

The New England

2024 Issue 1



Fireguard

The Official Bulletin of the New England Museum of Firefighting

REDISCOVERING MAXIM



Among the collection of Maxim records donated to the Museum last fall were many unpublished photos as well as many Maxim advertisements and publicity photos. This publicity photo from 1962 features the S Model pumper that was Engine 1 in Maxim's hometown of Middleborough, Massachusetts.

The New England Fireguard

2024 Issue 1

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President
Brian Anderson
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The New England Museum of Firefighting
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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,

Since we have last updated you on the Museum, we have had a lot of progress and some exciting news. As for the building, we were able to secure a program that allowed us to install all new LED lighting. This is a large step in modernizing and updating the bays for viewing of the apparatus and collection, not to mention the savings in electricity.

The major addition to the Museum was a donation from Mr. and Mrs. Skelton they saved the original records from Maxim from 1914. These records show pictures and data that was thought lost to history. With their dedication to preserving history we are now able to tell the complete Maxim story, filling in the blanks and possibly answering some of the questions that were remaining. Although Mr. and Mrs. Skelton were involved in the fire service, they knew that this information had to be preserved. We could never thank them enough for what they given the Museum to help preserve New England Fire History.

We continue to add apparatus that had served in New England. We will have the largest amount of ladder trucks of any museum in the country. These are not easy to store but great to have. The mini pumper on loan to NEMOFF tells a unique story from the 1970s and a trend that is coming back into today's fire service.

I look forward to what the summer season will have to offer with other exciting news on many fronts. Thank you again for your support as we try to save history; if we do not, who will?

Best Wishes,



Michael Nugai

SPAAMFAA's Summer Convention

Fire trucks, friends and fun come to New England

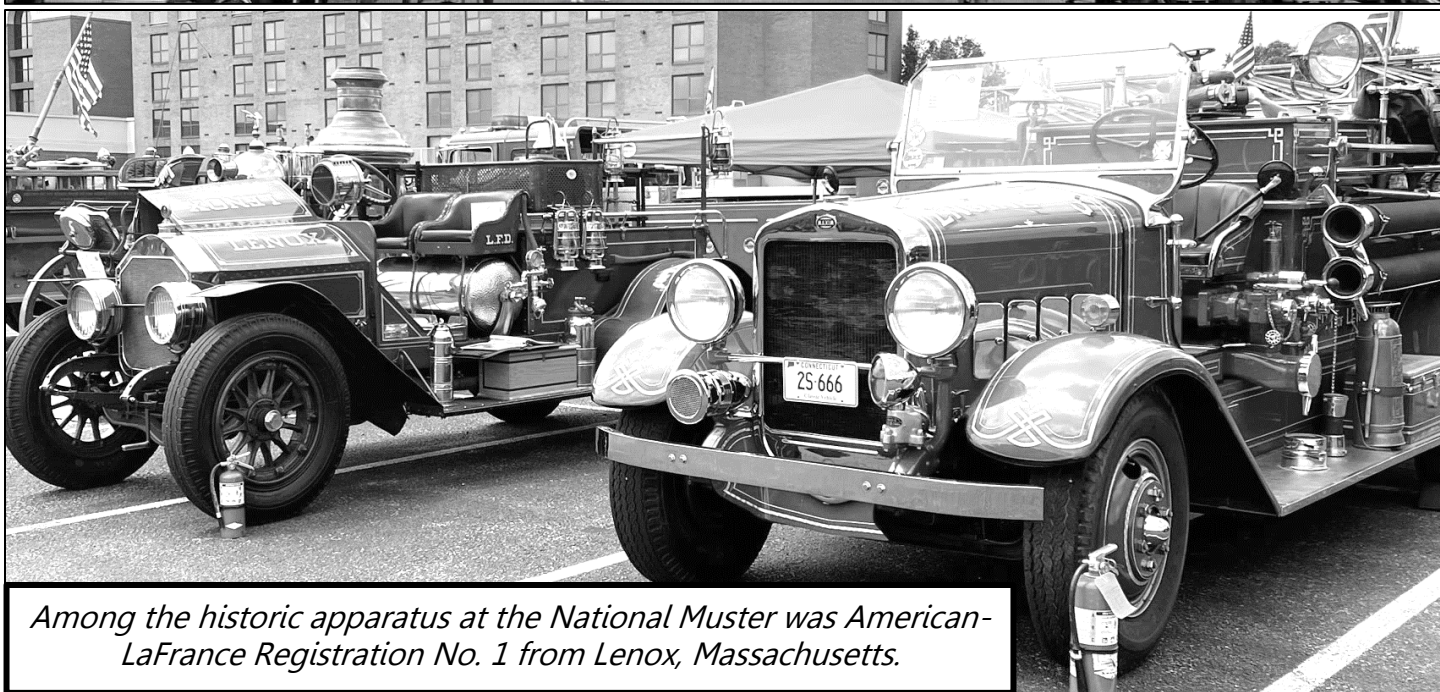


Among the unusual sights at the muster was a Catholic priest, who made the rounds of the muster site and blessed the apparatus and visitors with Holy Water.

