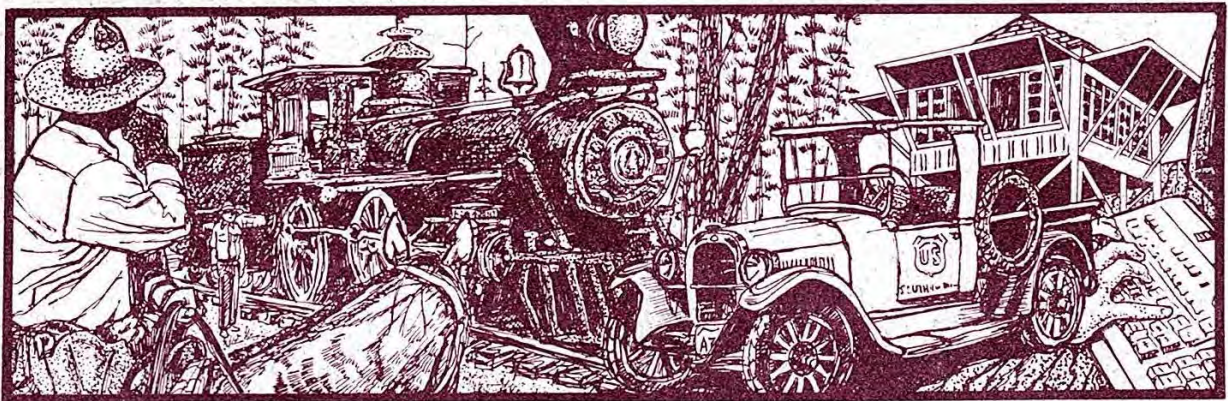


United States
Department of
Agriculture

PREPARED BY:
Forest
Service

Southwestern
Region

The heritage of the past is the seed that brings forth the harvest of the future.



Elaine and I departed Williams; Arizona on the 24th of June with the Old Dodge secure in its new trailer. We could now stop at motels overnight and not worry about the truck. We traveled to Taos, New Mexico the first day and on to Denver Colorado the next. The third night we camped out on a forest in Wyoming and arrived in Cody on the 27th. In Cody we had motel reservations set up for us by the Centennial Committee. We checked in, picked up our uniforms and set up the Old Dodge for display on the grassy field of the Buffalo Bill Historical Center and Museum (BBHC). The Birthday Party was set to begin on the 28th.



Elaine and Tom Hooker with the 1925 Dodge Brothers truck and display in Cody, Wyoming at the birthday party. Our Public Affairs people back home on the Kaibab and Prescott NF's had made the display to take along. We are wearing the "Cody Uniforms" produced for the event.

There were many things on the event schedule in Cody. This gave us the opportunity to meet and greet many people and talk about the Old Dodge. Our truck and display seemed to be well liked. One person we met was Pat Lynch owner of Western Heritage Co. of Wyoming. I think he had already known about the Old Dodge and may have been involved with getting us an invitation to

attend. He liked the truck. For the Centennial, Western Heritage got permission to make reproductions of the original 1906 Forest Service Badge. These came with the uniform.

The Old Dodge was on display at the Buffalo Bill Historical Center on June 28th where we had room to drive it some. This was the first big event for us. On June 29th, the second big event was the Wapiti Ranger Station Rededication in which we also participated with the truck. After a day at Wapiti, we went back to the BBHC and set up again. The third main event for us were the two parades on the 3rd and 4th of July which we stayed for. We did get some time off between events to tour the Cody area, go to the rodeo grounds to watch the Centennial Packing Competition and visit the BBHC Museum. The Centennial celebration displays included antique FS trucks, a Yellowstone Stage, fire engines, helicopters, mules, Pony Express and smoke jumper airplanes to name a few. One morning us three FS antique truck displayers took our vehicles to the Cody Airport to take photos with the airplanes. This was our idea.



Cody, Wyoming airport June 30, 1991. The Challis NF, Region 3 and Grand Mesa NF trucks lined up in front of the old Ford Tri Motor smoke jumper plane along with a newer FS smoke jumper plane.





The Old Dodge and a Yellowstone stage.



The Centennial Celebration was a good event for Tom Hooker to take photos of the Old Dodge.



We found a FS building in Cody with a matching shield.

We also captured some photos at the Wapiti Ranger Station Rededication.



Tom and Elaine Hooker with Chief Dale Robertson and the 1925 Dodge Brothers truck.



Chief Dale Robertson visiting the Challis NF 1934 Chevrolet flatbed CCC truck.



Our display setup at Wapiti Ranger Station with a landing smoke jumper and Challis truck.



The Rededication ceremony of Wapiti Ranger Station.





Loading up Challis and R3 trucks to leave Wapiti Ranger Station.



Tom Hooker driving the DB into its trailer at Wapiti RS.



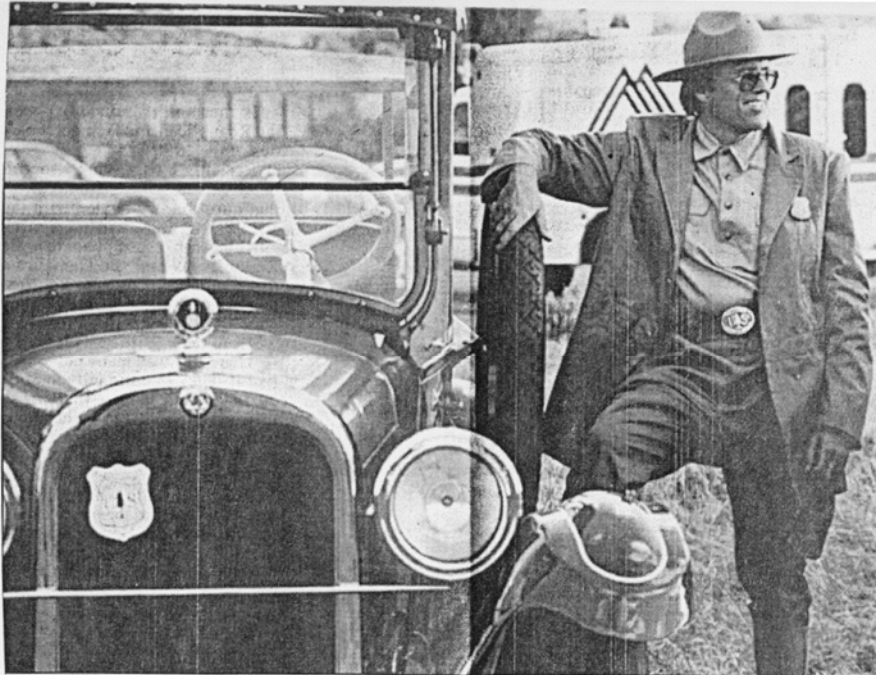
Back at Buffalo Bill Historical Center with Elaine looking at the Old Dodge.



Our last job at Cody was to participate in two Parades on July 3 and 4.



On July 5th we headed back home to Williams, Arizona after a fun stay in Cody. We spent a night in Rock Springs, Wyoming and camped on a forest in Utah before reaching Williams on the seventh. I think we were a good addition to the Forest Service Centennial displays. Back home, I received a nice note from Bryce Lundell, Wyoming State Forester and a newspaper clipping.



Dewey Vanderhoff/Star-Tribune

Vintage truck

Tom Hooker from the Prescott-Tonto-Kaibab National Forests in northern Arizona shows off a restored 1925 Dodge utility truck that was on view at the recent Forest Service Centennial held in Cody. Hooker of Williams, Ariz., is attired in standard 1920's U.S. Forest Service work clothes.

WYOMING
STATE FORESTRY DIVISION

7/11/91



TOM:
FOR YOUR ARCHIVES
FROM CASPER, WY PAPER
YESTERDAY, THAT HAS
WYOMING-WIDE CIRCULATION,
ENJOYED MEETING YOU AT
WAPITI AND APPRECIATED
HAVING YOU IN WYOMING.

