

The New England

Summer 2022



Fireguard

The Official Bulletin of the New England Museum of Firefighting

Introducing the New England Museum of Firefighting



Mark your calendar for the Grand Opening of the New England Museum of Firefighting on Saturday, September 17. The Museum's home is in the Town of Adams in the culturally rich and beautiful Berkshire Mountains of Massachusetts at the epicenter of the Northeast. The collections and exhibits of the Museum will include examples of fire apparatus and firefighting related artifacts from across New England. The Museum maintains one of the

largest working collections of motor fire apparatus of any fire museum. The Museum's Board of Trustees have adopted a Mission Statement that reflects that the New England Museum of Firefighting will be much more than a great collection of vintage fire trucks. The Board of Trustees hopes to work with many of the state and local historical societies and educational institutions that preserve New England's rich historical heritage.

The New England Fireguard

Summer 2022

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

I have been passionate about fire apparatus and history my entire life. Since I was two years old going past the neighborhood fire station with a Maxim S peering out the door, I have loved the fire service. I also believe that we need to preserve history for the generations to come and that we can never forget the people and events that shaped where we are today.

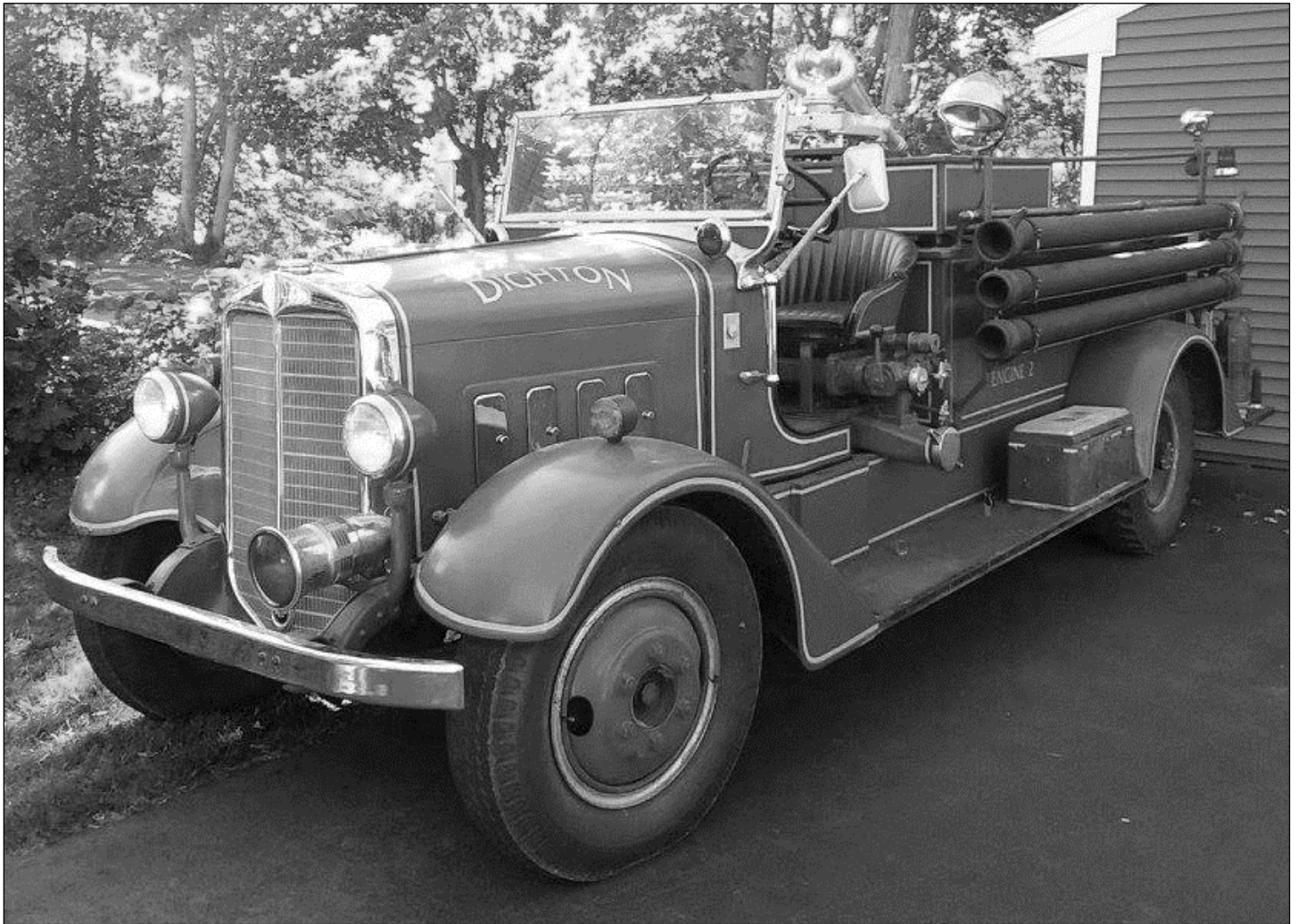
I am lucky enough to have a group of friends who feel the same way I do and are willing to work to bring this project to fruition. Our venture into the NEMOFF combines our love of firefighting and history so others can enjoy, appreciate and learn from the past. If you feel the same passion for firefighting history and apparatus preservation, please join us in bringing the NEMOFF to the next step in offering a great perspective of from where we came and where history will lead us.