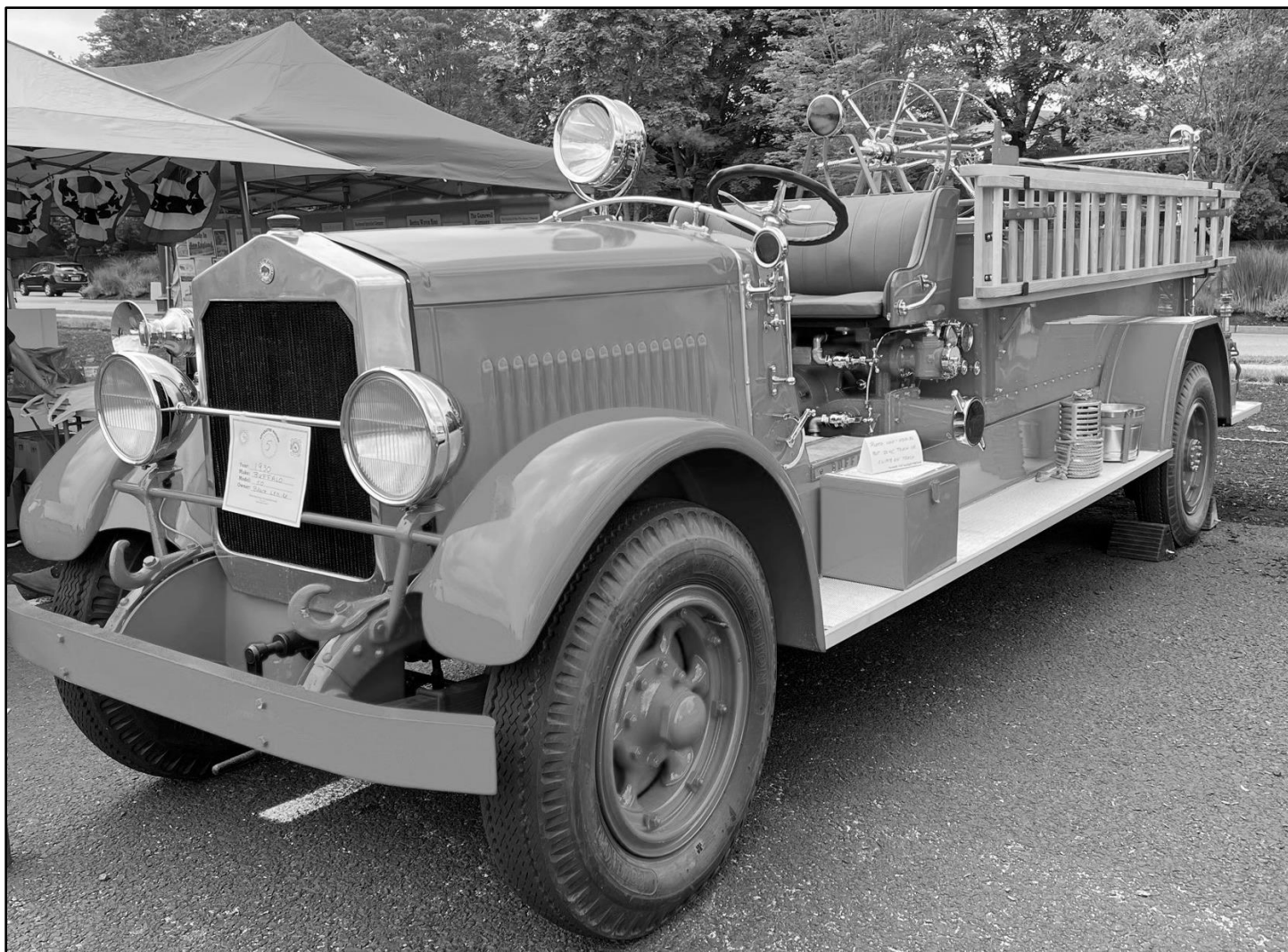
The Rhode Island Antique Fire Apparatus Society hosted the 2023 SPAAMFAA Summer Conference and Muster in Warwick, Rhode Island, from July 11 to 15. The efforts of Chapter President Rich Quetta and his very motivated chapter members resulted in a successful event. Tours were sold out as was the host hotel. The seminars were very well attended.

Mother Nature was not entirely cooperative for the muster. The temperature was in the mid-80s with humidity around 90 percent for most of the day. Despite the heat index being 102° the muster drew a nice mix of apparatus from around New England. This included Maxim apparatus spanning the 1920s through the 1980s as well as apparatus from American LaFrance, Mack, Farrar, Buffalo, Ward LaFrance and several other builders. A pair of Mack CF Aerialscopes flew the Stars and Stripes.

Among the apparatus at the SPAAMFAA National Muster were two with connections to the Museum. The first was a 1921 Model T triple combination engine that is owned by George and Brian Anderson, Sr. This pumper once served in their hometown of Wilmington, Massachusetts, where the brothers were career firefighters. Brian Anderson, Sr., is the Father of Museum Trustee Brian Anderson, Jr.



Among the historic apparatus at the National Muster was American-LaFrance Registration No. 1 from Lenox, Massachusetts.



Bruce and Edie Lemire brought their 1930 Buffalo Model 50 to Warwick where it was exhibited next to the Mobile Museum.

The second piece was a 1930 Buffalo Model 50 triple combination, Serial No. 1019, which is owned by Museum Trustee Bruce Lemire and his Wife, Edie, who is the Museum's Executive Secretary. The Buffalo once served as Engine 2 in Wolfeboro, New Hampshire. Bruce and Edie have spent the last nine years carefully restoring this pumper. Warwick was the debut for the restored Buffalo. Bruce reports that there is more work to do, including a new booster line and a hand lantern.

