

The New England

Winter 2023



Fireguard

The Official Bulletin of the New England Museum of Firefighting

MADE IN NEW ENGLAND



New England was the home to several builders of fire apparatus including Maxim, Farrar, Woods, Ranger, Continental, Kress, Moody, Robinson and Knox. New England also was the home to many companies that supplied and outfitted the fire service. In this issue several of these companies are explored. Among the most significant of these firms was the Rockwood Sprinkler Company or Worcester.

The classic 1961 Maxim F Model pumper seen above served as Engine 5 in East Providence, Rhode Island. It was equipped with a Rockwood remote manual control roof mounted foam turret. This could flow foam or water in a solid stream or fog pattern. Engine 5 had a 1000 gpm pump, a 300 gallon water tank and a 300 gallon foam tank. It also had a traditional deck pipe that flowed water only.

The New England Fireguard

Winter 2023

Published by the New England
Museum of Firefighting, Inc.
Post Office Box 252
Adams, Massachusetts 01220

Board of Trustees of the
New England Museum of Firefighting

Michael Nugai,
President
Bruce Lemire
Joe Lennerton, III
Brian Anderson
Howard T. Smith
Anthony G. Buono, Esq.

The New England Museum of Firefighting
is a Massachusetts not-for-profit
corporation and is a 501(c)(3) entity.

MISSION STATEMENT

The New England Museum of Firefighting is a nonprofit educational organization that preserves, promotes, researches and shares the significant historical contributions of the people of New England to the American fire service. The Museum aspires to provide the public with engaging and interactive experiences that are relevant, accessible and meaningful to all people, through the preservation of fire apparatus and artifacts that illustrate the rich history of firefighting and the fire service in New England.

www.NEMOFF.org

President's Message

Dear Friends,

Welcome to the second instalment of our newsletter. The Board of Trustees and our volunteers have been busy working behind the scenes to continue to develop the Museum. As we do this, we keep in mind the Museum's Mission Statement, which appears in the left column of this page. The Museum is a museum of firefighting and not just a fire truck museum. In this issue of the *Fireguard* this point is illustrated very well.

New England industry played an important role in supplying the fire service. The main theme of this issue is Made in New England. This is the subject one of the permanent exhibits being developed. Made in New England also was featured in our Mobile Museum, which premiered successfully at the Berkshire SPAAMFAA show in October.

The second part of this issue is "Two Fires." This recounts the 1942 Maverick Square Fire, and the Cocomat Grove Fire, which happened just 13 days later. As we observe the 80th Anniversaries of those two tragedies, we cannot and should not forget the 100 people who died on February 20, 2003, in the Station Nightclub Fire in West Warwick, Rhode Island. The Station Fire was a sobering reminder of the ever present dangers presented by fires, the importance of fire code enforcement and the value of the fire service.

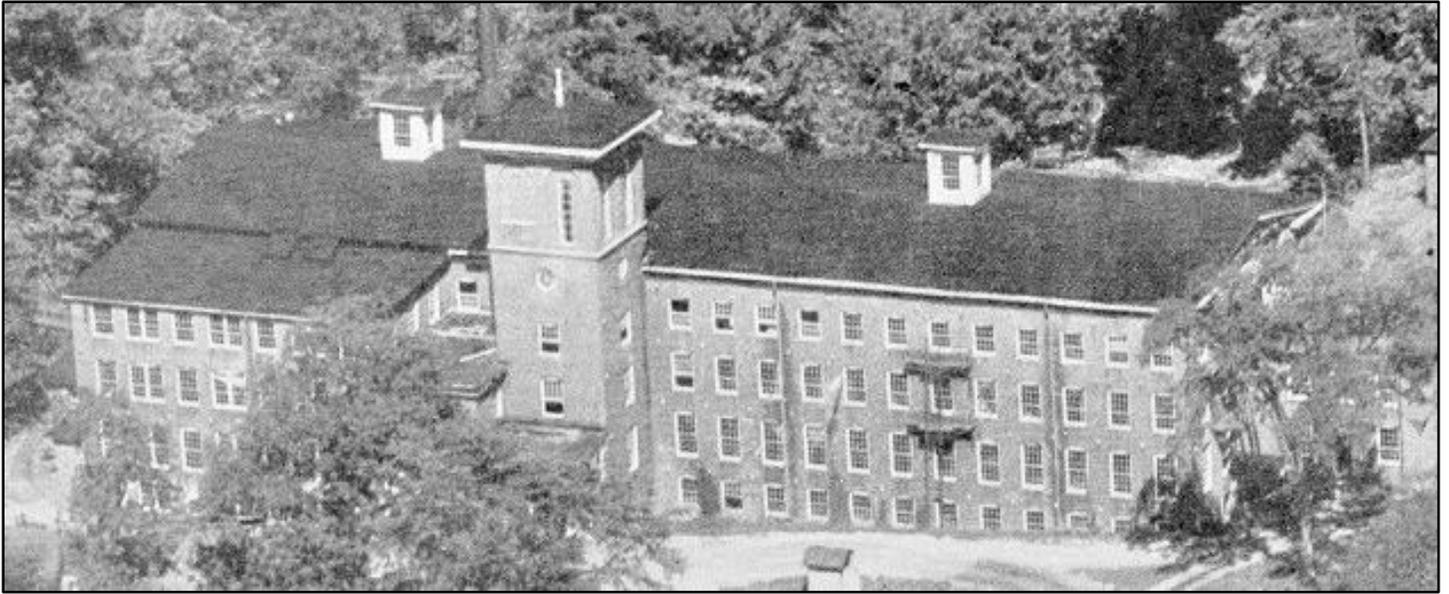
Currently we are working through the permit process on the Museum building to enhance and expand the Museum to provide more display area with upgrades to the infrastructure and maybe add an annex building to store our expanding fleet of working apparatus. The Museum is work in progress.....stay tuned.