I hope you enjoy our first newsletter.

Best Wishes,

Michael Nugai

A Preview of the Museum's Collection



Museum Trustee Joe Lennerton and his Father, Don Lennerton, have loaned the Museum this classic 1938 Maxim triple combination pumper that served in Dighton, Massachusetts.

The collection of the New England Museum of Firefighting includes motorized apparatus that spans nine decades of New England firefighting history. The collection will be divided into the "Historical Collection" and the "Working Collection." The historical collection consists of several pieces. These include 1926 and 1938 Maxim pumpers, a 1952 Ford/Maxim pumper, a 1988 tractor-drawn aerial ladder truck, as well as a 1916 Seagrave hose wagon that was the first

piece of motor fire apparatus in Pittsfield and one of the oldest pieces of fire apparatus in New England. The "Working Collection" initially consists of three pumpers and a ladder truck. These pieces are fully operational. These will be exhibited outdoors and operated for parades and demonstrations.

Here is a preview of some of the motor fire apparatus in the Museum's Collection.



Among the apparatus in the Museum's Working Collection is this 1968 Maxim S Model 750 gpm pumper, which served in Bourne, Massachusetts.

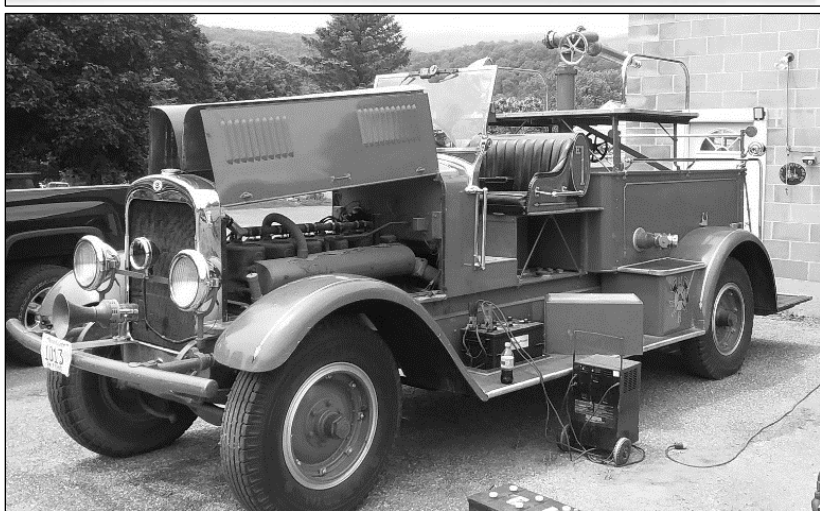


For a brief time, Maxim and Ward LaFrance both were owned by the same holding company. The Museum's 1977 Ward LaFrance Ambassador pumper and its 1976 F Model pumper from Agawam, Massachusetts, illustrate the significant differences with these cab-forward models.



This 1965 Maxim 750 gpm pumper was built on a Ford commercial truck chassis. It served in Stockbridge, Massachusetts. It is an excellent example of the volunteer fire apparatus that served in many New England communities. It is owned by the Berkshire SPAAMFAA Chapter.





The oldest piece of apparatus in the Museum's collection is this 1915 Seagrave hose wagon. It was built as a combination chemical engine and hose wagon for Pittsfield, Massachusetts. It was designated as Chemical No. 1. Its original assignment was to pull Pittsfield's 1909 steam fire engine.

In the 1934 and 1935, the Seagrave was rebuilt as a turret hose wagon by the Pittsfield Fire Department repair shop with an entirely new front end and body work. Its high capacity monitor was fed by four inlets.

The Pittsfield hose wagon has been returned to running condition by the Museum's volunteers. It is among the oldest operational fire apparatus in America.



The Museum's collection is remarkable for the number of aerial ladder trucks it includes. This open cab 1968 Maxim S Model mid-mount aerial ladder truck, which served in Hopkinton, Massachusetts. In this photo it is lettered for the Detroit Fire Department and was being used for the 2017 motion picture Detroit.



The Museum's rear-mount aerial ladder truck is this 1979 Maxim F model with a 100-foot ladder. It served in Nahant, Massachusetts. The teardrop shaped cab window is indicative of a late 1970s Maxim.

The Museum's 1988 Maxim F Model 100-ft tractor-drawn aerial ladder truck served in Leominster, Massachusetts. It is part of the Museum's Working Collection. The New England Museum of Firefighting is among the few fire museums to have an operational tractor-drawn aerial ladder truck.



Among the most unique Maxim fire apparatus around is "Blue Max." This 1964 Maxim S Model 1500 gpm pumper started life as a typical early 60s S Model, but it was heavily modified while in service in Pennsylvania and wears a very distinctive two-tone blue livery.



This classic 1979 Maxim F Model 1500 gpm pumper served for 23 years in Dennis, on Cape Cod Massachusetts. It is among the pieces in the Museum's working collection and is fully equipped as it was when it was in service.

The most modern piece in the Museum's collection is this 1988 Maxim F Model pumper that served in Lee, Massachusetts. It was designed to respond to emergencies on the MassPike. Engine 7 is fully equipped and operational. It is part of the Museum's Working Collection.