Bruce has an affinity for the Buffalo Model 50. When he was a child in Newington, Connecticut,

the town's fire department operated three Buffalo pumpers from the 1929 firehouse on Main Street. This was across the street from Bruce's home. Newington's 1929 firehouse now is a museum and remains home to two of those Buffalo pumpers.

The 2024 SPAAMFAA National Meeting and Muster will be held in York, Pennsylvania, from June 4 to 8. This event will be held in conjunction with the American Truck Historical Society and the Professional Car Society. More information about both these events are available on SPAAMFAA's website.

Mobile Museum at Warwick



The expanded Mobile Museum was presented at the SPAAMFAA National Muster in Warwick, Rhode Island. The Museum featured three exhibits. The first was "New England's Great Fires." This was an expanded version of the exhibit that was presented in Stockbridge, Massachusetts, in October 2023.

The second exhibit was a much expanded version of "Made in New England." This also had been featured in Stockbridge. "Made in New England" was the theme of the first 2023 issue of the *Fireguard*. The exhibit also tied into the theme of the second 2023 issue of the *Fireguard*, which was "New England Ingenuity."

That issue included a piece about "The Yankee Innovation of Howard G. Freeman." Examples of Freeman's most famous invention, the "Navy" fog nozzle, were included in the artifacts that were exhibited in the Mobile Museum from the Rockwell Sprinkler Company of Worcester, where Freeman worked for 14 years.

The third exhibit in the Mobile Museum was a new exhibit that interpreted "New England's Pioneering Adoption of Motor Fire Apparatus." This explored the period from 1907 through the early 1920s when New England had the greatest concentration of fire apparatus manufacturers as well as the greatest concentration of motor fire apparatus in America.



The "Made in New England" exhibit presented at the SPAAMFAA National Muster in Warwick included artifacts from seven New England firms that supplied the American fire service with a variety of tools and innovations. "Made in New England" will be one of the permanent exhibits in the New England Museum of Firefighting building in Adams.



The SPAAMFAA National Muster was a fitting event for the introduction of the newest exhibit in the Mobile Museum entitled "New England's Pioneering Adoption of Motor Fire Apparatus." This explores some of the first fire departments to adopt motor fire apparatus, including Springfield, Massachusetts, and Hartford, Connecticut. It also explores several of the New England firms that built early motor fire apparatus. These included the Knox Automobile Company, the Pope Manufacturing Company, P.E. Cleary & Company, the Combination Ladder Company, the Maxim Fire Apparatus Company as well as the Locomobile Company of America.

The Mobile Museum at Lee



The Mobile Museum was presented at the September 16 Berkshire SPAAMFAA Fall Fire Engine Show in Lee, Massachusetts. The Berkshire event previously was in October and held at the historic train station in Stockbridge.

The event was held in Lee in September to coincide with Lee's Founder's Day Parade.

The Mobile Museum in Lee featured an updated version of "Made in New England" as well as the recently introduced exhibit entitled "New England's Pioneering Adoption of Motor Fire Apparatus." Along with the Mobile Museum the Museum's 1976 F Model pumper from Athol, Massachusetts, was exhibited.

This 1500 gpm pumper was rebuilt in 1994 by Middleborough Fire Apparatus with an aluminum body and the cab was modified to four-door. Its rectangular front light bezels reflect that Middleborough was a Sutphen dealer. Athol has a Detroit Diesel and Allison automatic transmission. It was retired in 2022.



SPAAMFAA Archives Committee Publishes New Book

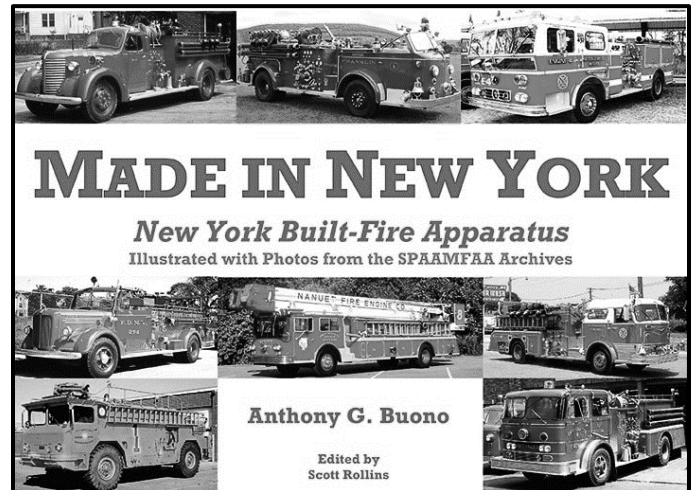
The SPAAMFAA Archives Committee has published its second book. *Made in New York: New York Built-Fire Apparatus* made its premier at the SPAAMFAA National Muster in Warwick. *Made in New York* is illustrated with photos from the SPAAMFAA Archives. Proceeds of the sales of the book will support the Archives, which is the nation's largest research library dedicated to the history of fire apparatus.

Made in New York explores the builders of fire apparatus that operated in the State of New York during the 18th, 19th and 20th Centuries. *Made in New York* is 384 pages and has more than 700 photographs, including a 48-page color section.