Best Wishes,



Michael Nugai

Made in New England



This aerial photo shows the mill that was the factory of the Fabric Fire Hose Company in Sandy Hook, Connecticut, in 1939. This was just one of the many mills and factories in New England that outfitted the American fire service.

New England was the first industrialized section of America. From the 1790s until the 1950s, the region's economy was more manufacturing oriented than most of the rest of the nation. New England was home to countless mills and factories. Among the diverse manufacturing industries that flourished in New England there were many that supported the fire service. The best known of these are the firms that manufactured fire apparatus. They, however, are just a small piece of the story.

The New England Museum of Firefighting works to preserve, promote and share the significant historical contributions of the people of New England to the American fire service. New England's industrial history includes some very important contributions to the American fire service.

This interesting and often overlooked history is explored in the Museum's new permanent exhibit entitled "Made in New England." This features more than a dozen companies and their products that were made in New England. A condensed version of this exhibit made its premiere as part of the "Mobile Museum" that was presented at Berkshire SPAAMFAA's annual muster on October 9, 2022, in Stockbridge, Massachusetts.

Dozens of New England companies manufactured the many types of tools and equipment that firefighters needed. Between the 1850s and 1970s, almost all the equipment that a modern fire department needed could be purchased from New England manufacturers. These firms sold goods not just in New England, but all over America.

THE CORNELIUS CALLAHAN CO.

164 High St., Boston, Mass.

MANUFACTURERS OF

Double Jacket-Volunteer Single and Mill

FIRE HOSE

AND

FIRE DEPARTMENT SUPPLIES.

RELIEF VALVES, HYDRANT GATES,

NICKEL PIPES,

FANCY PLAY

NOZZLES,

IMPROVED HOSE

COUPLINGS,

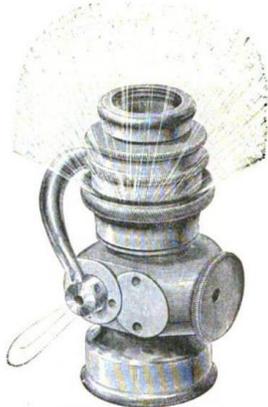
Siamese Connections,

Shut-off Nozzle,

Flexible Play Pipes.



FIRE HOSE.



CALLAHAN SPRAY SHUT-OFF NOZZLE.



CALLAHAN FLEXIBLE PIPE.



RELIEF VALVE.



CALLAHAN FLEXIBLE PIPE.

Send for Catalogue and Discount.

The variety of fire service products sold by the Cornelius Callahan Company of Boston is shown in this 1892 advertisement.

Many New England companies that outfitted the fire service were pioneers or leaders in their fields. New England also was the home to many innovators and inventors who developed and introduced new technologies that transformed the fire service and improved fire protection.

In some cases, the primary market for the products of these companies was the fire service. In other cases, the fire service was just part of the much broader and diverse markets served by these companies.

Unfortunately, as New England had been the first region to industrialize, it also became the first region to experience large scale deindustrialization. This started in 1930, with the onset of the Great Depression. It then continued at an increased rate after World War Two. By 1990, less than one-fifth of all jobs in New England were in manufacturing.

Many of the New England companies that equipped the fire service have gone out of business. Others have moved from New England to Southern or Western States where the costs of doing business were and are less. Several of the companies still call New England home.

What follows is just a small survey of the many New England companies that manufactured products used by the fire service during the second half of the 19th Century through the middle of the 20th Century.



CHIEF! Protect your men
Give them the old reliable

GLOBE SUITS

Finest Suits They Can Put on Their Backs!

Globe suits have been worn by firemen everywhere for 33 years and these men acclaim them as the best assurance of keeping warm and dry under most severe conditions. Coats are light, easy to work in, yet warm as toast even when you've been drenched. They have wide chest protectors, pockets with patent stays that won't sag or tear out and warm wristers. All our suits are made of tough durable fabric with waterproof interlinings and warm linings. Choice of brown, black or white, any length. See one of these suits—convince yourself that it's the finest suit you can buy. ORDER NOW!

\$10.00

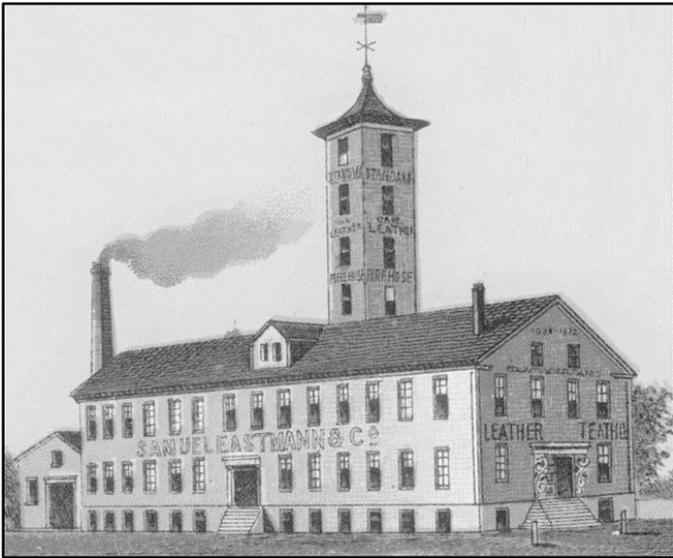
is the price of the coat alone. 35-in. in length. Tough, durable material.