REGARDS

Bryce Lundell
WYOMING STATE FORESTER

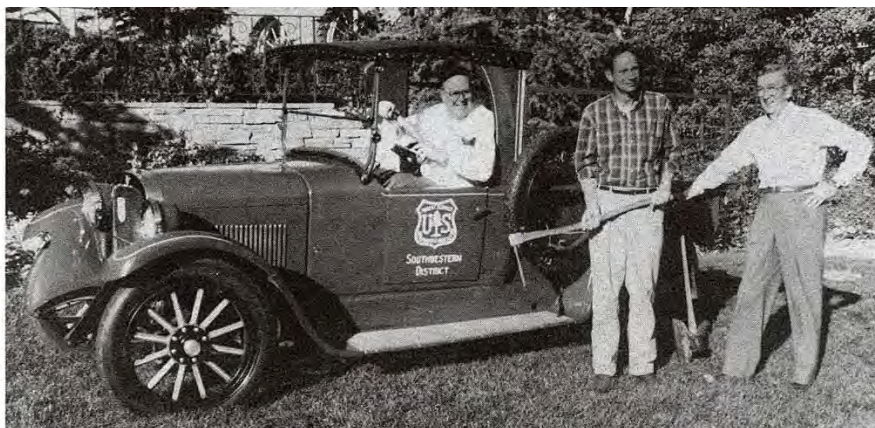
The final Centennial year event that I participated in with the Old Dodge was the first National Forest Service Reunion held in Glenwood Springs, Colorado from September 29 to October 2 1991. We were invited to attend by Karl Siderits of Region 2 and approved to go by Kaibab Forest Engineer John Bell. This time I took Robert “Doc” Docherty along to help. This was a retiree’s reunion and he could fit right in with this group.

At Glenwood Springs, we positioned the 1925 Dodge Brothers FS truck on the front lawn of the Hotel Colorado where all the guests attending the reunion would walk by to get to and from the parking lot. This worked very well for people wanting to take a photo with the Old Dodge. We captured a few photos too.



Tom Hooker, Karl Siderits, Robert “Doc” Docherty, with Chiefs Max Peterson, Dale Robertson, and John McGuire.

The Southwest Region's 1925 Dodge truck was well-attended at the National Retiree's Reunion in Glenwood Springs, Colorado. From left to right are Forest Service Chiefs Max Peterson, Dale Robertson, and John McGuire. Tom Hooker's able coordination took the truck to many local, regional, and national events.



Doc made friends with Chief John McGuire.



Two Kaibab Docs, Docherty and Smith got to visit and get their pictures taken together.



I finally got Chief Dale Robertson to ride in the Old Dodge.

Karl Siderits sent a note to the two Forest Supervisors I worked under at this time Mile Lannan on the Kaibab and Coy Jemmett on the Prescott NF stating that the “retirees appreciated Tom, Doc, and the old 1925 truck. They all were a hit.” Doc and I enjoyed our stay at the reunion and got a chance to see Glenwood Canyon. Looking back on it I am happy that I took Doc so he could get a chance to see what all the work he had done on the Old Dodge was all about.



The National Museum Forest Service History photo of Tom Hooker and the DB at Glenwood Springs.

We had done our part to represent Region 3 in the National Forest Service System Centennial using the vehicle that so many Forest Service employees in the region had helped to capture and preserve.

After the FS Centennial year, requests to use the 1925 Dodge Brothers sometimes came from out of region. We had grown more famous within the Forest Service it seems. The use in 1992 was as follows:

April 11 spoken for but not recorded

May 2-4 Truth or Consequences NM Fiesta Parade, John Able Gila NF

May end Kaibab NF Tom Hooker Williams Rendezvous Day Parade

June 6 Prescott Fire Fest Tom Hooker Prescott NF

June 13-14 Jim Gladhill A-S Alpine RD

June mid Carson NF Questa RD Jerry Sanchez

July 4 Carson NF Questa RD Jerry Sanchez

July 11-17 Jim Gladhill A-S Alpine RD

July 18 Luna RD Paul Orozco

August Tonto NF Payson Rodeo Marilyn Orr dented rt front fender on gate

Sept 20 Grand Mesa NF Colorado Tom Hooker with Gary Tollefson, Battlement NF Centennial, scenic byway open

Oct 2-4 Gila Geronimo Days Parade and car show John Able

Oct 10 Beaver Creek RD 35th Fort Verde Days



Dodge Brothers truck at Prescott FIREFEST 92 with Tom Hooker. We greeted the public and answered questions about the Forest Service.



Apache-Sitgreaves NF Alpine Ranger District June or July 1992



The 1990's brought three more old Forest Service trucks into the restored fleet. I helped a little by providing shield information.



This restored truck is a 1927 Chevrolet on the Black Hills NF. It was found on a ranch near Spearfish, SD and purchased for restoration by the Forest Employee Association in in 1992 and the work began.





This restored FS vehicle is a 1924 Ford Model "T" Roadster or Runabout that belongs to the San Bernardino National Forest.



Seen here behind the wheel is Chief Dale Bosworth about 1992.

>>Message from GARY R MOREHEAD:R06F01D02A; to TOM HOOKER:R03F0; autoforwarded
>>on 08/24/98 at 16:41:46.

From: GARY R MOREHEAD:R06F01D02A

Date: ## 08/24/98 16:47 ##

HOWDY! COULD YOU SEND ME YOUR MAILING ADDRESS? I'M STILL TRYING TO
GET GOOD PHOTOS OF OUR OLD TRUCK (AND HAVING A POOR RUN OF LUCK AT
IT). SOONER OR LATER I WILL GET SOME AND SEND THEM OUT.
THANKS!!!!

From: TOM HOOKER:R03F07A

Date: ## 02/24/98 15:56 ##

My knowledge of the old trucks of the Forest Service is that there
are three trucks that have been continuously owned by the FS. There
are 2 either 1934 or 1935 Chev stakebed CCC trucks. One in Colorado
and one in Idaho. The truck we have here in R3 is a 1925 Dodge
Brothers "pickup" that was originally a screen side commercial car.
These three truck were together at the Forest Centennial in Cody WY
in 1991. There are two or three other trucks that were FS then
private then FS such as the one you mention. I have a thick file that
has references to what I know but have not collected on one page yet.
I can do that if you like when I have the time. I will try to get you
a photo soon. A Jon Green outside the FS was trying to restore a 1949
Marmon-Harrington fire truck (Old FS) in 1995. It would be nice to
get photos of all the trucks together. Tom

From: GARY R MOREHEAD:R06F01D02A

Date: ## 02/23/98 16:36 ##

I was told that you folks are contacts for various old Forest Service
trucks that have been restored. I am interested in exchanging
stories and photo's of what we all have. Here in Region 6 we have a
1935 Chevy Forest Service fire engine that was restored for Smokey's
50th. I have given all my good photo's out so am having to get some



This is the 1935 Chevy now located in Bend, OR that Gary mentions.



This is a more recent photo of the Grand Mesa 1935 Chevrolet CCC truck now painted dark green with new stake sides.



This is an old photo of the un-restored Grand Mesa truck some time prior to 1991. Paul Azevedo, Forest Fleet Manager, takes care of this vehicle in 2020.