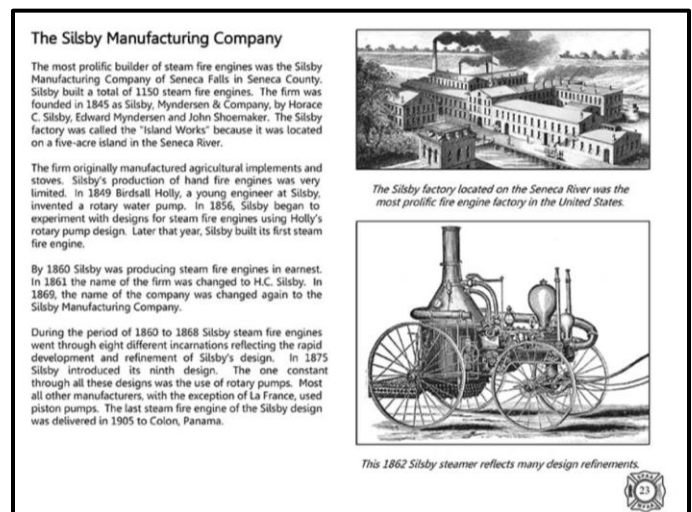
The first section of the book starts with the builders of hand engines and other hand-drawn fire apparatus. The section concludes with the builders of steam fire engines and other horse-drawn apparatus, such as hose wagons and early aerial ladder trucks. This is followed by the color section that surveys more than 200 years of apparatus.

The third section explores builders of motor fire apparatus. Well-known and prolific builders, such as American LaFrance, Ward LaFrance, Buffalo, Saulsbury and Young, are covered in detail. *Made in New York* also explores the many small scale and often overlook firms, such as Childs, Rochester, Garsite, Selden, Amdyco and Zwack.

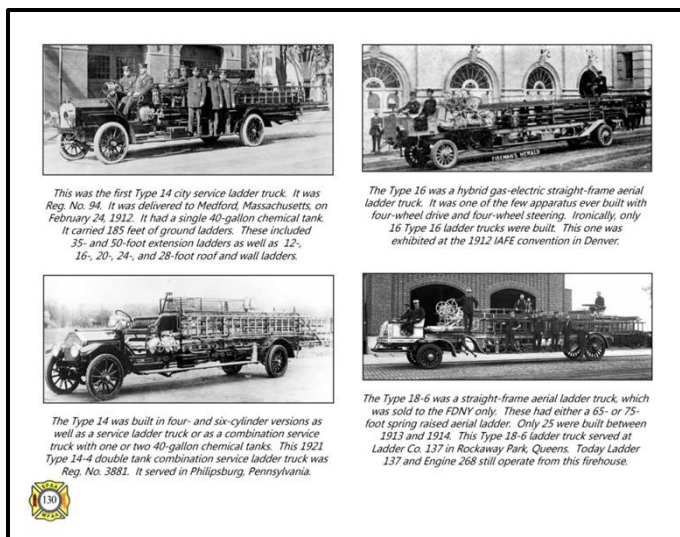
Made in New York is the most comprehensive history of New York builders of fire apparatus. It also includes photos of fire apparatus from all 64 of the counties in New York State. Although the book focuses on fire apparatus built in New York, it includes photos of apparatus that served in all 50 states. This includes several dozen photos of apparatus that served in New England States.



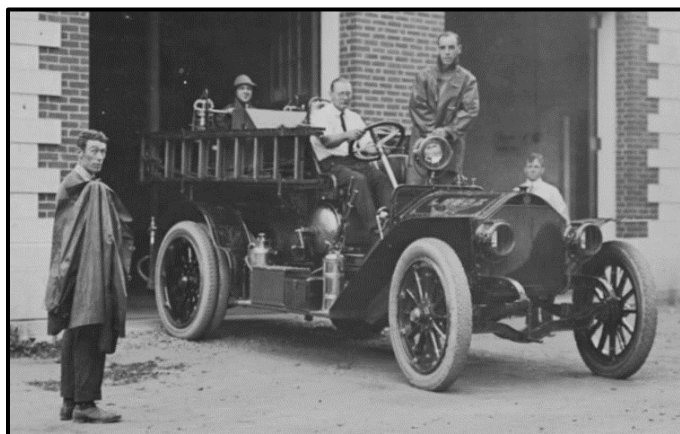
Made in New York explores three centuries of the history of fire apparatus. It is the second book published by the SPAAMFAA Archives Committee.



