

Town of Franklin

355 East Central Street
Franklin, Massachusetts 02038-1352



Phone: (508) 520-4949
www.franklinma.gov

OFFICE OF THE TOWN ADMINISTRATOR

Memorandum

May 27, 2020

To: Town Council
From: Jamie Hellen, Town Administrator

Re: Resolution 20-30: Gift Acceptance - Franklin Fire Department

The Franklin Fire Department has received an exceptionally generous donation from Edward Guzowski. He has donated a 1949 American LaFrance Model 7-75-AJO 75' Service aerial truck. We would like to thank Edward Guzowski for his generous donation.

The Fire Truck has been kept in impeccable condition and remains a functional driving vehicle. The truck he is donating is the first ladder truck the Town of Franklin ever bought.

We will coordinate an unveiling event of some sort in the near future to commemorate and allow the public to enjoy this great apparatus and gift. After tonight's acceptance, we will first work with our insurance company to properly insure the truck.

If you have any additional questions please feel free to ask.



**TOWN OF FRANKLIN
RESOLUTION 20 - 30**

**Acceptance of Gift
Franklin Fire Department**

WHEREAS, The Franklin Fire Department has received a generous donation of a 1949 American La France Model 7-75-AJO 75' Service Aerial Truck from Edward Guzowski.

NOW THEREFORE, BE IT RESOLVED THAT:

The Town Council of the Town of Franklin on behalf of the Franklin Fire Department gratefully accepts this generous donation.

This resolution shall become effective according to the provisions of the Town of Franklin Home Rule Charter.

DATED: _____, 2020

VOTED: _____

UNANIMOUS: _____

A TRUE RECORD ATTEST:

YES: _____ **NO:** _____

ABSTAIN: _____ **ABSENT:** _____

RECUSED: _____

**Teresa M. Burr, CMC
Town Clerk**

**Glenn Jones, Clerk
Franklin Town Council**

Edward W. Guzowski

May 20, 2020

Chief James McLaughlin
Franklin Fire Department

Dear Chief McLaughlin:

It is my intent to donate to the Town of Franklin the 1949 American La France Model 7-75- AJO 75' service aerial truck serial number L-3988 that I currently lawfully own. The American La France was originally purchased by the Town of Franklin in 1949 and remains a functional driving vehicle, but is donated "As Is." The fire truck will be seventy one (71) years old in November of 2020. The odometer reads 18686 miles but is unknown if the odometer has functioned properly in years.

I do hereby grant, donate and transfer full ownership of this vehicle to the Town of Franklin. I certify that this vehicle, at the time of transfer, is free from all encumbrances, taxes, fees and liens.

It is understood that this vehicle is being donated to the Town of Franklin without warranty. The Town of Franklin accepts full liability for the vehicle, any known or unknown defects, damages and any third party liability incurred from the vehicle use from the date of transfer.

Included is a certified vehicle appraisal for the La France, Certificate of Title, and IRS forms 8283 that are needed for transfer. Please let me know when you wish to complete the transfer and presentation back to the Franklin Fire Department.

Sincerely,



Edward W. Guzowski

International
Vehicle Appraisers
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- Hot Rods
- Special Interest
- Race Cars
- Motorcycles
- Trucks
- Diminished Value
- Lemon Law
- Fraud
- RI Tax Appraisal

Certified Vehicle Appraisal For Edward Guzowski

Date: May 12, 2020

1949 American LaFrance Foamite Corp. 700 Series Ladder Truck



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APPRAISAL

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On May 12, 2020 I personally inspected and evaluated the vehicle described below for the purpose of providing an estimation of the vehicle's fair market value. I inspected the vehicles exterior, interior, chassis and engine compartment. The evaluation is based on authenticity, preservation / restoration, maintenance and or replacement costs.

Y/M/M: 1949 American LaFrance Foamite Corp.	Body Style: 700 Series Ladder Truck
VIN: L3988	
Color: Red	Interior (color): Black & Red
Location: Owners Home	
Requested by: Edward Guzowski	Phone
Address:	

Mileage: 18,686 (original) **Engine Hours:** 2819.5 (new engine?)