PANTS

GLOBE MANUFACTURING CO. TO MATCH
Pittsfield, N. H. \$7.50

Globe turnout gear still is manufactured in New Hampshire. The man in this photo is Courtland F.H. Freese (1872-1931), who was a native of Pittsfield, New Hampshire, and the inventor of the fireman's coat.

Samuel Eastman & Company



This circa 1891 woodcut shows the factory of Samuel Eastman & Company.

In 1824, Samuel Eastman & Company of Nashua, New Hampshire, started in business making leather hose. Samuel Eastman (1807-1890) was a talented machinist and a good businessman. He steadily expanded his company's product line to include nozzles, playpipes, couplings and other firefighting appliances.

Today, Samuel Eastman & Company is best known for its deluge sets. A deluge set is a large caliber nozzle that is fed by more than one hose line through a siamese connection. This allows for a much more powerful stream than is possible with just a single hose line. Eastman's design also allowed a single firefighter to operate a heavy stream safely.

By 1904, Eastman was making deluge sets in more than 30 different sizes. The largest was a 3-inch model, which could throw a stream of water 400 feet. According to a 1904 issue of *Fire and Water Engineering*, Eastman system

“revolutionized the fire service” by providing tools to combat “the most threatening conflagrations” with the limited pressures that ordinary steam fire engines could produce.

Eastman deluge sets were used by many fire departments, including Boston, Brooklyn, Bridgeport, Buffalo, Baltimore, Chicago, Detroit and New York City. Several fireboats also were fitted with Eastman deluges.

In 1961 the Eastman product line included a wide variety of brass firefighting equipment.

The N.N. Hill Brass Company



**New York Fire Department
Ordered 20 Mack Pumpers
All 20 Were Equipped With**

**N. N. HILL
Silvertone
BELLS**

Hill Silvertone Bells are on fire trucks everywhere. Their lasting quality and clear tone has been proven in years of actual service. The one way to be sure of getting the finest of clear tone bells on all your apparatus is to specify HILL Silvertone BELLS—no truck is complete without a bell—no other bells have the lasting tone you get in HILL Silvertone BELLS. When you hear a fire bell think of HILL.

ONE of the country's oldest bell manufacturers—and one of the best—was selected by the world's biggest fire department and Mack to supply the bells for 20 new Mack pumpers recently delivered to the New York City Fire Department.

PRICES AND ILLUSTRATIONS Catalog of complete line of Hill Bells is yours for the asking.

THE N. N. HILL BRASS CO., EAST HAMPTON, CONN.

Hill advertisement from 1937.

The N. N. Hill Brass Company was a prolific manufacturer of bells and toys. The company was founded in 1889 by Norman N. Hill (1863-1950), who was born in East Hampton, Connecticut. He started his career in 1881 working in the finishing department of the Barton Bell Company. Hill's first foundry was in his parent's barn. The next year he moved into a wooden mill on the Pocotopaug Creek, which burned down later that year. Hill then moved into a new brick mill upstream. There, his company flourished.

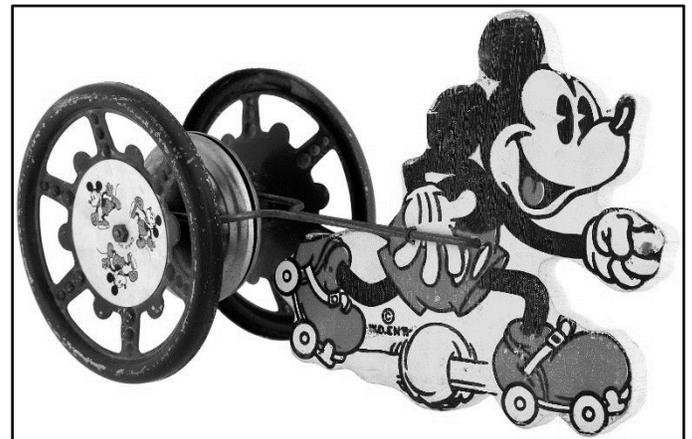
In the mid-1890s, Hill developed mass-production techniques and perfected the process of stamping bells from steel instead of casting them. This radically changed how small bells were made. It also increased productivity by about 50 times.



The Hill factory is seen here in 1912.

Using his mass production methods, Hill manufactured more than 100 types of bicycle bells as well as a wide variety of sleigh bells, hand bells, doorbells and gongs.