The Museum's Website: www.NEMOFF.org

As the volunteer staff of the New England Museum of Firefighting works towards the opening of the Museum building to the public, the Museum already has opened to the public its multifaceted website; www.NEMOFF.org. The Museum's website features photos of the apparatus in the Museum's Historical and Working Collections. It has historical features, apparatus photographs information about upcoming events around New England and, of course, information about the Museum and objects in its collection.

The Museum's webmaster is Ed Harvey. Ed is a second-generation New England firefighter with more than 30 years' experience. Ed also is an accomplished fire service photographer and maintains his own website that features his work; www.fireservicephotography.com.

Ed has worked for many years to preserve the history of the fire service through his photography. Ed has brought his creativity and passion to our website project. The Museum's Board of Trustees are happy to have Ed's help with the website.



The Virtual Fire Museum: Visit the Museum from Your Home

While nothing will ever replace the experience of going to a museum and seeing artifacts, big and small, the events of the past two years have demonstrated the incredible potential for a virtual museum. The New England Museum of Firefighting is dedicated to providing a virtual museum experience for people who cannot visit the Museum.

The virtual museum is a natural outgrowth of the Museum's educational mission. The Virtual Fire Museum is comprised of an ever-growing collection of well-illustrated historical articles about a wide variety of topics. Each one is a virtual exhibit that is designed to be educational and entertaining. The Board of Trustees hopes to add videos to the Virtual Fire Museum starting in early 2023.

New virtual exhibits will be added every month. The initial pictorial exhibits in the Virtual Fire Museum include

Fire Horses

Firefighting in 1900

The Continuous Duty System

New Bedford's Electric Aerial Ladder Trucks

Built in New England: ALCO Trucks

The First Electric-Powered Fire Engine in New England

The First Motor Pumping Engine Built in New England

Chemical Fire Engines

Becoming a Fireman

New London's Steam-Powered Combination Wagon

Early New England Motor Fire Apparatus

The Online Reference Library

The volunteer staff of the New England Museum of Firefighting has curated a fine digital collection of books, catalogs, advertisements, manuals, periodicals and other materials that are available in the Museum's Online Reference Library. The Online Reference Library will be launched later this summer and will be available only to members of the Museum.

Many of the items in the Online Reference Library are in the public domain. These include histories and reports of New England fire departments, great fires and early fire service periodicals. Some items are not available online elsewhere. Members will be able to download these materials in pdf format for their personal non-commercial use.



Fun fact: Until 1905 New York City had spelling as a subject on its civil service test for firefighter candidates.

The New England Fireguard: **A Name from New England's Fire Service History**

By Howard Smith

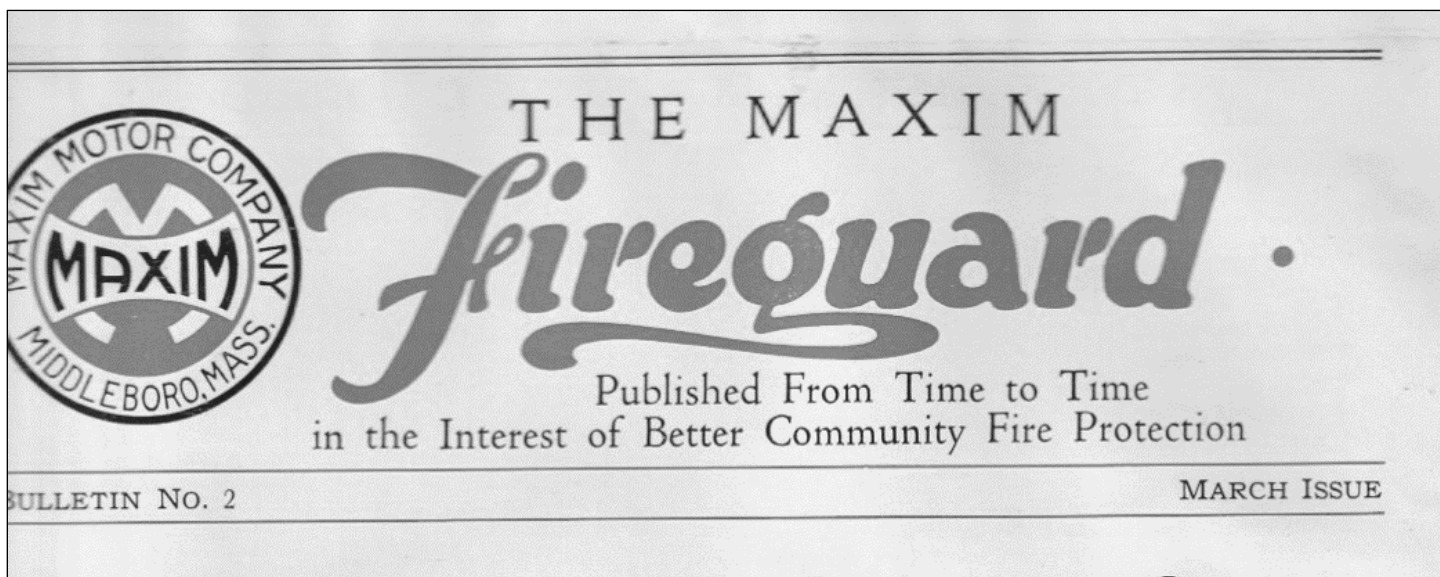
You may be asking yourself, what does this history have to do with the newsletter? Well, we wanted to explain how the name of our newsletter came to be. There are many fine fire service publications and newsletters that are informative, educational and interesting. The Board of Trustees here at the New England Museum of Firefighting want our newsletter to be just as good, if not better, than the others and we have our work cut out for us as we start. The Board of Trustees did not want to settle for a common newsletter name such as *The Box Alarm*, *The Watch Desk* or *Telegraph*. We brainstormed and came up with a name from New England history.