Comments & Special Features:

This vehicle was purchased new in 1949 by the Franklin MA Fire Department for \$28,000. It stayed in service until 1985 when it was purchased by the Bellingham, MA Fire Department for \$15,000. It stayed in service for 10 years and was taken out of service because the ladders could not pass the X-Ray test. In 1996 it was sold to Mr. Guzowski for \$1,800. Since that time it has been stored indoors, and undergone routine maintenance. It has not been restored, but has needed no major repairs in the 24 years of ownership. It has been driven regularly to parades a distance of 50 miles round trip usually. The aerial ladder has never been operated by Mr. Guzowski, nor have the other wooden ladders stored in the body been removed. The purpose of the appraisal is to establish a value for a donation of the truck back to the original Franklin Fire Department.

Engine/Engine Compartment:

The original engine was an American LaFrance V12 Gasoline engine. It was replaced by a Detroit Diesel 653 CID V6 diesel fueled engine with air intake fuel injection. The hours noted are believed to be for the new engine. The engine powers the hydraulic system for the aerial ladder and the vacuum system for the brakes. Dual interstate 12 volt, 8D-MDH 1750 cranking amp batteries are installed in compartments on each side of the chassis. The engine compartment is behind the cab and is accessed by covers in the passenger seating area. The engine is fairly clean and neat, with some oily residue behind and under the engine and transmission area. Electrical and shifting linkage is under the front seat. This area is aged with superficial rust. Overall this area is GOOD.

Chassis:

The transmission is a 5 speed manual connected to a single dual wheel axle in the rear. The front end is a leaf spring mounted straight axle. Brakes are 4 wheel drums. Tires are size 900-20, Powerking in front and Goodyear in the rear, mounted on nicely painted red steel wheels. Tires are about half worn. The chassis has not been restored, so the original red paint is still visible in many areas, but superficial rust is visible in all areas. The front area under the engine is covered in heavy oily grime. Structurally the chassis appears very solid. The vehicle is 43 feet long. Overall this area is GOOD.

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Interior:

The bench seat material and the 2 rear facing jump seats are in very good. The diamond plate floor is painted silver and is very nice. The open cab windshield sports a half turn rotating red light, and spotlights. The door panels are nicely painted red and the door handle chrome is very good. Pedals and steering wheel are very good. The dash panel appears to be original as the red paint is faded to a nice patina. The original speedometer and gages are still intact and working. A newer tachometer/hour gage has been added. All the knobs and switches are in good condition, but some have been changed from original. All the appropriate warning decals are in good condition. Overall the interior is VERY GOOD.

Exterior:

The exterior of the vehicle is mostly original. It appears the cab area was repainted covering the original Franklin markings. This area has cracking and crow's feet appearing in several areas. The gold leaf is deteriorated in this area. The balance of the vehicle red paint is aged but in good condition including the gold leaf and the diamond plate painted silver. The wooden ladders appear original and aged accordingly. The pike poles are all stored and marked in the rear of the vehicle. Reflective "Keep Back" lettering is visible in rear and aged. An Air tank box was added to the left rear of the vehicle. Several spot lights and red warning lights are attached along the sides. A chrome Soda Acid Extinguisher is mounted on the driver's side. All the chrome grab handles and front bumper are in very good condition. All the lights, lenses and spot lights are in good condition. Only the glass front red lights are cracked. Aftermarket signal lights have been added front and rear. The aerial ladder is painted grey and the snorkel gun is side mounted on the passenger side. The 75 foot aerial control panel is covered with a vinyl cover. The control is in good aged condition but has never been operated by this owner. Overall the exterior is GOOD.

Summary / Comments: -

This is a very nice survivor ladder truck. Except for the repaint noted, minor changes, and the upgraded engine, it appears pretty much as it did when purchased in 1949. Rusting on the chassis and aging paint are the most obvious negatives. Except for the "cracks" in the aerial ladder and the fact that it has not been operated in years, it appears to be in serviceable condition. All the other mechanicals including the drive train, engine, brakes, electrical and steering are fully operational. Although it is in need of restoration in areas, this is still a nice parade vehicle. The other positive is that it has been stored indoors in dry storage for the last 20 years.