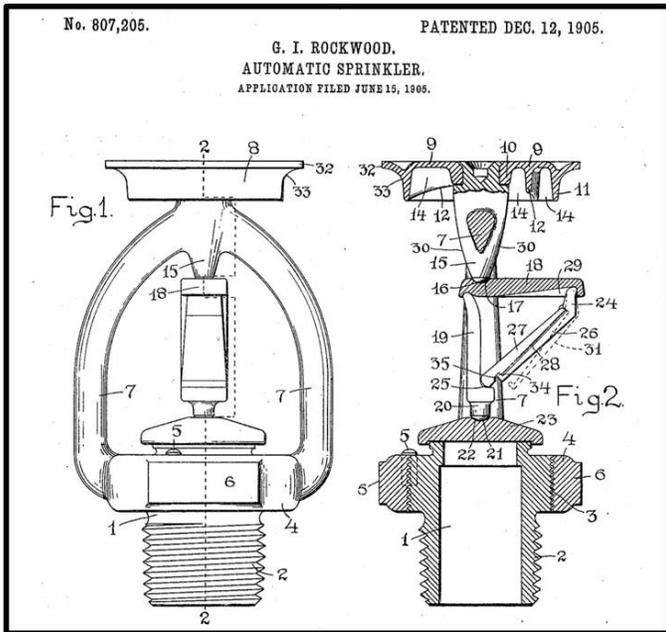
Also during the mid-1890s, Hill started manufacturing toys. These were made of stamped metal and wood. Most Hill toys featured a bell or other moving parts. In the 1930s Hill produced toys for Walt Disney. Today, Hill toys are highly sort after by collectors.



This Hill toy was made of stamped metal and wood and included a bell. It was manufactured in the mid-1930s.

The Hill Brass Company mill was expanded in 1910 and 1940. By 1910, it was the world's largest factory devoted to stamped bells and toys and had more than 125 employees. Besides inexpensive stamped bells, Hill continued to produce high-end cast bells, including those for use on fire trucks. In 1960 the Hill factory closed. Today East Hampton, Connecticut, is home to the Belltown Historic District, which is on the National Register of Historic Places. The district encompasses about 180 buildings is the former industrial center of the town, which is known as Belltown.

The Rockwood Sprinkler Company



Rockwood's original 1905 patent.

The Rockwood Sprinkler Company dominated the automatic sprinkler market in the Northeast. The company was founded by George Ichabod Rockwood (1868-1959), who was born in Dorchester, Massachusetts. He was a descendant of Governor William Bradford, who was a signer of the Mayflower Compact in 1620 and the first governor of the Plymouth Colony.

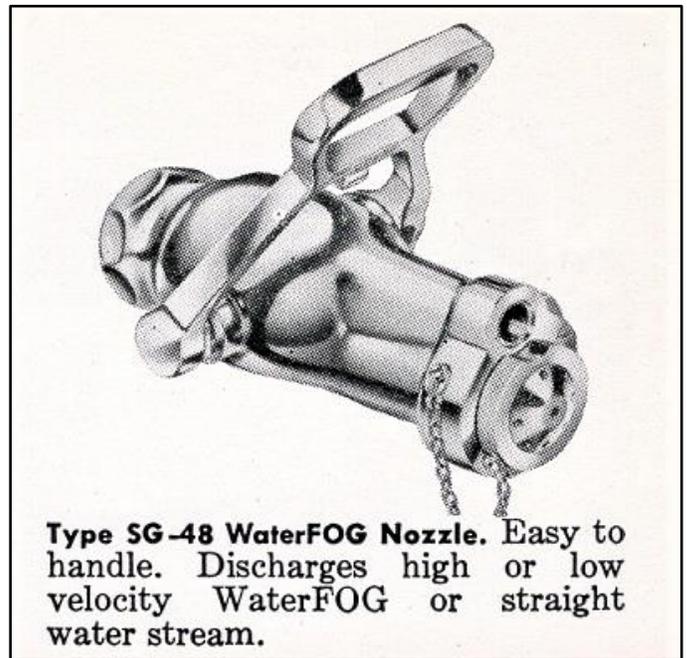
Rockwood graduated from Worcester Polytechnic Institute in 1888 with a degree in mechanical engineering. He worked for the Wheelock Engine Company until 1903.

In 1906, Rockwood founded the Rockwood Sprinkler Company in Worcester to manufacture the automatic sprinklers that he invented. These sprinklers would activate automatically when the temperature around them reached roughly 160 degrees. Only the sprinkler triggered by the heat would open, which minimized water damage.

Rockwell also built a variety of firefighting equipment. In 1930 Rockwood was acquired by the Gamewell Company, but its 325 employees continued to operate Rockwood's Worcester factory as a Gamewell subsidiary.

In 1941, Rockwood engineer Howard G. Freeman, invented the first successful fog nozzle. This was followed by other Rockwell innovations with firefighting foam technology for structural, industrial and crash-fire-rescue applications. The pumper on the cover of this issue is equipped with a roof-mounted remote controlled Rockwell foam monitor.

Rockwell ceased operating in Worcester in 1981. In 2010 the old Rockwood factory became an art gallery called the Sprinkler Factory. This closed in 2021 and the future of the building is uncertain.



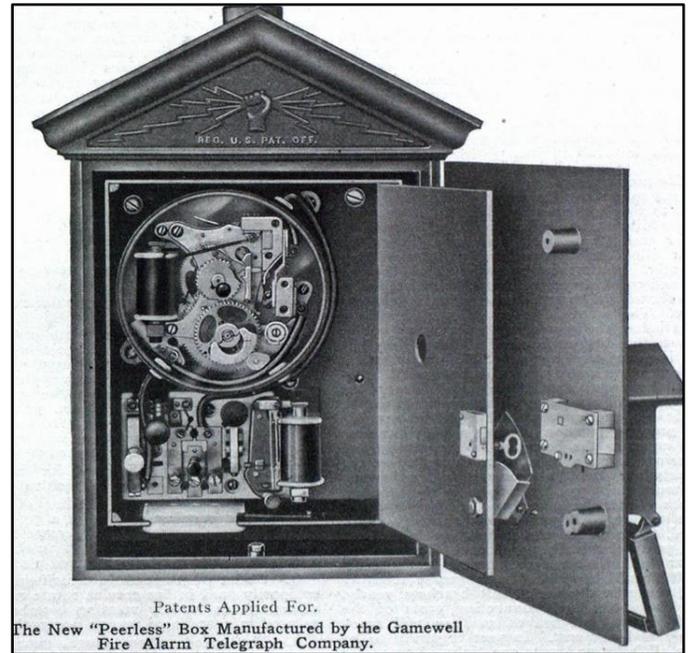
The Rockwood fog nozzle was a major advance in firefighting technology.