The Old Dodge had a busy schedule in 1993 and 1994:

PARADE SCHEDULE FOR 1925 DODGE AS OF MAR 1, 1993

1993

FEB 11 DAN GUTIERREZ, GILA 505 388 8352
FEB 27 JIM PAYNE/ROGER LOOTH 602 225 5291 STORE AT GOLDFIELD
*MARCH 12 TERRY GREEN/EUSEVIO SERNA SEDONA RD, R03F04A, 602 282 4119
(RETURNED FROM SEDONA NOT PROPERLY SECURED IN THE TRAILER AND WITH
THE GAS FULLY TURNED ON WITH GAS FUMES IN THE TRAILER.)
(RETURNED TO WILLIAMS...DID NOT TIE DOWN FRONT OF TRUCK TO HAUL)
RETURN TO WILLIAMS AFTER MARCH 12
*APRIL 12-28 DALE MANCE R03F05D05A PIMA CO. FAIR
LOST TRUCK KEY
APRIL 29 - MAY 2 JOHN ABLE R03F06D02A
*MAY 15 PHIL DANO MAGDALENA (SOCORRO CAR SHOW) R03F03D03A
DID NOT RETURN TRAILER OR TRUCK KEYS WITH VEHICLE
MAY 22 TOM HOOKER R03F07A PRESCOTT FIRE FEST
MAY 29 TOM HOOKER R03F07A WILLIAMS RENDEZVOUS DAYS PARADE
JUNE 10-13 JIM GLADHILL R03F01D01A ALPINE RODEO
JUNE 14-20 JERRY SANCHEZ, CARSON 505586 0520
JUNE 26-27 VIRGINIA GIBBONS R03F09D05A
JULY 2 DAVE CUMMINGS, SMOKEY THE BEAR R.D. 505 257 4095, R03F08D01A
JULY 4 QUESTA, CARSON JERRY SANCHEZ 505 586 0520
JULY 10 PHIL DANO R03F03D03A (CHECK WITH JIM AS HE HAS FIRST CHOICE)
JULY 11-17 JIM GLADHILL R03F01D01A LOGGERS JAMBOREE
JULY 18-26 YOLANDA S. CORDOVA R03F06D03A LUNA
AUG 7-9 DAVE CUMMINGS, SMOKEY THE BEAR R.D. 505 257 4095, R03F08D01A
AUG 19-22 JIM PAYNE TONTO, PAYSON RODEO R03F12A
AUG 28-OCT 3 NEEL MARSH R03F03D05A
SEPT 9-15 NM STATE FAIR NEEL MARSH R03F03D05A
OCT 2 D.CUMMINGS R03F08D01A RUIDOSO, N.M.
OCT. 7-10 JOHN ABLE R03F06D02A
OCT. 23 KRIS BAUMGARTNER R03F05D01A 602 364 3468 DOUGLAS R.D. SMOKEY
NOV. 11 NOGALES, ROGER CASTILLO R03F05D02A
DEC 4 SIERRA VISTA, JOLLINE GOTH
DEC 10 CHINO R. D. PARADE

1994

MARCH 14-20 CARIBOU N.F. ROSE DAVIS/CATHY S./TOM HOOKER?
DODGE NATIONAL RODEO FINALS, POCATELLO ID.
APRIL 12-25 DALE MANCE R03F05D05A FAIR
APRIL 30 SOCORRO CAR SHOW, PHIL DANO R03F03D03A
MAY 6 RETIREMENT PARTY MIKE ARIAS R03A
MAY 6-9 BLACK RANGE, JOHN ABLE R03F06D02A
MAY 27-30 KAIBAB N.F. TOM HOOKER RENDEZVOUS DAYS PARADE
JUNE 11 PRESCOTT VALLEY TERRITORIAL DAYS, DEVIN WANNER R03F09A
JULY 4 PRESCOTT, BRADSHAW R.D.
JULY 4 TUSAYAN R. D. HOOKER
JULY 9 MAGDELANA OLD TIMER PARADE, PHIL DANO R03F03D03A
JULY 23 NKRD DALE RUMEL R03F07D03A
JULY 30 SKY HIGH STAMPEED PARADE RON JABLONSHI R02F09A 719 852 5941
WORK OUT SOMETHING FOR THIS
AUG & SEPT PARK IN ALBUQUERQUE, NEEL MARSH WILL USE SOME DURING THIS
TIME PERIOD AT STATE FAIR
SEPT 17 WILLIAMS, GCRR BIRTHDAY, TOM HOOKER R03F07A
DEC 10 CHINO R.D. CARLA SARTWELL R03F09D01A CHINO PARADE

In 1993, Elaine and I had a son we named Colter who had to learn early about the Old Dodge and parades.





In 1992, 93, and 94 a few more repairs were needed. By 1992, an oil leak had developed in the rear end where the brake rods went through the axle housing. Machine work was done by TDC Machine in Williams to modify the rear end and add “O” rings to seal the leak. A bearing retainer was also fabricated. Total cost was \$434.97 with a vat cleaning. This solved the oil leak. Doc was no longer working for the FS in 1993 so we paid him to do a minor repair at his shop. I inspected the truck in 1993 and noted items that users need to pay attention to.

check tire pressure
Do not change trailer plug it is R3 Std
(change your truck to R3 Std!)

Dodge Inspection 4/13/93

- Secure rear door
1. Lt ~~back~~ rear wheel block no secure
 2. Lt boomer ~~to~~ not ~~evenly~~ spaced
 3. (Front tie down not secured)
 4. spare tire in bed of old dodge
 5. Gas not turned off - drained
gas pump - battery low will not fill
gas pump - will not start
 6. Brakes dragging
 7. Rt Front fender scuffed

Block raised hood with paper to keep from
scratching paint
Do not leave boomer ^{handle} ends against side of trailer
as it chouse up the plywood
Truck will idle into trailer

When

1. Turn off fuel
 2. Turn off key
- Do not over fill
radiator
Oil level 3/4 between
2 Red marks
30 wt Non Detergent
- a. Close truck doors ~~snugly~~ snugly
 - b. Tie down front
 - c. Tie down rear - equalize boomer ends
 - d. block ~~tip~~ rear ~~brakes~~ tires

clean trailer
Keep keys an lift block pin

Doc's Auto worked on the truck in 1994, mostly labor:
Repaired bent muffler and cut off end of tail pipe.
Changed gas shutoff valve and replaced some gas line fittings.
Painted scrape on right front fender - again - from inside of trailer.
Adjusted carburetor, changed engine oil and installed new battery and cleaned terminals,
Replaced some ignition wires from coil to plugs.
Cleaned inside of trailer.
Doc charged \$93.00 and the battery was \$73.84.

In 1994, Doc's Auto worked on the Old Dodge and the trailer. The trailer fenders had received some damage. Doc straightened and painted them in March at a cost of \$262.00. In May he added 90 weight oil to the transmission and 600 weight oil to the rear end. He also repolarized a dash gauge and checked the starter generator which was noisy and dragging with cut up terminals. This job was \$56.00. In June when the truck returned from a trip, Doc removed the starter generator and with help from Mayorga's Welding and Flag Rewind, he rebuilt the unit and reinstalled it. With ten trips to Flagstaff, this bill came to \$850.00. This was the last work Doc was able to do for us on the Old Dodge, He had grown too old.

Looking back to 1992 for a moment. I took the Old Dodge to the Grand Mesa NF Centennial at the request of Gary Tollefson who I had met in Cody the year before. He had the 1935 Chevy 1 ½ ton flatbed. In his request, he stated that he was unable to get money on his forest to keep it going. I guess we were lucky with the Old Dodge, but then we had the whole of Region 3 to get support from. I don't know what became of this truck. The Old Dodge also had the advantage of being smaller to transport to events.

I learned recently, 2020, that both the Grand Mesa and Challis CCC trucks are still in use on their respective forests.



Grand Mesa NF Colorado 1935 Chevy 1 ½ Ton flatbed at Cody Wyoming airport June 30, 1991.

Use scheduling for the Old Dodge was done mostly by DG, the Forest Service computer system of the day. Keeping copies of some of these messages has provided a clue and a reminder of the history of the truck. Here are a couple of them:

MESSAGE DISPLAY FOR TOM HOOKER

To J.Cover:R02F04A
To T.Hooker:R03F07A
CC N.Marsh:R03F03D05A
CC P.Dano:R03F03D03A
CC D.Garcia:R03F07A

From: RONALD JABLONSKI:R02F09A
Postmark: Aug 01,94 2:14 PM Delivered: Aug 01,94 1:19 PM
Status: Previously read Urgent
Subject: Antique Wheels

Message:

What a hit your vehicles were at the Ski Hi Stampede Parade this year. We certainly appreciate the opportunity to use them both. Here's an update on what's next:

1925 DODGE - This vehicle is back in the trailer and waiting to be picked up this Thursday or Friday by the Sandia RD of the Cibola NF. Vehicle was a real hit with everyone.

1935 CHEVY - Will be returned to the GMUG NF on Wednesday, 8/3/94 by our folks. This vehicle was also a big hit, especially with retired FS employees.