Condition Rating: - (3) THREE

Condition Rating Definitions:**Condition Rating 1 (Excellent):**

Almost always a "body off" restoration, or an untouched, factory-perfect, piece that is very close to perfect. All components are either original or appear as new and are fully operational. This car is a top show winner and is not driven, but transported to shows by trailer. This car is almost "one of a kind". This particular class of vehicle is very rare. The vehicle is completely detailed, including the engine compartment, interior trim, wiring, suspension, paint, and frame. Ideally, this vehicle has been judged with other vehicles in its class and achieved the highest point ratings.

1-

2+

Condition Rating 2 (Very Good):

This car is well restored with an eye for detail. The interior and exterior show minimal wear, and it runs and rides smoothly. The car is driven very little (maybe 800 to 1,000 miles per year). This class is a slight grade below Class One. A Class Two has not been detailed to the extent that a Class One has been. This class (Class Two) has some evidence of use and wear, although not very much. It is considered "cherry" or "mint". This vehicle might appear as a Class One until judged against one. It would not qualify as a 95, or better, "point" vehicle. (This class should have no rust on the undercarriage, not even surface rust.)

2-

3+

Condition Rating 3 (Good):

This is a functional, drivable vehicle in good overall condition needing no, or only minor work. Most vehicles at car shows reflect this condition. This car is what is termed a "20 footer". From 20 feet, it may look very good. Close inspection, however, would reveal some worn interior trim, and less than perfect paint (worn, and perhaps faded). You may even see some early evidence that surface

rust is beginning in the body panels. This car is completely operational and is an "older restoration". It is driven fairly often, runs great, and is enjoyed by its owner. It is probably a candidate for a full restoration. The undercarriage may display surface rust, and may be in need of detailing. Chrome and trim may exhibit limited pitting.

3-

4+

Condition Rating 4 (Fair):

This type of car is a fun "driver" with a solid frame and is structurally sound. This car is in need of considerable work. It needs work in and out. Cosmetics, body, and mechanical components all need work, to some degree. It is not a serious collector candidate. Soft floors, isolated areas where rust has eaten through (but not structural), excessive use of Bondo, lots of pitted chrome, glass repairs are symptoms of this condition. Badly soiled headliners, badly soiled and ripped upholstery, rusted out trunks are also signs.

4-

5+

Condition Rating 5 (Poor):

This type of car is in need of complete restoration and may, or may not, be able to be driven. The exterior body panels have significant areas of rust-through. The floor and structural components may, or may not, be intact. This car is usually the first project for layman's attempt at restoration.

Class Condition Rating 6 (Parts Car):

This type of car is good for parts only.

After careful evaluation of this vehicle, based on my expertise and experience and after consulting Old Car Price Guide, NADA, Hi-Bid International Auction Results, The Production Book for U.S. Cars, the Internet, reviewing comparables, etc., and after consulting with other Professional Appraisers, museums, automotive experts etc., when necessary, I appraise (estimate) this vehicle as having a Fair Market Value of **\$ 4,500.00**

There is no guarantee of a final sale price, as this is always an agreed value between a willing buyer and willing seller. I hereby state that I have no financial interest, ownership, or employment in or with any firm engaged in the purchase, sale, insurance or transport of motorized vehicles, nor in any firm engaged in the repair, modification or restoration of motorized vehicles. I further state that I have received no compensation for this appraisal from any source, other than my fee of \$250.00. Therefore I have no actual or potential conflict of interest in providing this appraisal.

Signed: *David F. Calabrese*

David F. Calabrese, Certified Vehicle Appraiser #31
Certified by the International Vehicle Appraisers Network

CREDENTIALS

- 1) Certified Vehicle Appraiser in the International Vehicle Appraisers Network (nationwide association).
Graduated I-VAN Vehicle Appraiser Training School, 2006
- 2) Graduated I-VAN Diminished Value & Lemon Law Training School, 2008
- 3) Appraisals accepted by insurance companies as well as banks, credit unions, IRS, and Courts of Law (expert Witness), etc.
- 4) Senior Master Judge for the Antique Automobile Club of America (AACA).
- 5) Appraisals accepted by the IRS for Automobiles and Automobilia
- 6) Appraisals accepted by Museums including the AACA Museum and the Golden age of Trucking Museum.
- 7) Guest Speaker on Appraisals before many clubs and organizations.
- 8) Classic car collector and restorer for over 40 years.
- 9) Owned and operated a custom metal working factory since 1970.
- 10) **Appraisals accepted by RI Sales Tax Department for Refunds**

PHOTOS