The Gamewell Company

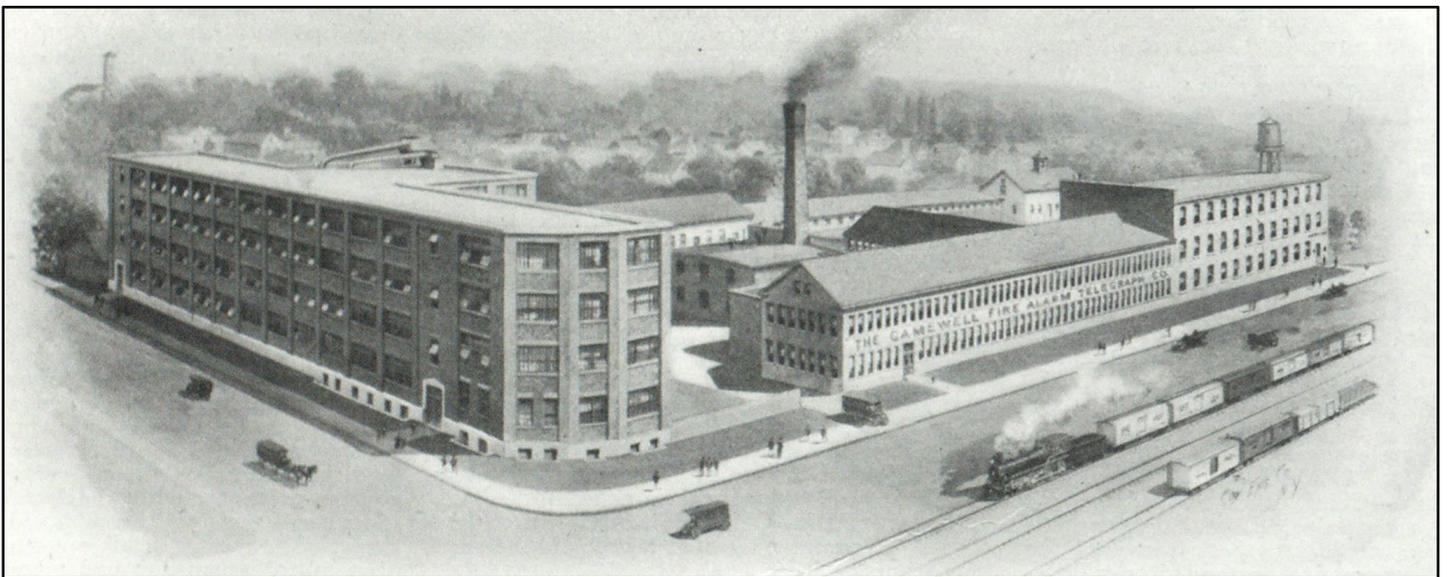
For more than 100 years fire alarm boxes were a common fixture and critical lifeline in New England communities as well as in towns and cities, big and small across America. Before the telephone and 911 systems, fire alarm boxes and the fire alarm telegraph systems of which they were a part, were the most common way to summon the fire department.

The vast majority of these fire alarm boxes, as well as fire alarm systems were manufactured by the Gamewell Company of Newton, Massachusetts. Although most fire alarm systems no longer use fire alarm boxes, some boxes still are in service in several New England communities. Gamewell boxes are prized by collectors and several museums have working Gamewell fire alarm telegraphs systems.

Gamewell was acquired by Honeywell in 2003 and merged with Fire Control Instruments of Newton, Massachusetts. Gamewell continues in business today as Gamewell-FCI.



This c. 1920 illustration shows the “guts” of a Gamewell Peerless alarm box. The Peerless was introduced in 1916 and received several improvements over the decades of its production.



The Gamewell factory in Newton, Massachusetts, c. 1915.

Two Fires

November 2022 was the 80th Anniversary of two of the most tragic fires in the history of New England. On November 15, 1942, six Boston firefighters were killed in a major collapse while operating at multiple alarm fire in East Boston. Less than two weeks later, Boston and the nation were shocked by the appalling loss of life at the infamous Cocoanut Grove Fire.

These fires and their lessons are among the most important in New England and American history. These two tragedies remind us that firefighting is inherently dangerous and that without the brave men and women, who go in while everyone else is coming out, the world would be an even more dangerous place.

WEATHER
Forecast
SUNDAY—Warmer.
Full Report, Page 24.

The Boston Sunday Globe

 EXTRA!
Pub. U. S. Post. Off.