For information, we used both trucks as a backdrop for a photo session involving Smokey and lots of kids, over 300 kids. We took polaroid photos and used little Smokey frames to give the kids a momento. The trucks worked perfectly and provided a neat static display for us.

Many thanks from all of us at the Rio Grande National Forest for the use of your special, unique vehicles! Ron Jablonski, PAO

-----X-----

This tells us that Grand Mesa truck was still in use in 1994 on the GMUG NF and we both provided trucks to this Colorado event. Another message in 1994 reminds me that I took the Old Dodge to Pocatello, Idaho to the Caribou NF to participate in a rodeo held at Idaho State University indoors. It would go again the following year but that time they came to get it and we let it go out of region on its own. For some reason I failed to record these events on the schedules. The Old Dodge tends to put out a noticeable smoke and fumes when used indoors.

Here are the use schedules for the Old Dodge in 1995 through 1997.

1995

APRIL 4-8 CARSON, JICARILLA R.D. GREGORIO VALDEZ R03F02D03A
PRO RODEO IN FARMINGTON
APRIL 9-25? CORONADO, SANTA CATALINA RD, DALE MANCE R03F05D05A 602 749 8700
APRIL 29 PHIL DANO SOCORRO CAR SHOW 505 854 2281 CIBOLA MAGDALENA
MAY 26 TOM HOOKER WILLIAMS 520 635 8200
JULY 4 NORTH KAIBAB RANGER DISTRICT FREDONIA PARADE
JULY 8 PHIL DANO 505845 2281 MAGDALENA
AUG 9 PAYSON R.D.
OCT 21 & 28 DOUGLAS R.D. JOAN VASEY 520 364 3468
DEC 2 SIERRA VISTA R.D.

1996

JAN 22 COCONINO, CARRY GAME BALL FOR SUPER BOWL
MARCH 16 SEDONA, TERRILYN GREEN R03F04A 520 282 4119 CANCEL/REPAIRS
APRIL 9-13 GREGORIO VALDEZ CARSON R03F02D03A RODEO
delete APRIL 14-21 PETE SCHWAB R03F05D05A TUCSON 520 749 8700
APRIL 17-22 JOHN ABLE GILA R03F06D02A 505 894 6677
MAY 1-6 JOHN ABLE GILA
MAY 25 KAIBAB, TOM HOOKER R03F07A
JUNE 29 ASH FORK PARADE, HOOKER
JULY 4 TUSAYAN R.D. TUSAYAN PARADE
JULY 5-8 RITA CANTU PRESCOTT BRADSHAW R.D. RODEO
AUG 14-18 PAYSON R.D. ADDYE OR MARK TIFFANY 520 474 7900
AUG 31 CHINO VALLEY PARADE RITA CANTU
SEPT 6,7,8 ALBQ PARADE, SANDIA, MAGDALENA ELIZABETH ANDERSON
OCT 12-13 JOHN ABLE GILA cancel
OCT 26 MARK SOUTH NOGALES R03F05D02A 520 281 2296 cancel
NOV 13 NATIONAL FLEET MEET ALBQ
DEC 14 PJ PEARSON LINCOLN 505 682 2551
DEC 7 RITA CANTU PRESCOTT CHRISTMAS PARADE. DID NOT USE

1997

APRIL 8-15 GREGORIO VALDEZ R03F02D03A JICARILLA-BLOOMFIELD
APRIL 16-21 BLACK KETTLE GRASSLANDS DONNA HEATH R03F03D06A 405 4972143
RANGER REGGIE BLACKWELL, STAN DIKES RANGE
APRIL 30-MAY 6 JOHN ABLE R03F06D02A GILA
MAY 9 LARRY EPPLER CORONADO R03F05A 520 670 4832
MAY 24 TOM HOOKER KAIBAB 520 635 8293
JULY 4 DOUGLAS R.D. JOAN VASEY 520 364 3468
JULY 8-AUG 1 ON DISPLAY, GADSTON HOTEL, DOUGLAS
AUG 3 P.J PEARSON LINCOLN SMOKEY BEAR DISTRICT 505 257 4095
AUG 14-18 MARK TIFFANY PAYSON R03F12D04A
AUG 19-SEPT 30 GADSTON HOTEL, DOUGLAS + 9/18-21 COUNTY FAIR, 9/27 PARADE
SEPT 26-28 JULIE AYLOR LAKESIDE R.D. 520 368 5111
OCT 4-12 JOHN ABLE R03F06D02A GILA delete use
OCT 11 ERNIE GARCIA LINCOLN 505 885 4181 GUADALUPE R.D. R03F08D03A ??

1998

Feb Winter fest in Flagstaff Tom Kuhn
March Engine Repairs
April 18-May 2 Gila Black Range CHAR 505 894 6677
JULY 4 PRESCOTT or Coconino TOM HOOKER

1999

JULY 4 DOUGLAS RD JOAN VASEY 520 364 3468

In 1995, the North Kaibab RD, after a July 4th parade visit to Fredonia by the DB, made a district brochure showing the Old Dodge at the ranger station. Note the multiple use shield still in use.



FOR MORE INFORMATION:

Kaibab National Forest	
Supervisor's Office	520-635-8200
North Kaibab Ranger District	520-643-7395
Kaibab Plateau Visitor Center	520-643-7298
Williams Visitor Center	520-635-4707
Fredonia Chamber of Commerce	520-643-7241
Kane County Travel & Promotion Bureau 1-800-SEE-KANE	
Page/Lake Powell Chamber of Commerce 520-645-2741	
Grand Canyon National Park	520-638-7888
Backcountry Office	520-638-7875
Campground Reservations	1-800-365-CAMP
Glen Canyon NRA	520-608-6404
Pipe Springs NM	520-643-7105
Vermillion Resource Area, BLM Information Center 801-628-4491	
Kaibab-Paiute Tribal Office	520-643-7245
AZ Game and Fish Department	602-942-3000
Flagstaff Office	520-774-5045
AZ Department of Public Safety	520-773-3600
Coconino County Sheriff's Office	520-643-7109
AZ Department of Transportation	520-643-7249

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Welcome!

The North Kaibab Ranger District welcomes you to your National Forest. We are pleased to provide this brochure to assist in planning your trip, and to make your visit enjoyable and memorable. Please contact us for more detailed information, to get answers to your questions, or just stop by to say "hello"! The District Office is open year-round: 520-643-7395 or P.O. Box 248, Fredonia, AZ 86022. The Kaibab Plateau Visitor Center is open May to October: 520-643-7298 or KPVC, Jacob Lake, AZ 86022. District recreation maps and Visitor Guide books are available for sale and provide more detailed information on recreation opportunities on the Kaibab Plateau.





Perico painted windows at Christmas in Williams as seen in this 1995 photo.



A 1984 Perico Christmas window painting at the Kaibab SO.

In 1995, the forest that had originally owned the 1925 Dodge Brothers truck as part of their fleet, the Coronado NF, which now included portions of the Old Crook NF, increased their use of the truck. They expressed a desire to have the

Old Dodge transferred to the Coronado for keeping. I wasn't ready to give it up and we exchanged messages.

MESSAGE DISPLAY FOR TOM HOOKER

To T.HOOKER:R03F07A

From: JOAN VASEY:R03F05D01A
Postmark: Oct 27,95 11:23 AM Delivered: Oct 27,95 11:24 AM
Status: Certified Previously read
Subject: 1925 DODGE

Message:

TOM, THE DOUGLAS RANGER DISTRICT NEEDED TO PURCHASE A BATTERY AND MAKE SOME REPAIRS ON THE OLD DODGE. WHAT MANAGEMENT CODE ARE WE TO USE FOR THESE?