The Maxim Motor Company was a New England based company that produced fire apparatus from 1914 to 1989. Maxim were primarily New England based, but Maxim also had loyal customers on the West Coast, in the South and in the Midwest as well exporting to other countries. Maxim's reputation was nationally known.

In the late 1920s, Maxim produced a series of about ten periodic "newsletters" sent to local fire chiefs to keep them "informed," or more likely in an attempt to drum up business. The newsletter included stories about Maxim apparatus that performed admirably, writing contests and announcements. Remember that this was 100 years ago. This was how news was shared.

The name of the Maxim newsletter? *The Maxim Fireguard*. How did that name come to be originally? We have no idea. But because the New England Museum of Firefighting is not strictly Maxim oriented, we dropped that from the name and went with *The New England Fireguard*.

It is our goal and intent to provide you with informative articles, news and historical photos to which you will look forward to receiving each quarter as well as represent the goals, values and traditions of the New England Museum of Firefighting.



Join us for the Museum's Grand Opening and the Maxim Picnic



The Grand Opening of the New England Museum of Firefighting will be on Saturday September 17 at the Museum's building located at 27 Leonard Street, in Adams, Massachusetts. This also will be the day of the Museum's annual Maxim Picnic. Amid the early fall foliage in the Berkshires, this event will celebrate the official opening of the Museum with an open house, an apparatus muster as well as all the hot dogs and

hamburgers you can eat. Admission to the Maxim Picnic is free to Museum members and their families. Follow the Museum on Facebook for more details about the Maxim Picnic and the Museum's Grand Opening. More information about becoming a member of the Museum is at the end of this newsletter as well as on the Museum's website.

Connect Online with the Museum



Besides its webpage, the New England Museum of Firefighting maintains its own Facebook page. Please "Like" the Museum on Facebook and follow the Museum for updates about what is happening at the Museum and around New England, bits of New England firefighting history, apparatus and fire photos and much more.

This Facebook page formerly was "100 Years Of Maxim." The Museum's Board of Trustee appreciates Trustee Brian Anderson contributing this established Facebook page to the Museum to give us a jump on the Museum's social media presence.



The Significant History of New England Firefighting

By Anthony G. Buono



New England was the home to many of the earliest builders of motor fire apparatus and New England fire departments were among the first to adopt motor fire apparatus.

The New England Museum of Firefighting will tell the story of the very significant and colorful history of New England firefighting. This history is multidimensional. It includes the stories of firefighters, fire apparatus, technology, industry and, of course, fires. These stories at their core are the stories of New England communities and New Englanders. This history is very relevant today.

The history of firefighting in New England spans three centuries. Some of the most prolific and important builders of early fire apparatus were in New England. During the 18th and 19th Centuries a very significant portion of the hand-drawn fire apparatus in the United States was built in New England. New England states were among the first to develop a strong volunteer fire service.

In the 19th Century the industrial revolution transformed the fire service in New England as many communities adopted steam fire engines. Many of these were built by the Amoskeag Manufacturing Company of Manchester, New Hampshire. Unfortunately, for many reasons firefighting technology could not keep pace with the growth of New England cities in the 18th and 19th Centuries. As a result, devastating conflagrations happened with alarming frequency. The best known among these is the 1872 Great Boston Fire. Other conflagrations include Fall River (1843), Portland (1866), Boston (1894), Lynn (1889), Lowell (1904), Chelsea (1908), Bangor (1911), Houlton (1911) and Salem (1914). These fires had tremendous economic and social impacts on the communities in which they occurred.





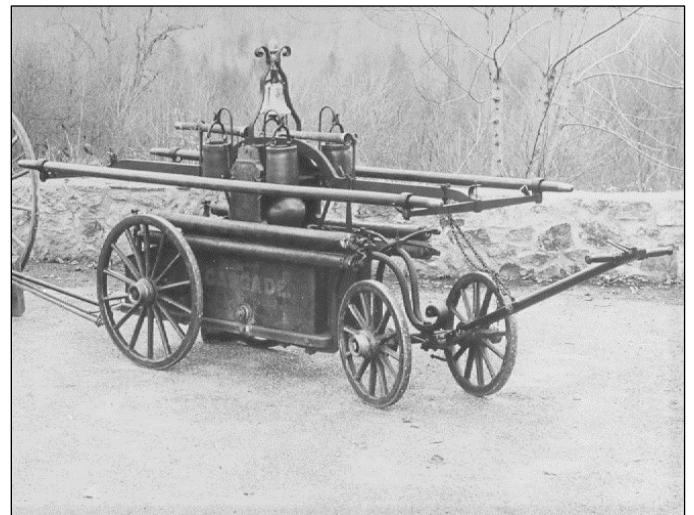
Great fires have struck many New England towns and cities including, Chelsea, Portland, Fall River, and Salem, seen here.



Besides the Great Fire of 1872, Boston, had many other conflagrations that destroyed large sections of the city. Boston also was the site of the deadliest fire in New England history; the 1944 Coconut Grove Fire.