VOL. CXXII Entered as second class mail matter, at Boston, Mass., under the act of March 3, 1879. 241 West Street N.Y. THE BOSTON SUNDAY GLOBE—NOVEMBER 29, 1942—102 PAGES READ THE PHOTOGRAPHERS' MAGAZINE AND COLLECTOR'S EDITIONS (6) Copyright 1942. The Globe Newspaper Co. PRICE 10 CENTS

400 DEAD IN HUB NIGHT CLUB FIRE

Hundreds Hurt in Panic as the Cocoanut Grove Becomes Wild Inferno

By SAMUEL B. CUTLER
The worst disaster in Boston's history last night

Where Bodies Can Be Found
Number of dead as compiled by the U. S. Dept. of Health



CATHOLIC PRIEST, AT RIGHT, GIVES LAST RITES OF CHURCH TO VICTIM CARRIED OUT BY FIREMAN

List of Known Dead **COCOANUT GROVE FIRE RANGES**

The Maverick Square Fire

On Sunday, November 15, 1942, a telephone alarm was received by the Boston Fire Alarm Office for a possible fire at 4-6 Henry Street in East Boston. At 2:26 a.m. a still alarm was transmitted for Box 6153. Engine 40 and Ladder 2 responded. At 2:27 a.m. the alarm was upgraded to a full box alarm assignment. Engines 9, 5 and 11 as well as Ladder 31 were assigned. Acting District Chief Jacob Berninger of District 1 also was assigned on the box.

When crews arrived, they initially found a fire in the ceiling of the kitchen in Loungo's Restaurant. This was the first-floor occupancy of a 5½ story brick 35- by 60-foot commercial building. The building was on the corner of Henry Street and Maverick Square. It had been built in 1858 and was one of the oldest buildings in East Boston. It was typical construction for the period with brick exterior walls and the interior wooden joists. The building was known as Armory Hall, although the building never actually was used as an armory. There was a large hall on the second floor that was used for public meetings and events.

Despite the efforts of the first alarm companies, the fire spread throughout the building. It eventually extended to the exposure at 8 Henry Street, a three story 20 by 40 foot brick multiple dwelling. At 3:04 a.m. a second alarm was transmitted. Engines 50, 8, 32, 6 and 39 as well as Ladders 21 and 8 were assigned. Ladder 8 was the first and only 125-foot aerial ladder built by American-LaFrance. Unlike the rest of Boston's apparatus, Ladder 8 was painted white.

After the arrival of the second alarm companies, conditions continued to deteriorate. At 3:24 a.m. a third alarm was transmitted. Engines 3, 26, 33, 12 and 13 responded. Chief of Department Samuel Pope arrived on scene around this time.

By 4:15 a.m., the fire appeared to be under control. Firefighters continued to mop up and were operating inside and outside both structures. Then, suddenly, the wall on the Henry Street side of Armory Hall bulged and collapsed. Firefighters on Henry Street were showered by bricks and debris. Ladder 8 was buried in the rubble. The fire, now exposed to fresh air, took off again.



Because of the Great Depression, in 1942 the Boston Fire Department still was operating several 1923 American-LaFrance pumpers like this one and Engine 40, which was first due on Box 6153 on November 15, 1942.



Boston Ladder 8 was a 1941 American-LaFrance tractor-drawn aerial ladder truck. It had the first and last all steel 125-foot aerial ladder that was built by American-LaFrance. Ladder 8 was painted white instead of Boston's unusual red livery. It was crushed under tons of debris but would be rebuilt and painted a proper shade of red.

Many of the firefighters operating inside at the time of the collapse were trapped. At 4:20 a.m., a fourth alarm was transmitted. This summoned Engines 38, 21, 35, 37 and 20 as well as Ladder 3. At 4:34 a.m., a 5th alarm was transmitted. Engines 16, 10, 42, 51 and 19 responded.

An additional call was placed for cranes and for military personnel to help with rescue operations. Three cranes and more than 100 Marines and Coast Guardsmen responded to help search for trapped firefighters.

Ladder 8 was crushed by the falling wall. Its aerial ladder remained extended into the collapsed remains of the building. Firefighters continued to use the ladder to access the second floor in their search for their missing brothers.

Around 9:00 a.m., firefighters located the first body of a missing firefighter. It took four more hours to locate the second. Then Hoseman Malachi F. Reddington was found alive. He was transported to Boston City Hospital, where he soon succumbed to his injuries. The body of the last missing firefighter was not recovered until 4:30 p.m., more than 12 hours after the collapse.

The final toll was six firefighters killed and 45 injured. All of those killed had been operating on the second floor. They were Hosemen John F. Foley and Francis J. Degan of Engine Company 3, Hoseman Edward F. Macomber of Engine Company 12, Hoseman Peter F. McMorrow of Engine Company 50, Hoseman Malachi F. Reddington of Engine Company 33 and Ladderman Daniel E. McGuire of Ladder Company 2.

The Maverick Square Fire was the worst loss of life suffered by the Boston Fire Department since the 1898 Merrimac Street Fire, which also claimed the lives of six firefighters in a collapse. The Maverick Square Fire would remain the worst loss of life for the Boston Fire Department for the next 30 years.



This photo shows the scope of the collapse and the aftermath of the Maverick Square Fire in which six Boston firefighters were killed.

The Cocoanut Grove Fire



The fire in the Cocoanut Grove was quickly knocked down by Boston firefighters. This photo shows the chaos that ensued as rescuers tried to find survivors among the bodies piled inside.

The Cocoanut Grove was a popular nightclub in the Bay Village section of Boston. It opened in 1927 in a building that formerly was a garage and a warehouse. It was a speakeasy during Prohibition.