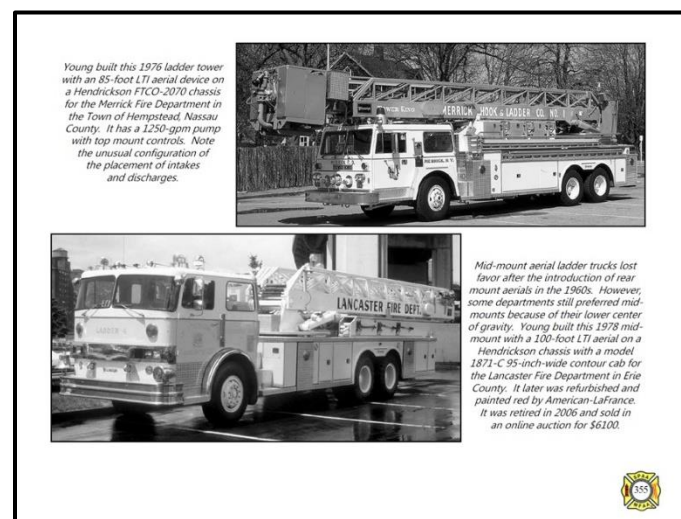
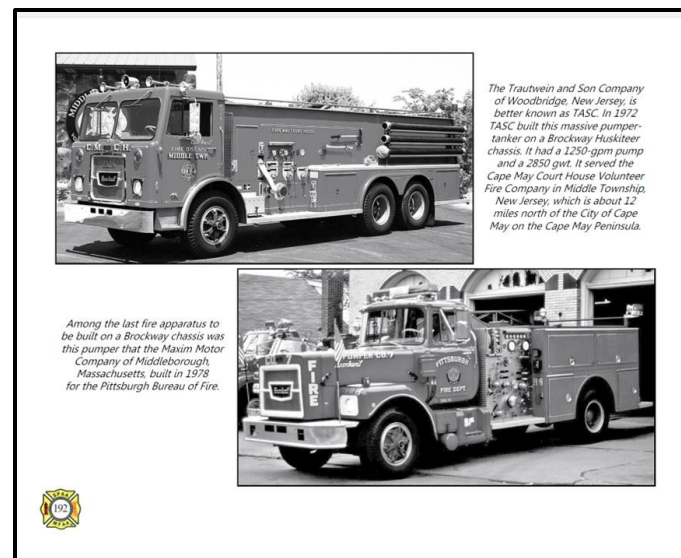
The first section of the book covers hand- and horse-drawn fire apparatus, including steam fire engines. About half of all steam fire engines built in the United States between 1852 and 1916 were built in New York State.



Made in New York includes several dozen photos of apparatus that served in New England. These include the first Type 14 city service ladder truck, above, and American-LaFrance Registration No. 1, below, which was delivered in 1910 to the fire department in Lenox, Massachusetts, where it remains today.



Walter McCall, the dean of fire apparatus historians and the author of *Illustrated Encyclopedia of American Fire Engine Manufacturers*, called *Made in New York* "magnificent" and a "great book that is in the top tier of important fire apparatus industry history books."



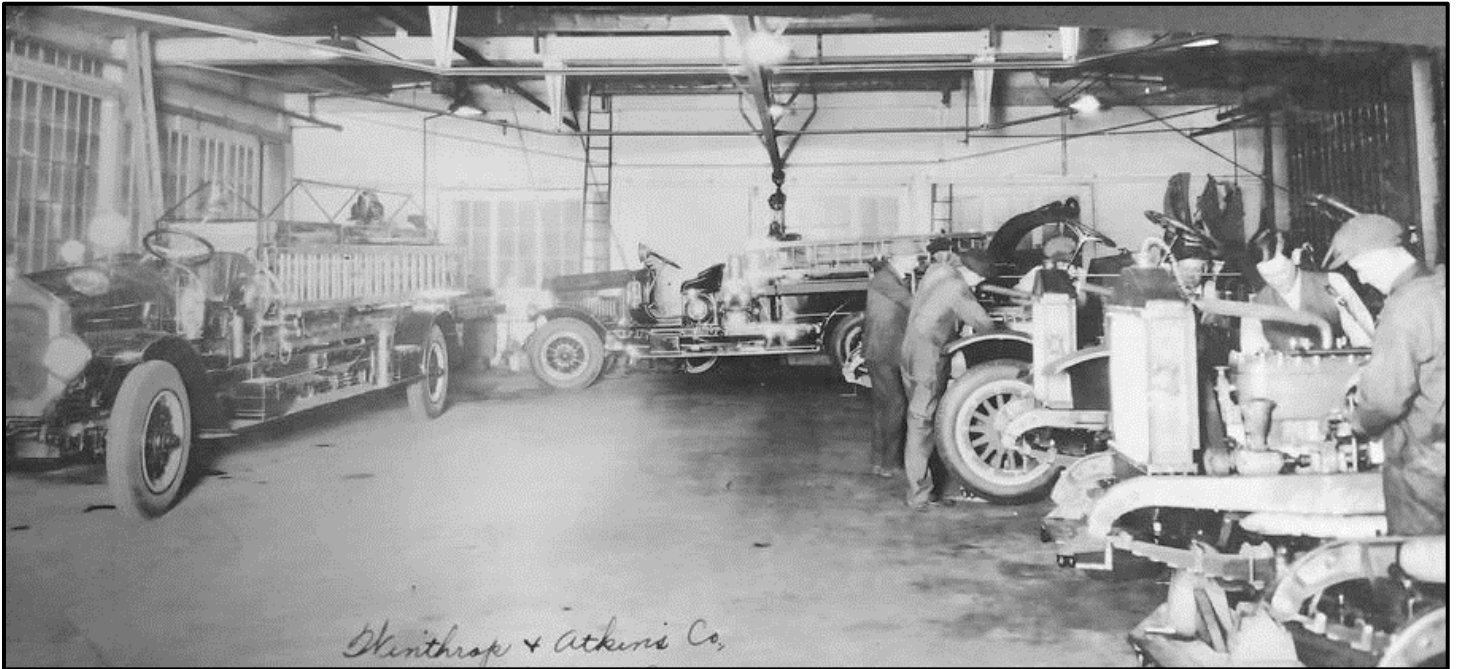
Made in New York is \$50 plus \$5 shipping. You can order your copy at www.SPAAMFAA.org or by using this QR code.



The book has been very well received. Steve Heaver, a past President of SPAAMFAA and the Executive Director of the Fire Museum of Maryland, called the book "a goldmine of photos and details."

REDISCOVERING MAXIM

The Museum has received a historic gift of Maxim records that were believed to be lost or destroyed.