New England was not the birthplace of motor fire apparatus in the United States. However, it was the region in which motor fire apparatus proliferated most rapidly. From 1907 until the early 1920s, New England had the greatest concentration of motor fire apparatus in America. New England also had the greatest concentration of early motor fire apparatus manufacturers. These firms included Knox, Locomobile, ALCO, Pope-Hartford, the American & British Company, the Combination Ladder Company, P.E. Cleary, O.F. Kress, James Filleul, D.E. McCann & Sons and the Maxim Motor Company.

Many other fire apparatus firms would call New England home. These included the Farrar Company, Woods Engineering Service, Garrison Engineering Corporation, the Lacey Body Company, the Sealand Corporation, Maynard Fire Apparatus, A.F. Robinson, Continental Fire Trucks, Ranger, Middlesex Fire Equipment, the Providence Body Company and others.

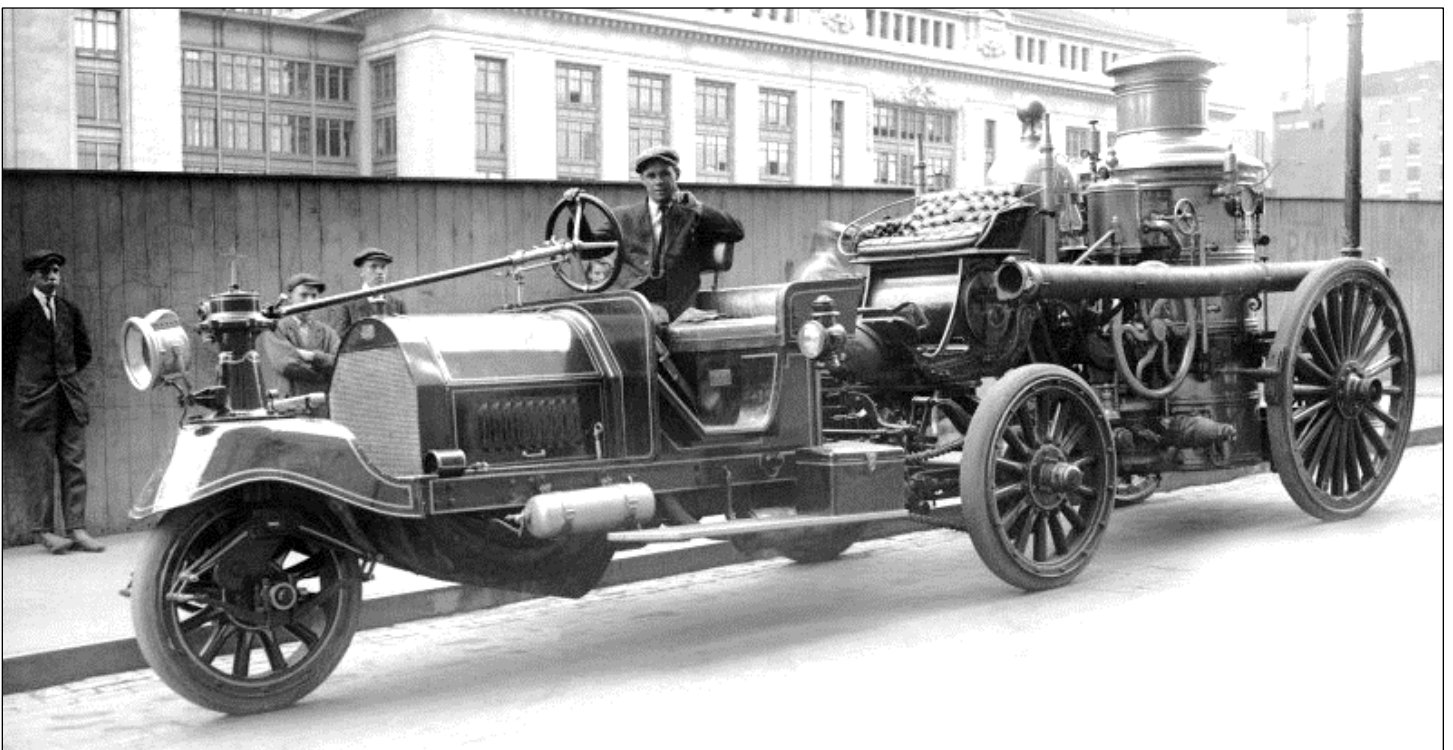


William Hunneman of Boston was apprenticed to Paul Reeve before had made a career building fire engines. He built hundreds of hand engines and later steam fire engines.





Engine Company No. 2 in Salem, Massachusetts, operated this two-piece engine company. Its steam fire engine was built by the Amoskeag Manufacturing Company of Manchester, New Hampshire. Amoskeag was the most prolific builder of steam fire engines in New England and among the most prolific builders in America



Among the most unusual and most significant fire apparatus built in New England was the Knox-Martin tractor. These odd looking three-wheeled tractors were designed by Charles Martin, an engineer at the Knox Automobile Company in Springfield. These were used to motorize many horse-drawn steam fire engines and hook and ladder trucks. These were the forerunner of the modern semi-tractor.