In 1942 the Cocoanut Grove was owned by Barney Welansky, a lawyer with ties to the mafia. The Grove had a restaurant, dance floor and a bandstand in its main section. In its basement, it had the Melody Lounge,

which featured its own entertainment, as well as the kitchen.

Welansky operated the Cocoanut Grove in violation of several local ordinances. He did not have a liquor license. He lacked building permits for several major renovations. More significantly, he had several exits locked and others concealed behind draperies. One exit even was bricked over. With his connections, Welansky was able to avoid legal problems with code enforcement.

November 28, 1942, was the Saturday of Thanksgiving Weekend. The Cocomanut Grove was operating at around twice its legal capacity, which was 460. It was crowded with a mix of locals, like newlyweds John and Claudia O'Neil, service members, such as Coast Guardsman Clifford Johnson, and celebrities, like actor Buck Jones.

Around 10:15 p.m. a fire started in the Melody Lounge. The cause of the fire still is debated today. Within minutes, the fire flashed over in the Melody Lounge. It sent a wall of flames up the basement stairs to the foyer. Flames then burst into the main dining room.

At 10:20 p.m., Box 1521 was transmitted. When the first chief officer arrived on scene at 10:23 p.m., he immediately realized the gravity of the situation. He had his aide telegraph the Alarm Office and request the second and third alarm assignments for the box. A minute later, the chief requested a fourth alarm.

The main body of fire was knocked down quickly. Then as firefighters began to move inside to mop up the fire and search for victims, the full scope of the horror of the fire started to come into focus. Firefighters found score of dead and dying victims. Many were piled up by the exits.

A fifth alarm was transmitted at 11:02 p.m. Additional help was summoned from the Navy, Army, National Guard and Coast Guard to deal with the overwhelming carnage caused by the fire. Massachusetts General Hospital and Boston City Hospital were overwhelmed with casualties. Boston City Hospital received more than 300 victims in the span of just one hour.

Massachusetts General Hospital received more than 140 victims. Of the 444 burn victims who were transported to hospitals,

only 181 would survive the night. Of these, 51 later would succumb to their injuries.

The terrific death toll of the Cocomanut Grove Fire immediately overshadowed the Maverick Square Fire. The final death toll at the Cocomanut Grove was 492. This included actor Buck Jones, newlyweds John and Claudia O'Neil and several members of the O'Neil family, as well as 53 members of the Armed Forces. The Cocomanut Grove Fire remains the second deadliest single building fire in American history.

Among the 166 people injured was Clifford Johnson, who suffered third-degree burns over 55 percent of his body. At the time he was the most severely burned person ever to survive his injuries.

In the wake of the Cocomanut Grove Fire, many new laws were adopted to improve public safety at public establishments. Enforcement of existing building codes also was increased significantly. Despite great strides in public safety, tragic fires in night clubs apparently continue to be a threat. This was graphically and painfully demonstrated when 100 people were killed on February 20, 2003, in the Station Nightclub Fire in West Warwick, Rhode Island.

The tragedy of the Cocomanut Grove Fire ironically was one of the most significant watershed moments in the history of modern medicine. The carnage created by the fire led to several important medical advances. At Massachusetts General Hospital new techniques were used to treat burn victims. Survivors of the fire were among the subjects interviewed for a pioneering study on grief. Survivors also were among the subjects studied in one of the first large scale studies on post-traumatic stress disorder. The modern understanding of inhalation injuries began with the treatment of survivors of the fire.

THE MOBILE MUSEUM



The Mobile Museum premiered on October 9 at Berkshire SPAAMFAA's annual muster at the historic train station in Stockbridge.

The Museum's volunteers have been busy preparing the Museum for its Grand Opening. Unfortunately, the Museum's building in Adams was unable to be opened this fall. Although this was very disappointing, the Board of Trustees wanted to share with the public some of the terrific work that has been performed by the Museum's volunteers. In the spirit of the fire service, the Trustees adapted. They could not engage in "interior operations." So, they "went exterior."

The Trustees quickly developed and deployed the "Mobile Museum." The Mobile Museum made its premiere on October 9 at Berkshire SPAAMFAA's annual muster in Stockbridge, Massachusetts.

The Mobile Museum features two exhibits that were condensed versions of the large exhibits that have been developed for the

Museum building. The first exhibit is entitled "New England's Great Fires." It explored five of the many great fires that ravaged New England cities.

Throughout the 19th Century and into the 20th Century, the rapid, and mostly unregulated, expansion of cities and industry created densely built and highly combustible urban areas. Firefighting technology and tactics, as well as fire prevention technology and building codes, did not keep pace with the growth of towns and cities. The result of these circumstances was many devastating conflagrations and New England suffered more "great" fires than any other part of the United States. The five fires explored in this mobile exhibit are Portland (1866), Boston (1872), Chelsea (1908), Bangor (1911) and Salem (1914). Several other fires are explored in the full exhibit.



“New England’s Great Fires” were explored in the Mobile Museum.

The second exhibit is entitled “Made in New England.” It explores the contributions of New England industry to the American fire service. It profiles eight New England companies that outfitted the fire service. These included the Boston Coupling Company, the Carpenter Manufacturing Company, the Rockwood Sprinkler Company, the Gamewell Company, the Boston Woven Hose & Rubber Company and the Samuel Eastman Company. The mobile exhibit included 24 artifacts from the Museum’s collection, some of which are more than 100 years old.