This is a picture of inside the Maxim factory in 1923. This photograph and thousands more, as well as boxes of records and drawings, were donated to the Museum recently. They are allowing an unprecedented look into the Maxim Motor Company.

The records of many defunct fire apparatus makers have been lost or destroyed after the closure of the company. In some cases, portions of the records survive. In other instances, all we have is the product of determined research by part-time historians, who tirelessly have pieced together a builder's list and photo archive.

For a very long time it was believed that a significant portion of the records of the Maxim Motor Company had been lost or destroyed. After Maxim went out of business in December 1989, Maxim's records were sold at auction in January 1990. The sale was part of the liquidation of Maxim's assets by Bombardier, Inc., of Montreal, Canada.

Bombardier is a leading manufacturer of jet aircraft. In 1988 Bombardier purchased the Maxim Motor Company as part of the diversification of its holdings. The next year Bombardier closed the Maxim factory. The Maxim records that were not sold at auction were transported to the Bombardier facility in Kingston, Ontario.

In 1992, Bombardier purchased the Urban Transportation Development Corporation, Ltd., (UTDC, Ltd.) which had been owned and operated by the Ontario government. In the Spring of 1993, UTDC employee Steve Skelton of Toronto, Canada, prepared a memorandum regarding what should be done with the Maxim records and the intellectual property that they represented.

In this memo, Skelton recommended that the drawings, financial records, warranty files, parts records, marketing and sales files as well as contracts be retained and then disposed of over time according to UTDC's records management policies. He wrote that the 23 boxes of photos "have no commercial value," and recommended that these be given to interested parties in the "Boston area." If no one was willing to take the photos, Skelton recommended that they should be destroyed. Apparently, no one was willing to take these records in 1993.

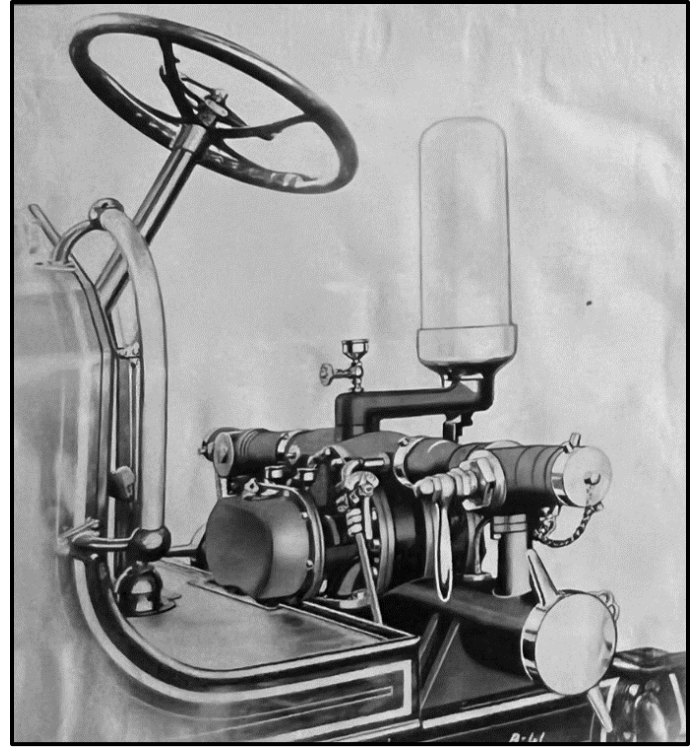
Fortunately, more than 100 boxes of records of individual Maxim apparatus remained in Massachusetts. Today these records are owned by Museum Trustees Brian Anderson and Howie Smith with Christopher Kelley. These records were believed to be all that survived of the Maxim records. Then early this summer, Museum Board President Mike Nugai was contacted by Steve Skelton. Skelton appreciated the historical significance of the Maxim records and had saved them from destruction.

Thirty years after writing his memo regarding the Maxim records, Skelton and his Wife, Gail, still had the records safely in their custody. In August 2023, Mike Nugai and Sue Durkee traveled from Berkshire County to Alexandria Bay, on the New York – Ontario border. There they met Steve and Gail Skelton and received their generous donation of the Maxim records that had been "lost" in Canada for three decades.

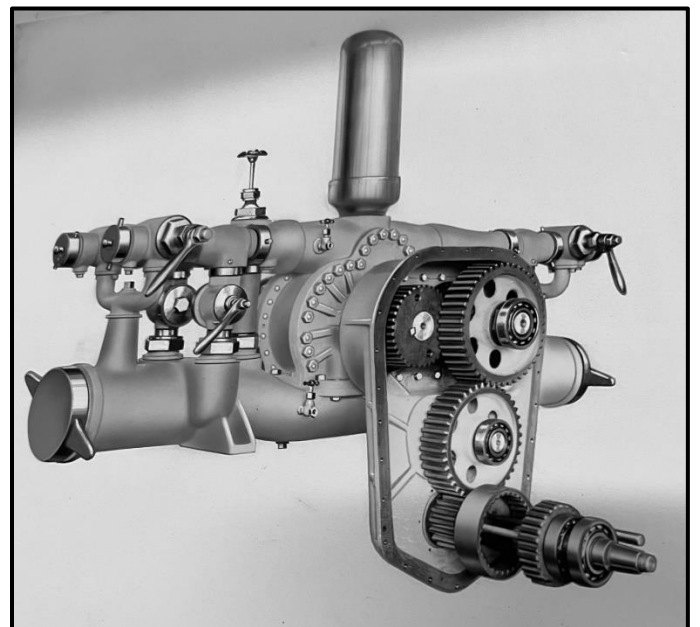
The records were brought back to the Museum where they now await cataloging and curation. The Board of Trustees is developing a comprehensive plan for these records and how to pay for the cataloging, curating and proper storage. This is expected to cost more than \$30,000 according to one of the Museum's consultants.