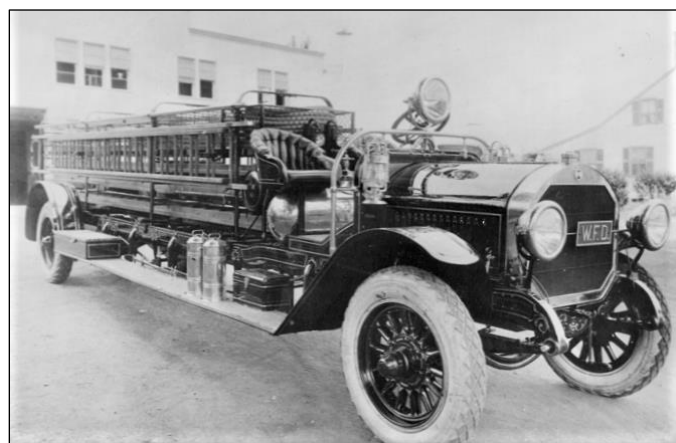
The fire department in Springfield, Massachusetts, was a pioneer in the adoption of motor fire apparatus. Among these was this squad wagon built by the Knox Automobile Company of Springfield.

Maxim would become one of the leading regional builders of fire apparatus in America as well as a leading builder of aerial ladder assemblies that were used by several other firms. Other significant fire apparatus builders in New England included Woods Engineering, the Farrar Company, Continental Fire Trucks, the Providence Body Company and Ranger.

Despite New England's pioneering adoption of motor fire apparatus, New England's dense urban environments continued to suffer terrible conflagrations. These include Fall River (1928), Auburn (1933), Dorchester (1964), Chelsea (1973) and Lynn (1981). New England also suffered some of the most-deadly fires in American history. These include the Coconut Grove Fire (1942), the Hartford Circus Fire (1944) and the Station Nightclub Fire (2003). Each of these terrible fires offered lessons that have helped improve fire safety. As the Station Nightclub Fire demonstrated in 2003, there still are many more lessons to be learned about fire safety and building safer buildings.

As New England was the first industrialized section of America, it also was the first region to experience deindustrialization on a large scale. After the post-war boom of the 1950s many cities in New England lost many manufacturing jobs and experienced sharp population declines as residents moved to suburban communities. Vacant mills, factories and other buildings were ripe for large fires. This demographic shift and urban decay created many challenges for the New England fire service.

The New England fire service has been one of the most progressive in the nation. New England fire departments were among the first to use self-propelled steam fire engines (1872) and electric powered fire apparatus (1905). With the adoption of motor fire apparatus starting in 1906, several New England fire departments pioneered the adoption of motorized manpower squads. These changed the way that many American urban fire departments operated.



The Maxim Motor Company of Middleborough, Massachusetts, built this city service ladder truck in 1917 for Winthrop, Massachusetts. Maxim fire apparatus served all over New England and beyond. Maxim apparatus was particularly popular in Indianapolis, Indiana.





This 1970 Maxim S model pumper served in Brattleboro, Vermont. In 1989 it was rebuilt by Greenwood Emergency Vehicles of North Attleboro, Massachusetts.



Farrar Fire Apparatus of Hopkinton, Massachusetts, built this pumper-tanker with a front mounted pump for Litchfield, Connecticut, in 1978 on a Duplex chassis.



The aluminum bodies used by Emergency One were part of the reason why these apparatus, like this 1988 pumper, built in Florida became so popular in New England.

New England's economy changed radically over the course of the 20th Century. Most manufacturing industries have left New England and other Northeastern states. Among the many industries that have left New England is fire apparatus manufacturing. Many New England cities have rebounded economically and have become home to new industries in science and technology as well as healthcare, finance and education.

New England's fire service had changed too. Larger communities typically have career firefighters while the volunteer traditions continue in most smaller communities. With the evolution of fire department based emergency medical services, most New England firefighters spend more time responding to EMS calls than fighting fires. Every year presents new challenges and New England's fire service continues to adapt to face them. This includes specialized apparatus as well as specialized training. Today New England states have some of the lowest rates of fire related deaths in America.

The New England Museum of Firefighting is dedicated to telling these many The Museum will promote, preserve and share this important and dynamic history. The Museum will 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 as well as educational programs. For more stories about New England firefighting, please visit the Museum's website, www.NEMOFF.org.



Remembering Jack Cuneo



*The welcoming face that greeted so many firefighters and fire memorabilia collectors to Cape Cod, Jack Cuneo will be missed.
(Photo courtesy of The Fire Bell)*

On April 5 of this year, New England lost a fire service icon when John "Jack" Cuneo passed away at age 88. For 33 years Jack operated The Fire Bell in West Dennis on Cape Cod. Through The Fire Bell Jack became one of the most recognized faces in the New England fire service.

Jack was born in 1933 and was raised in Tewksbury, Massachusetts. His passion for firefighting started when he was young. At 15 he joined as a volunteer in the Tewksbury Volunteer Fire Department. His father and brother were volunteer firefighters in Tewksbury. Jack enlisted in the United States Marine Corps in 1953. He served in Korea and later was stationed Camp Pendleton, California.

After being discharged honorably from the Marine Corps, Jack returned to Tewksbury and became a career firefighter. He retired in 1989 as a Deputy Chief. He and his wife, Sonja, "retired" to Dennis. There they opened The Fire Bell. The Fire Bell became a New England institution. No trip to the Cape was complete without a stop at The Fire Bell where Jack always was happy to chat about firefighting and collecting firefighting memorabilia. The Fire Bell developed a very loyal following.