ALSO, RONNY RAMIREZ SAID THAT YOU WERE LOOKING FOR SOMEONE TO TAKE THE OLD VEHICLE OVER. WE MAY BE INTERESTED. WILL YOU CALL ME AT YOUR CONVEIENCE SO WE CAN DISCUSS IT? ONCE I HAVE THE INFORMATION, I CAN PRESENT IT AT A STAFF MEETING. SOME OF THE FOLS ON THE DISTRICT WOULD REALLY LIKE TO SEE IT ON THE CORONADO SINCE THE FOREST THAT ORIGINALLY OWNED IT IS NOW PART OF THIS FOREST. MY NUMBER IS 520/364-3468. THANKS. JOAN

-----X-----

To TOM HOOKER:R03F07A

From: JOAN VASEY:R03F05D01A
Postmark: Oct 30,95 10:04 AM Delivered: Oct 30,95 10:05 AM
Status: Certified Previously read
Subject: Reply to a reply: 1925 DODGE

Reply text:

From: JOAN VASEY:R03F05D01A
Date: Oct 30,95 10:04 AM
YOU REALLY HAVE DONE A LOT OF WORK WITH THE OLD TRUCK, TOM. IT IS GOOD THAT SOMEONE HAS TAKEN THE TIME TO CARE ABOUT IT. IT IS A WONDERFUL OLD TRUCK, AND VERY EYE-CATCHING IN PARADES, ETC. I WILL KEEP THE TRUCK IN DOUGLAS, AND HAVE SIERRA VISTA RETURN IT WHEN THEY ARE DONE WITH IT. WE MAY USE IT ANOTHER TIME OR TWO BETWEEN NOW AND THEN. THANKS. JOAN

Preceding message:

From: TOM HOOKER:R03F07A
Date: Oct 30,95 8:28 AM
THERE ARE NO OTHER EVENTS ON THE SCHEDULE FOR THIS YEAR SO IF YOU HAVE SOME OTHER EVENTS IN MIND IT IS AVAILABLE. WHEN YOU ARE DONE, IT SHOULD GO BACK TO THE PRESCOTT FIRE CENTER WHERE IT SPENDS THE WINTER INSIDE. I HAVE BEEN CARETAKER/MANAGER OF THE TRUCK SINCE JULY OF 1981. AT THAT TIME, NO ONE ELSE SEEMED TO WANT TO DO MUCH WITH IT. SINCE THAT TIME WE HAVE REBUILT THE ENGINE, STARTER, WATER PUMP, COIL, REAR END, SPOKES, TOP, STEERING WHEEL, CLUTCH, RUNNING BOARDS, BRAKES, FUEL PUMP, AND POINTS. IT WAS ALSO SAND BLASTED AND PAINTED WITH THE CORRECT SHIELD PAINTED ON THE DOORS. I ALSO MADE LICENSE PLATES AND THE SHIELD ON THE RADIATOR USING THE CORRECT SHIELDS. MOST OF THE REPAIRS WERE CHARGED TO THE KAIBAB AS THE REGION DID NOT FUND THE TRUCK. IT IS A REGIONAL RESOURCE AND THAT IS HOW I TRY TO MANAGE IT. I AM NOT TIRED OF IT, BUT HAVE CONCERNS THAT WITH BUDGETS GOING DOWN THAT IT MAY BE HARD TO FINANCE CONTINUED REPAIRS TO THE TRUCK.
TOM



In June of 1996, the Old Dodge participated in the dedication of the rebuilt White Horse Lake campground on the Williams RD of the Kaibab NF.



In January of 1996 the Old Dodge and Smokey helped move the game ball from the Peaks to the Valley over the Coconino NF for Super Bowl XXX.

In April 1997, the Old Dodge visited the Black Kettle Grasslands in Oklahoma, part of the Cibola NF. The Southwestern Regional News reported on this visit. The SWRN had trouble getting the year right.

April thru May 1997 • 9

Black Kettle National Grassland Helps Celebrate Old Settlers Reunion



Black Kettle NQ employee David Wilson behind the wheel of the 1929 Dodge brothers truck for the Old Settlers Reunion Parade.

The Black Kettle National Grassland in Cheyenne, Oklahoma, helped celebrate the 1997 Old Settlers Reunion held in April. Some 15,000 people came through Cheyenne the week of April 14-19 from all over the country to look back at their roots, get together with family and old friends, and to remember and reflect back on the old days. The population of Cheyenne is only around 1,500. Events throughout the week included PRCA rodeos, wagon trains, parades, a talent show, theatrical productions, and arts and crafts. The Cheyenne Old Settlers Reunion was established in 1912.



Black Kettle NQ Ranger Reggie Blackwell in a 1908 Forest Service uniform at the Old Settlers Reunion Parade.



In 1997, the 1925 Dodge Brothers truck spent some time in the lobby of the historic Gadsden Hotel in Douglas, Arizona, having been placed there by Joan Vasey of the Douglas RD of the Coronado NF. Parked here, hotel visitors could enjoy seeing the old truck.

By 1996 we no longer had Doc to repair the Old Dodge. We started taking it to R&R Automotive in Flagstaff owned by Ron Stump and his father. Ron's father, an old mechanic still worked there at that time was good at working on old vehicles. The Old Dodge needed the transmission rebuilt as it had gotten noisy. I also needed the speedometer cable hooked up just for the heck of it. That is what R&R did at a cost of \$1007.13. Stephanie Roberts in the Regional Office spotted the bill and along with Emily Wenzelburger decided we could charge repairs to the WCF in the RO. So, they adjusted the bill from the Kaibab WCF funds. Stephanie and Emily both had some WCF fleet responsibilities at the RO level.

No repairs were made to the old Dodge in 1997. But an inspection in December noted an engine oil leak, a leak in the head gasket, a new tire was needed, also a new fan belt and paint was again rubbed off the right front fender by users not paying close attention when backing it out of the trailer.

In 1998 we purchased all new tires, tubes and flaps for the Old Dodge at a cost of \$844.65. I had the truck taken to R&R Automotive again for repairs that totaled \$1,416.53. Recently, I visited R & R and picked up a copy of all the repairs they did to the Old Dodge between 1998 and 2008. They did not see the truck after 2008 when Tom Kuhn Retired. I do not have documented information on repairs after 2008.

By 2006, the old honeycomb radiator was giving out. Ron and I looked into having a new honeycomb radiator built, but in the end, we had to settle for a modern radiator.

Vehicle Service Summary

R and R Automotive

Created: 10/04/2019

Vin #
 Unit # 25 Vehicle # 1984
 Plate # 25
 25 DODGE PU USFS
 Current mileage:

Date	WO#	Technician	Mileage	Description of Labor	Labor Charge
4/9/1998	4664			R&R WATER PUMP / DIST ASSEMBLY.DISASSEMBLE AND REPAIR WATER PUMP ON PACKING FLANGE.HAVE NEW	185.00
4/9/1998	4664			R&R CARB AND OVERHAUL	210.00
4/9/1998	4664			REPAIR AND INSTALL SPEEDO CABLE PARTS	48.00
4/9/1998	4664			\\\\\\\\\\ OUTSIDE LABOR CHARGED IN SUBLET\\\\\\\\\\	0.00
				MACHINE SHAFT AND FLANGES FOR WATER PUMP	
4/9/1998	4664			\\\\\\\\\\ OUTSIDE LABOR CHARGED IN SUBLET\\\\\\\\\\	0.00
				MILL HEAD \$52.00	
4/9/1998	4664	RON		ADJUST STARTER/GENERATOR CHAIN DRIVE(SETUP WAS VERY LOOSE)	58.00
4/9/1998	4664			MOUNT 2 TIRES	44.00
4/9/1998	4664			R&R ENGINE OIL PAN AND CK ALL BEARINGS.RESHIM ROD BEARINGS AND PLASTIGAUGE.CLEAN OUT OIL PUMP AND	338.00
4/9/1998	4664			R&R HEAD AND REPLACE HEAD GASKET	168.00
2/5/1999	6892	RON		R&R CARB,RECALIBRATE METERING ROD	164.00
2/5/1999	6892	RON		ADJUSTMENT.PULL APART NEEDLE AND SEAT.(NEEDLE IS	
2/5/1999	6892	RON		INSTALL MORE PACKING IN FRONT PACKING NUT ON WATER PUMP(TRYING TO SLOW WATER PUMP LEAK)	36.00
2/5/1999	6892	RON		ADJUST POINTS AND CLEAN.RESET TIMING.	38.00
6/29/2000	10407			CK OUT NO START PROBLEM.HAS STICKY CARB	228.00
6/25/2001	12697			FLOAT.R&R SPARK PLUGS AND CLEAN.CLEAN OUT CARB R&R OIL DRAIN AND CLEAN OUT SCREEN.RESEAL TUBE AND OIL PUMP LINE	64.00
6/25/2001	12697			R&R REAR AXLE BRAKE LINKAGE FROM HOUSING.REPLACE ALL O RING SEALS.REPLACE WITH	218.00
6/25/2001	12697			FABRICATE AND WELD ADD ON AIR FILTER	88.00
4/11/2002	14718			R&R OIL DRAIN AND CLEAN OUT SCREEN, RESEAL TUBE AND OIL PUMP LINE	64.00
5/31/2003	17508			SERVICE ENGINE.CHANGE OIL.R&R OIL PUMP LINE AND CLEAN SCREEN 1.6	67.20
5/31/2003	17508			R&R REAR WHEELS AND HUBS.ADJUST REAR WHEEL BEARINGS.ADJUST BRAKES 2.0	84.00
8/30/2003	17849		5196	R&R CARB ASSEMBLY AND CLEAN AND ADJUST 3.0	126.00
8/30/2003	17849		5196	****FREIGHT ON PARTS CHARGED IN SUBLET****	0.00
				WHEELS/HUBS.ENGINE ASSEMBLY \$62.00	
8/30/2003	17849		5196	R&R ENGINE WATER PUMP AND HOUSING ASSEMBLY.R&R DIST ASSEMBLY.REMOVE WATER PUMP ASSEMBLY FROM	420.00
8/30/2003	17849		5196	R&R REAR WHEEL ASSEMBLIES.REMOVE CENTER HUBS(OLD ONES BROKEN)TIGHTEN ALL SPOKES AND	462.00
11/28/2003	18907	RON		R&R STARTER / GEN ASSEMBLY.REBUILD ASSEMBLY.HAD TO MAKE 1 GOOD UNIT FROM 2 UNITS(BRUSHES	273.00
10/7/2004	20933			R&R REAR BRAKES 4.8 HRS	201.60
12/8/2004	21429	KEVIN		ADJUST WATER PUMP PACKING NUTS	28.00
12/8/2004	21429			CK BRAKE RODS FOR POSITION.SWAP BRAKE RODS E BRAKE FOR REAR BRAKE.READJUST BOTH 1.5	63.00
12/8/2004	21429	KEVIN		ADJUST CARB	28.00
8/26/2005	23422	DON		R&R CLUTCH ASSEMBLY	396.00
8/26/2005	23422	DON		CHANGE OIL(NON DETERGENT OIL)	30.00
2/28/2006	24652			R&R ENGINE OIL PAN ASSEMBLY.RESEAL REAR PAN AND CUT NEW GROOVE IN REAR MAIN BEARING FOR REAR	348.00



Colter Hooker safely “driving” the Old Dodge about 1999 or 2000 at the Kaibab SO.

Prior to this photo, when Colter was younger, he was sitting on my lap with his hands on the steering wheel at the start of a summer parade in Williams one year. It was kind of warm and Smokey Bear was waiting down the street in the shade of a tree for the parade to start trying to stay cool. We drove down the street with Colter looking straight ahead and still grasping the steering wheel. We stopped for Smokey to walk to the truck and climb in the back. As he did, Colter still firmly holding on to the steering wheel slowly turned his head toward Smokey with an expression on his face that I will never forget. It was obvious, he did not want that bear behind him standing in the truck. Colter does not like this story.

2004 paint color and paint job.

In 2004, I decided we should paint the Old Dodge again. It was showing signs of needing new paint. Someone on Kaibab NF had found an old door off of a 1934 or 1935 CCC truck in the woods. It told us a few things. For one, it gave us a better

idea of the actual old shade of green in use in 1934 and earlier. It also gave us a chance to measure the door shield and determine how shields were marked on vehicle doors in those days. For the paint color we polished a space to take a closer look.

Doc was no longer with us so this paint job would have to be done at a commercial auto paint shop and would be expected to cost considerably more. I had to find more money. Our Kaibab Public Affairs office wrote a three-page article titled "From Abandoned Truck to Legendary Government Vehicle." This was given wide distribution within the Forest Service and generated some responses. The most interesting and generous came from Carol Goularte, District Ranger of the Sitka Ranger District, Tongass NF. She offered to send us a personal check for \$1,000.00 with the understanding that Sitka was too far away to take the truck to the Alaska Days Parade and would settle for a photo. In the end I was not allowed to take her check and when it came time to pay for the paint job, I split the charges twelve ways in the Working Capital Fund, putting it to all the R3 forests and the Regional Office.



Door off of a 1934 or 1935 CCC truck, found on the Kaibab NF about 2003. This color was a little darker than the DB truck was previously painted.

After getting quotes, it was determined that Custom Designs Autobody in Williams was the best, coming in at \$3316.68 when finished. They did a good job and it has held up well ever since. The only problem we had was that they did not like the government payment options available at that time. But Rita Brooks our purchasing agent worked out a suitable payment method. The old CCC shield appears to have perhaps been applied by a silk screen method but I can't be sure. This door is kept at the Williams Ranger District office.



Body work and prepping the DB for painting.



Priming for painting.

The commercial paint job did not include the wheels or the door shields. Perico was still available for that portion of the job but retired from the FS. For the third time, Perico hand painted the shields and lettering on the doors for \$150.00. I opted not to pin stripe the vehicle this time as that was not original. But we did keep the Southwestern District painted on the doors.



Perico lettering a door of the 1925 Dodge Brothers truck in summer 2004 with the old CCC truck door as a reference. Perico used a good professional sign painters paint for the lettering.



A shiny paint job and good-looking shield.



When the new paint job was finished, we took it up to south 2nd street in Williams for photos and Colter checked it out. The color was a little darker now and no fender pin stripes.



The first use after the new paint job was at a parade at Tusayan just south of Grand Canyon.

In 2005, a Regional fleet manager meeting that included a couple of Region 3 forest fleet managers was held in Albuquerque, New Mexico. I was requested to take the Old Dodge along to the meeting. I did and some photos were taken at the meeting location. Valery Gomez was off the Cibola and Santa Fe NF's.



A group of FS Regional Fleet and Equipment Managers 2005 in Albuquerque with the DB.



Brian Ingalls, Valery Gomez and unknown. Brian is now the WO Fleet and Equipment Manager in 2019.



While in Albuquerque, I stopped by the Regional Office one morning in a little bit of drizzling rain that wet the pavement and got this nice photo of the Old Dodge parked out front. 2005

Early In 2005, I was invited to take the Old Dodge to the Forest Service Reunion that was planned for Portland, Oregon. Having worked in Alaska, I knew about the M.V. Chugach, the 1925 built wooden ranger boat, the last surviving wooden ranger boat. I thought it would be a nice idea to have it go to Portland and get the Old Dodge and the Chugach together for photos. I did not expect it to happen. I put the bug in the ear of people I knew in Alaska. With the help of Forrest Cole, who had grown up in Williams, Arizona, worked for the FS in Alaska for many years and risen up through the ranks in timber management to the RO. It did happen. I had requested that if it did, I would like to go along as "second deck hand" and that happened too. So, in the summer of 2005 I flew to Ketchikan, Alaska at my own expense and came back to Portland at government expense with two other FS employees and a friend of the Skipper, both who had good

experience navigating the local waters of Alaska. I arrived late one afternoon where I was picked up at the airport and taken to the M.V. Tongass Ranger Boat to await the arrival of the M.V. Chugach Ranger Boat that was still in route from home port Petersburg, Alaska. Tongass NF Fleet Manager Mike Cruise was traveling on the Chugach. He would be “first deck hand” but he was well qualified to pilot the boat and did so in shifts. The Alaska Region also had one more Ranger Boat, the Sitka Ranger just like the Tongass, both steel hulled boats vintage 1960’s. It was stationed at Sitka, Alaska. About 1:00am the Chugach arrived and I left my short stay on the Tongass and we proceeded south on the inside passage toward Canada.