Public access to the records will have to await the completion of some level of cataloging and curation. The Board of Trustees hopes to be able to accomplish this in mid-2025.

The Board of Trustees is working to establish a special fund for the preservation of the Maxim Archives. The immediate challenges presented are completing an initial inventory as well as getting archival quality storage folders and boxes to safely hold the records while they await cataloging.



These drawings are among the many engineering illustrations that have been donated to the Museum.

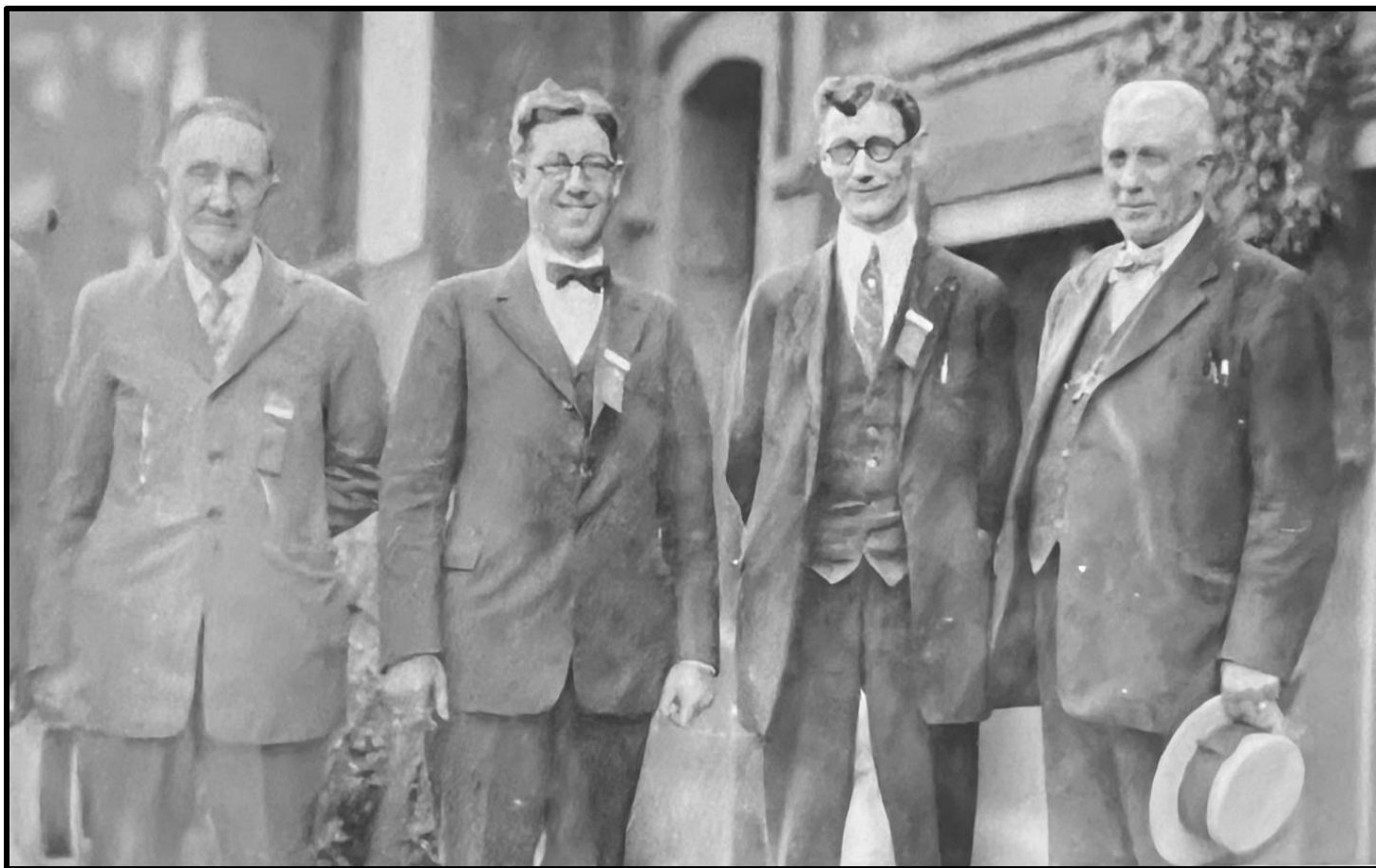


In this issue of the *Fireguard*, we are offering a small glimpse into this incredible treasure trove of New England history. The initial size-up of the donated materials is very encouraging. They include thousands of photographs, many of which have never been published, scrap books from 1914 to 1985, delivery lists dating back to 1914, blueprints, hand drawings, engineering sheets, photographic negatives and marketing materials. The materials also include a substantial amount of information related to Maxim's business partnerships with Mack Trucks, the American Magirus Fire Appliance Company and the Walter Motor Truck Company.



The donation includes many photos of groups of Maxim apparatus from various New England fire departments, like this one, which is dated 1927.