Jack is survived by his daughter, Heather, her husband Jim, and their three children. Heather continues to operate The Fire Bell, which will be open this summer, and maintain the shop's website, FireBell.net. A celebration of Jack's life was held in Dennis at the end of April. Donations honoring Jack's memory may be made to The Hundred Club of Massachusetts at 25 Braintree Hill Office Park, Suite 200, Braintree, Massachusetts 02184. The Hundred Club provides benefits to the surviving families of Massachusetts firefighters and police officers killed in the line of duty.



*Prior to opening The Fire Bell, Jack spent four decades in the fire service.
(Photo courtesy of The Fire Bell)*



Introducing the Museum's Board of Trustees

The members of the Board of Trustees of the New England Museum of Firefighting are a group of a very well-respected and knowledgeable individuals with deep roots in the fire service, the antique fire apparatus hobby, scholarship and education.

Mike Nugai - President

Pittsfield, Massachusetts



The President of the Board of Trustees is Mike Nugai. Mike is a retired Pittsfield firefighter. He has had a lifelong love of fire apparatus and firefighting owns more than a dozen classic pieces of Maxim fire apparatus. He is among the foremost authorities on Maxim fire apparatus.

Mike is a past President of Berkshire SPAAMFAA and organized the Chapter's annual muster for ten years. These were held at the Stockbridge Train Station and then at the Butternut Ski Area. Mike was one of the organizers of the 100 Years of Maxim Muster in 2014. This event was held in Middleborough, Massachusetts, and was attended by 50 vintage Maxim fire apparatus as well as about 500 Maxim enthusiasts. Mike is a regional apparatus sales representative for Greenwood Emergency Vehicles. He knows as much about modern fire apparatus as he does about antique fire apparatus.



Among the fire trucks in the Museum's Working Collection is this 1974/1992 S Model mid-mount aerial ladder truck. It served on Cape Cod, initially in Brewster and then briefly in Provincetown, before being purchased by Mike Nugai..



Anthony G. Buono, Esq.

Valatie, New York



Anthony Buono is an attorney in private practice in Valatie, New York. He is a past President of the Columbia County Bar Association. He served 20 years as a volunteer firefighter with the Valatie Fire Department. He is a member of the SPAAMFAA Archives Committee and the legal advisor to the SPAAMFAA Board of Trustees.

Anthony has written several books on the history of firefighting and fire apparatus. These include *175 Years of Service* (2012), *One Last Run* (2012), *Icons of Fire Apparatus* (2013), *Buckboard Fire Apparatus* (2015), *On the Ramp* (2017) and *Firefighting Postcards* (2017). His current projects include *Made in New York*, which is a fundraising book for the SPAAMFAA Archives Committee, which is due out this fall, and *A Century of New England Fire Apparatus*, which will come out in 2023. Anthony is a frequent contributor to *Enjine!-Enjine!*, and also has written for *Vintage Fire Truck and Equipment*, *Vintage Truck* and *Wheels of Time*.



Brian Anderson

Wilmington, Massachusetts



Brian Anderson has grown up around the fire service. His Father and Uncle are retired Wilmington firefighters. His grandfather was a Wilmington firefighter who died in the line of duty. Brian is a past President of MAFAA, the Massachusetts Antique Fire Apparatus Association. Brian is SPAAMFAA's New England Trustee. He was one of the organizers of the 100 Years of Maxim Muster in 2014.

Brian along with fellow Trustee Howard Smith and fellow MAFAA member Chris Kelly own the Maxim Archives. This is among the most complete collections of records of any historical fire apparatus manufacturer.

Brian and his Father have collected several pieces of classic hand-drawn and motorized New England fire apparatus.

Bruce Lemire - Treasurer

Goffstown, New Hampshire



Bruce Lemire is the immediate past President, Director and Editor for the Amoskeag Reserve Engine Company (AREC), the New Hampshire Chapter of SPAAMFAA. His life-long interest in the fire service was sparked while he grew up across the street from the station of the Newington Volunteer Fire Department Company No. 1 in Newington, Connecticut.

Bruce is a veteran of the New Hampshire Army National Guard. He is a retired Technology Education teacher. On the side, he operated his own general contracting business where he designed and built homes and additions. He later settled into woodworking and cabinetry.

After joining AREC in 2007, Bruce acquired a rusting 1930 Buffalo pumping engine. This Buffalo was from Wolfsboro, New Hampshire, and is the same model of Buffalo upon which a very young Bruce climbed on and sat in Newington.

Joseph Lennerton, III

Leicester, Massachusetts



Joe Lennerton, III, is a native of Leicester. He is a graduate of Worcester State College and holds a master's degree in education. He is a social studies teacher at Leicester High School.

Joe serves as a Commissioner for the Leicester Historical Commission as is one of the Commission's Rangers. He is a member of the Leicester Historical Society and helped the Society secure its new home at the historic Swan Tavern. He is active in the Worcester Fire Brigade Pipes and Drums.

Joe owns two vintage Maxim fire engines as well as a 19th Century Hunneman hand engine. He is the Museum's Education Director and Chairman of the Education Committee.



Howard T. Smith

Candia, New Hampshire



Howie Smith is a career firefighter in Cambridge, Massachusetts, and comes from a family of firefighters. He is a past President and Life member of MAFAA, the Massachusetts Antique Fire Apparatus Association. Howie owns the 1946 Maxim pumper that was the reserve pumper in Wareham, where he started his career as a call firefighter.