The M.V. Tongass Ranger in Ketchikan where I waited for the M.V. Chugatch to arrive.



The three pilots of the Chugatch, Mike, Norm and Chuck. Chuck in the back was the FS Skipper.



Once on the way south from Alaska, in a moment of weakness “they” let me get close to the helm. Mike Cruise stood nearby just in case. The inside passage was narrow at this location. All I had to do was go down the middle and not hit anything.



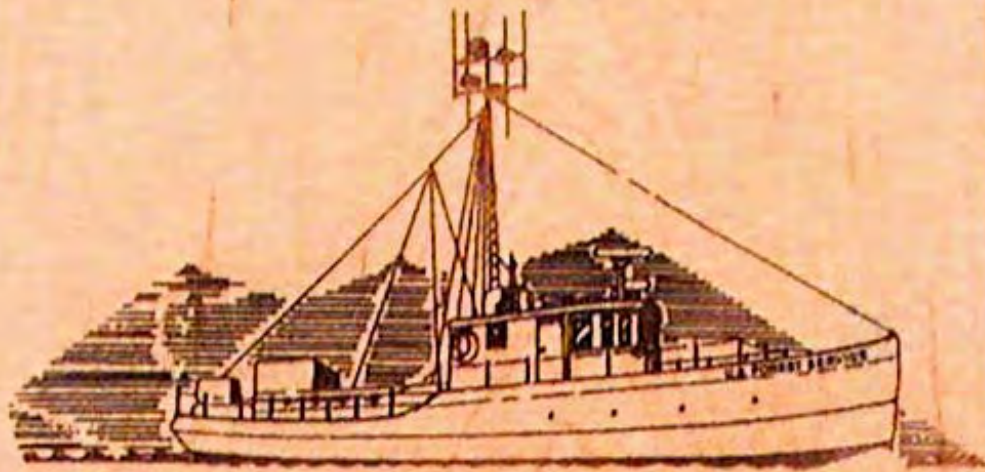
We anchored at night. At Alert Bay we stopped to kill time so we could reach the changing of the tide at Seymore Narrows. We spent a day and night at Everett, Washington, traveled out the Strait of Juan De Fuca and down the Washington coast to meet the changing of the tide at the mouth of the Columbia.



Heading up the Columbia river at sundown on the M. V. Chugach.



The M. V. Chugach entering Washington State for customs and fueling.



U. S. Forest Service Ranger Vessel Chugach

REDEDICATED

May 20, 1995

**U. S. Forest Service Marine Facility
Petersburg, Alaska**

The Ranger Vessel Chugach, listed in the National Register of Historic Places on January 21, 1992, is the last commissioned Forest Service wooden ranger boat in Alaska. Since her launching in 1925, the 62 foot Chugach has been in continuous service as part of a fleet that at its peak in the 1920's included eleven ranger boats operating along a total coastline of approximately 12,000 miles in the Chugach and Tongass National Forests. From 1925 to 1953, she operated out of Cordova, the headquarters for the Chugach National Forest. In 1953, she was transferred to Petersburg, Alaska, which has been her home port ever since. The Chugach served in her early days as a travelling office and primary work station for Forest Service personnel. The rededication ceremony on May 20, 1995 marked her return to active service after an extensive overhaul and restoration at Port Townsend Boat Works of Port Townsend, Washington.



After arrival in Portland, we found a place to dock the Chugach At McCuddy's Landing, Scappoose, OR. The Reunion, was two weeks away so we all flew home. Tom Kuhn and I came back with the Old Dodge in time for the reunion. We came via Ogden and stopped for a night at Ray Connelly's house. Mike Cruise and the Skipper came back from Alaska to manage the Chugach.



DB, Tom Hooker, Bill Hurst, and Ray Connelly at the Portland Reunion 2005.



M.V Chugach, Tom Hooker, and DB on the Multnomah Channel. Tom Kuhn and I had gone out the day before and scoped out this location for the Chugach and DB to meet. Getting the two together for photos was part of my plan all along.



Portland FS Reunion dinner 2005.



Ray Connelly and Bill Hurst were long time 1925 DB supporters from the WO and RO. They were pleased with the look of the truck.



A Mike Cruise photo 2004 at Sauve Island NW of Portland.



The lower 48 FS reunion attendees could ride on the 1925 M.V. Chugach Ranger Boat from Alaska while the 1928 DB looked on.



Like FS vehicles, ranger boats were also marked with shields – Chugach Ranger shield next to the door.



Tongass Ranger shield located in the exhaust stack. It may have come off an earlier ranger boat.



On the way home from Portland with the Old Dodge, we stopped at the High Desert Museum in Bend Oregon where Tom Kuhn and I looked at a restored 1935 Chevy FS fire engine on display.



In December 2005, Cecil Sims who helped rescue the truck, was given the opportunity to drive the Old Dodge in the Fiesta Bowl parade.

I retired from the Forest Service in the summer of 2006 having been manager of caretaker of the Old Dodge for the better part of 25 years. I retired as Forest Fleet Manager of the Kaibab and Coconino National Forests. While in this position I had taken two summer details to Alaska as Regional Fleet Manager. And for a few years I had managed vehicles on the Prescott NF while remaining Kaibab Fleet Manager. I had also served on the IMEAC (Interagency Motor Equipment Advisory Council) board for a number of years. When I left, Tom Kuhn who had been assistant Forest Fleet Manager on the Coconino and Kaibab took over the Old Dodge duties. I thought I might get calls asking for advice on the Old Dodge after I left. But that turned out not to be the case. When I walked out of the office for the last time, I took with me a box of records pertaining to the Old Dodge figuring that who came in after me would toss them. I believe I was justified in those thoughts. My replacement, I later learned could care less about the truck. After retirement I started losing track of the Old Dodge, seeing it only occasionally.



My retirement party at Kaibab Lake in 2006 with some R3 fleet Managers and boy scouts: Tom Kuhn, Dale Mance, Daryl Nowak, Tom Hooker, Mike Arias, Duane Doty, and scouts Colter Hooker, Colby Reinarz and Stephen Weber along with the 1925 Dodge Brothers.



Colter tried to drive me off in the Old Dodge but we could not get away with it.



Tom Kuhn at the fleet desk on the Coconino NF at Peaks Ranger Station.

In 2007 Tom Kuhn took the Old Dodge to a parade in Sedona, Arizona. While waiting for the parade to start the truck was not running very well. It backfired through the carburetor and started a gas fire. The truck fire extinguisher failed to work but a nearby FS engine had one that put out the fire and saved the truck with minimal damage. It turned out the condenser had failed. Tom had a modern condenser installed and the truck ran great. He also had the damages repaired which were mostly cosmetic and cleanup. He also had the fuel line shut off valve replaced with a quarter turn valve and replaced the fire extinguisher which should be done more frequently.



The outside of the hood did not show much fire damage.



Fire extinguisher dust on the engine after the 2007 fire.

The year 2008 was the Centennial celebration for the Kaibab and Coconino National Forests. It was actually 100 years after the Tusayan NF south of the Colorado River and Grand Canyon was split off from the Coconino Forest Reserve and the Coconino became a National Forest. The Kaibab Forest Reserve north of the Colorado became Kaibab National Forest from the river north to Utah. The Tusayan NF and the Kaibab NF would be joined in 1934 a number of years after Grand Canyon National Park was carved out of the middle. Tom Kuhn had retired just prior to the Celebration held at Williams Ranger District and I attended to be with the Old Dodge one more time at this event.



Smokey Bear with Williams District Ranger Marti Scram and the 1925 DB at the Kaibab and Coconino Centennial.



The Fiddlin Foresters came to be a part of the Kaibab Coconino celebration as did the Old Dodge.

After Tom Kuhn retired, the Old Dodge was taken over by Williams Ranger District Fire Staff Joe Reinarz. Joe was afraid that my replacement in fleet was going to get rid of the truck because he did not want anything to do with it. Joe and his crew managed the truck for users in the summer and often sent it to Gary Roberts on the Payson Ranger District of the Tonto National in the winter for management and maintenance. This operation went on for a few years.