Several of the companies that are featured in the “Made in New England” exhibit from the Mobile Museum are explored in the main article in this issue of *The New England Fireguard*. The full exhibit at the Museum includes more than a dozen companies.

The Mobile Museum was a big success and the Board of Trustees received much positive feedback and many compliments. The Board of Trustees plans on taking the Mobile Museum on the road in 2023 for some engagements across New England, including the SPAAMFAA National Meeting in Rhode Island this summer.



The Gamewell Company was one of the 10 companies featured in the Mobile Museum.

The Virtual Fire Museum

The Virtual Fire Museum has been an online success. The Museum's "exhibits" are photo essays that explore much more than just fire apparatus. Recent additions to the Museum

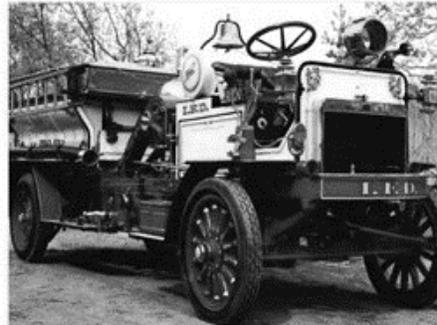
include "The Great Fires of 1947," which told the story of the worst fire fires in the history of New England, and the Maverick Square Fire, in which six Boston firefighters died.

Welcome to the Virtual Fire Museum



The Great Fires of 1947

In the Summer of 1947, Maine experienced the worst forest fires in the history of New England.



The Knox Type 8 Motor Pumping Engine

(Photo courtesy of Walt McCall)
Early motor fire apparatus came in a variety of configurations. ...



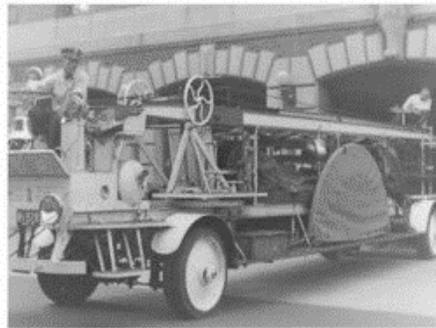
Built in New England: ALCO Fire trucks American Locomotive Company...

The American Locomotive Company is better known by the acronym of "ALCO" or simply...



The Continuous Duty System

A century ago, almost all paid firefighters worked in what is known as the continuous duty...



New Bedford's Electric Aerial Ladder Trucks

New Bedford, Massachusetts, operated four of these straight-frame aerial ladder trucks that...



The First Electric-Powered Fire Engine

This combination chemical and hose wagon was built by the Pope Manufacturing Company ...

The 2023 SPAAMFAA Summer Conference



The 2023 SPAAMFAA Summer Conference and Muster will be held at the Crowne Plaza Hotel in Warwick, Rhode Island, from July 11 to 15. Among the events included in the program are tours of several fire museums. These include the Greenwood Fire Museum in Warwick, the East Greenwich Fire Museum, the Cranston Volunteers Museum, the Central Volunteer Fire Museum in Seekonk, Massachusetts, and the “Wires & Fires” Antique Fire Truck Museum on Aquidneck Island.

Several seminars will be presented. These include the History of the Providence Special Hazards Unit presented by active and retired members of the unit, as well as the 1989 Riverside Mill Fire, which will be presented by retired Deputy Assistant Chief Bill Giannini. On Saturday, there will be a flea market and muster. The NEMOFF Mobile Museum will be at the muster.

According to the Rhode Island SPAAMFAA Chapter President Richard Quetta, registrations for the conference and the muster have been very strong. The discounted block of SPAAMFAA rooms at the Crowne Plaza Hotel was almost all reserved and a second block of hotel rooms has been arranged at a neighboring hotel.

For more information about the 2023 SPAAMFAA Summer Conference and Muster visit SPAAMFAA.org or use this QR code. This should be a great event! We hope to see you there.



Membership in the Museum

Please help support the New England Museum of Firefighting by becoming a member. Your annual membership will help the Museum preserve and share New England's rich firefighting heritage and will entitle you a print copy of the Museum's quarterly newsletter, *The New England Fireguard*.

Name _____

Email Address _____

Mailing Address _____

City _____ State _____ Zip Code _____

Phone Number _____

Year of birth _____ Are you a firefighter? _____

YES! I want to become a member of the
New England Museum of Firefighting.

\$ 20 Annual Membership

\$ _____ Additional Donation to the Museum*

\$ _____ Total enclosed

Please mail this form along with your check payable
To *The New England Museum of Firefighting* to

The New England Museum of Firefighting
Post Office Box 252
Adams, Massachusetts 01220



You also can become a member online at
www.NEMOFF.org/Membership
or by using the QR code above.

*The New England Museum of Firefighting is a Massachusetts
not-for-profit corporation and is a 501(c)(3) entity.

The New England Museum of Firefighting

P.O. Box 252

Adams, Massachusetts 01220

History is alive at the New England Museum of Firefighting



BIG WATER - This pair of pumper-tankers were made in New England.

Left: Hollis, Maine, operated this 1955 Moody with a tandem rear axles, a 500 gpm front mounted pump and a 2000 gwt. **Right:** Williamstown, Vermont, operated this 1971 Middlesex, which was built on a Diamond-Reo chassis with a 750 gpm pump and a 1500 gwt. It was built about 12 miles up the road from Williamstown, at the Middlesex factory in Montpelier.