Howie has written the two definitive books on Maxim fire apparatus, *Maxim Fire Apparatus Photo History* (2004) and *Maxim Fire Apparatus 1914-1989 Photo Archive* (2001). He also has written for several publications including *Enjine!-Enjine!* and has written for *Vintage Fire Truck and Equipment*.

Among the books written by Museum Trustee Howard Smith is Maxim Fire Apparatus Photo History (2004).

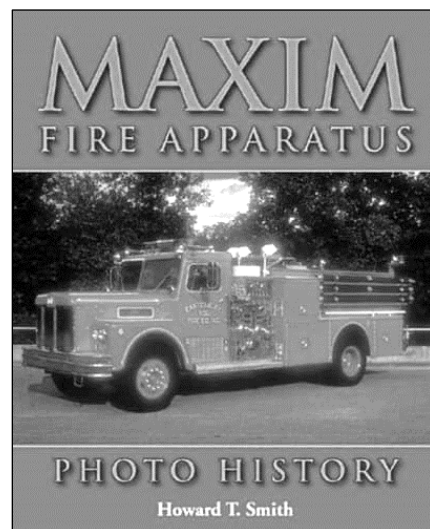


Edie Lemire Executive Secretary

Goffstown, New Hampshire



Edie Lemire is the Executive Secretary of the Board of Trustees. She is the Membership Secretary of the Amoskeag Reserve Engine Company, which is the New Hampshire Chapter of SPAAMAA. She has a BA in accounting. She is retired from the United States Department of the Treasury where she worked as an Internal Auditor for the Internal Revenue Service.



Events Of Interest

June 22-25, SPAAMFAA Summer Convention hosted by the Massachusetts Antique Fire Apparatus Association and the International Fire Buffs Association, Woburn, Massachusetts.

June 22 to 25, New England Association of Fire Chiefs Fire/EMS/Rescue Expo, Worcester, Massachusetts.

June 24, Ridgefield Volunteer Fire Department 125th Anniversary Parade, Ridgefield, Connecticut.

July 2, Bath Firemen's Muster; Antique hand fire engine muster, Bath, Maine.

July 2, Walpole's Annual Night Before the Fourth Parade, Walpole, Massachusetts.

July 9, Pennsylvania Pump Primers 46th Annual Muster & Firematic Flea Market, Harrisburg, Pennsylvania.

July 16, 12th Annual Silver City Fire Festival, sponsored by Connecticut Fire Photographers Association, Meriden Firefighters' Benevolent Society & the Southern Connecticut Antique Fire Apparatus Collectors, Meriden, Connecticut.

July 23, Yantic Fire Company No. 1, 175th Anniversary Antique Fire Truck Show, Yantic, Connecticut.

August 6-7, Redcoats & Rebels, Revolutionary War re-enactment, Old Sturbridge Village, Sturbridge, Massachusetts.

August 20, Volunteer Firemen's Hall & Museum of Kingston 18th Annual Antique Fire Engine Muster, Kingston, New York.

September 17, Grand Opening of the New England Museum of Firefighting and the Maxim Picnic. Adams, Massachusetts.

11:00 a.m. to 3:00 p.m.

Rain date September 18.

September 25 Greenwood Volunteer Fire Company's Antique Fire Truck Show, Warwick, Rhode Island.

September 26-30, Firehouse Expo at the Greater Columbus Convention Center, Columbus, Ohio.

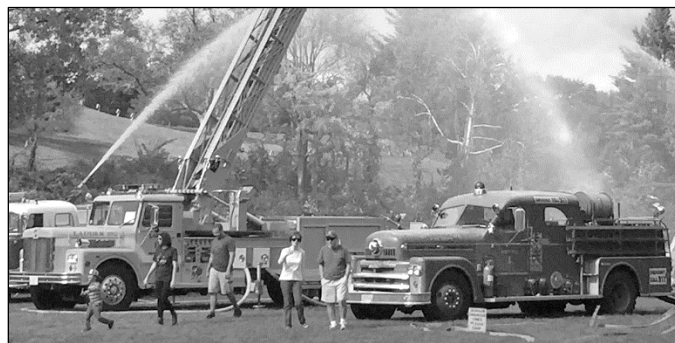
October 2, Cos Cob Volunteer Fire Co. 100th Anniversary Parade, Cos Cob, Connecticut.

October 8-9, 41st Annual National Fallen Firefighters Memorial Weekend at the National Emergency Training Center, Emmitsburg, Maryland.

October 9, (tentative) Berkshire SPAAMFAA Annual Muster, Stockbridge, Massachusetts.

November 28, 80th Anniversary of the Cocoanut Grove Fire.

If your organization has an event that it would like to have listed in the Fall issue of *The New England Fireguard*, please email the event information to Info@NEMOFF.org.



Membership in the Museum

MEMBERSHIP APPLICATION

Please help support the New England Museum of Firefighting by becoming a member.

Your membership will not only help the Museum preserve and share New England's rich firefighting heritage; it also will entitle you to exclusive membership benefits. These include an electronic copy of the Museum's quarterly newsletter, *The New England Fireguard*, as well as access to the Virtual Fire Museum and the Online Reference Library.

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
Membership Director
P.O. Box 252
Adams, Massachusetts 01220

You also can become a member online at www.NEMOFF.org/Membership.

*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