While at Payson in 2007 and 2008, Mark Tiffany and Bob Rick did some more restoration on the Dodge Brothers. One of the things they did was replace the old black bed boards with new shiny oak planks. I would not have done this and did not do this because the old boards were sound and provided an element of “oldness” to the truck. And in most uses of the truck you could not see or photograph the floor of the bed. They replaced the seat covers which was needed, and the plywood seat backs which had been in place since the Albuquerque restoration using new plywood. The original seat backs were solid

wood boards fit together horizontally as can be seen in a 1965 photo. They likely did not have a copy of that photo. In 1925, I don't think plywood had been invented yet. Solid wood could have been used. The same could be said for floor boards, but they are not generally seen in photos of the truck. Then they painted the dash a new color. They did a very good job and it looked good but historically speaking I don't know what justification there was for this. The dash and interior of the cab had been kept the same color since the Albuquerque shop had painted it in 1965. I don't know the original color. They also did a good job of painting the engine which it needed and historically the engine was painted multi colored. They also mounted a correct aluminum plate on the dash which had been missing and added a new gear shift knob.

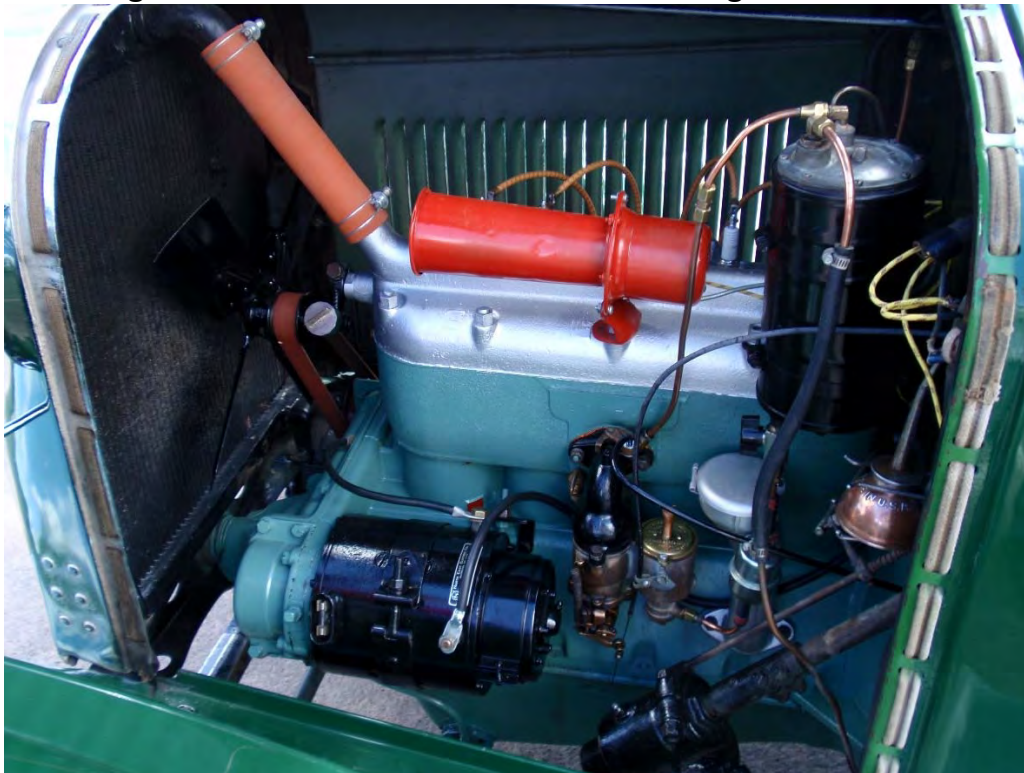
I saw the truck in Williams at a car show in 2009 and took photos of the changes and was bothered a little by the bed floor changes but it was too late. The bed floor boards may have been original with the truck or they may have been installed in Albuquerque. To me they looked original. I always wanted to keep the truck as original as possible especially in regards to Forest Service markings, outside paint color, and license plates.



Old Dodge dash and interior in 2008, missing the gear shift knob. The old knob, probably not original, had broken apart some years prior.



Old Dodge dash and interior in 2009. Note new gear shift knob and carpeting.



The engine looks really nice in 2009 after Payson RD painted it. The old red horn that had been donated to the truck by Hank Hastings in about 1965 looks good too and note the added oil can and some new wiring, hose and fan belt.



This 2009 photo shows a new bed, new seat backs and the now painted black bed rack on the back that keeps Smoky Bear and other riders safe. The rack gives the truck contrast but I would have left it green. This rack was not original to the truck as it had a fully covered top when new. The new oak boards also made the bed floor a little slicker to stand on and now sometimes it is covered in parades with a rubber mat for better footing.



The paint was still looking nice and shiny in 2009.



The 2004 Phoenix Fiesta Bowl parade entry from the Payson Ranger District, Tonto NF as arranged by Gary Roberts. Mark Tiffany is in the lead.



In December of 2012 International Space Station Astronaut Joe Acaba and Smokey were carried in the three-mile-long 42nd annual Phoenix Fiesta Bowl Parade by the Old Dodge.



In 2015, I got one more photo of Perico with the Old Dodge at a car show in Williams, Arizona. He left us in 2017.

When Joe Reinarz moved to a new job in California, the Old Dodge went to the Mormon Lake Ranger District of the Coconino NF. They managed the use of the truck for a few years and likewise the maintenance. Since 2015, David Fritzsche, Assistant Fleet Manager for the Kaibab and Coconino National Forests has been in charge of the Old Dodge. It is stored in Flagstaff in his office or in the trailer at Peaks Ranger Station when not out and about carrying Smokey Bear in parades. It is now back in fleet management where it belongs.

In 2016 The Old Dodge attended the Forest Service Retirees Reunion in Albuquerque, New Mexico.

In November, 2019, the Old Dodge was on the Coronado NF where among other duties, it visited the site of the old Crook NF Forest Supervisors Office in Safford at the request of the present owner of this property. Photos were taken there. Also, in November, the starter generator was rebuilt again.



This is the Dodge Brothers truck visiting the historic site of the Crook N. F. SO in Safford, Arizona in November 2019 where it began its FS career in 1925.



A November 2019 parade in Safford Arizona took the Old Dodge past the Graham County Courthouse near a portion of the Coronado National Forest.

Later, in November of 2019 the truck spent two weeks on the Carson NF carrying Smokey and Santa as the National Christmas Tree was being cut. It then traveled to other National Forests in New Mexico to carry Smokey and Santa in parades with the National Christmas Tree as it started on its way to Washington DC.



The Old Dodge with Santa, Smokey, David Fritzsche and the National Christmas Tree at Red River, NM on the Carson NF November 2019.



R3 Regional Forester Cal Joyner and family at the National Christmas Tree Cutting.



The DB at Taos Pueblo New Mexico in November 2019.



Forest Service Chief Vicki Christiansen November 2019 in Santa Fe, New Mexico driving the DB.



After mostly riding in the back, Smokey decided it was time to drive off with the DB and a friend in November 2019 while it was in New Mexico. They got caught and Smokey was sent back to space for another short stay to evaluate the Australian fires.



Astronaut Joe Acaba employs Smokey Bear as a zero-gravity indicator aboard the Soyuz spacecraft that took him and his Russian crewmates to the International Space Station in May 2012. (Photo/NASA)



The Old Dodge now resides at Peaks Ranger Station on the Coconino National Forest in Flagstaff, Arizona. David Fritzsche has been the manager of the DB since 2015. Tom Hooker photo 2019.





The M. V. Chugatch saying good bye to the 1925 Dodge Brothers in 2005. The M. V. Chugatch Ranger Boat will soon be at dry dock and display in the Wrangell, Alaska City Museum after working until 2014. The Ranger Boats Sitka and Tongas were sold about 2011. The Dodge Brothers lives on.

In another 5 years the 1925 Dodge Brothers will have been owned by the Forest Service for 100 years. It has given good service and I hope it will continue to do so for many more. Its best use is as a living, traveling small outdoor museum for the Forest Service, not a stationary display in a large museum some place. It belongs out west where it has always been.