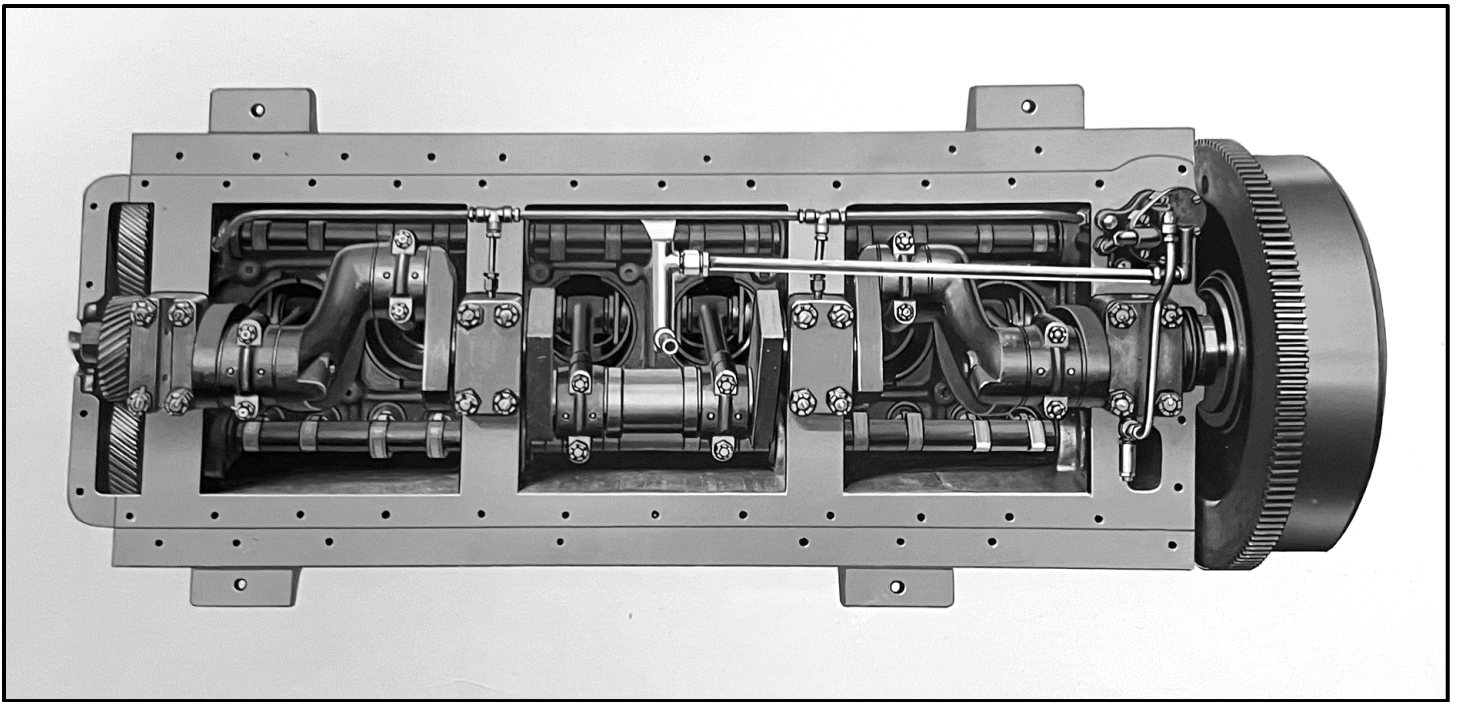
Sales Contract Record 1956						
Number	Date Entered & Value	Customer's Order No. and Date	Name and Address	Description	Date Delivered	S.O.
56037	6-12-56 32582.00	Order 40600 6-4-56	Town of Watertown, Watertown, Mass.	260 LA 85	12-5-56	A2833
56038	6-12-56 15000.00	Order 52398 5-23-56	Mack Mfg. Corp. for Milwaukee County Inst., Wis.	ML-100	2-7-57	A2834
56039	6-16-56 6184.00	Contract 5-21-56	Copake Fire District Copake, N.Y.	X50	1-3-57	A2836
56040	6-22-56 20995.5		City of Lafayette Lafayette, Ind.	14110	10-24-56	A2839
56041	6-22-56 18989.50	Order 27951 6-6-56	City of Muncie Muncie, Ind.	14110C	12-19-56	A2840
56042	6-26-56 9750.00	Contract 6-11-56	Barren Hill Fire Co., Barren Hill, Penna.	X75 Ford	12-10-56	A2842
56042	6-26-56 9750.00	Contract 6-11-56	Barren Hill Fire Co., Barren Hill, Penna.	X75 Ford	12-10-56	A2842
56043	6-26-56 7421.20	Contract 6-13-56	Town of Hampden Hampden, Me.	X50 Ford	11-8-56	A2843
56044	6-28-56 20224.00	6-26-56 Order AG7958	Walter Motor Truck Co. for New Orleans, La.	XKW136B	2-6-57	A2847
56045	6-30-56 14993.00	6-26-56 Order 3153	L.P. Harless Co. for Scottsboro, Ala.	1417C	8-30-57	A2188
56046	7-9-56 17102.00	6-25-56 Contract	Town of Fairhaven Fairhaven, Mass.	2617C	12-4-56	A2848
56047	7-16-56 15027.79	Order 62996 6-29-56	Mack Mfg. Corp. Rep. for Briarcliff Manor, N.Y.	75' Bott Sec	8-29-56	A2850



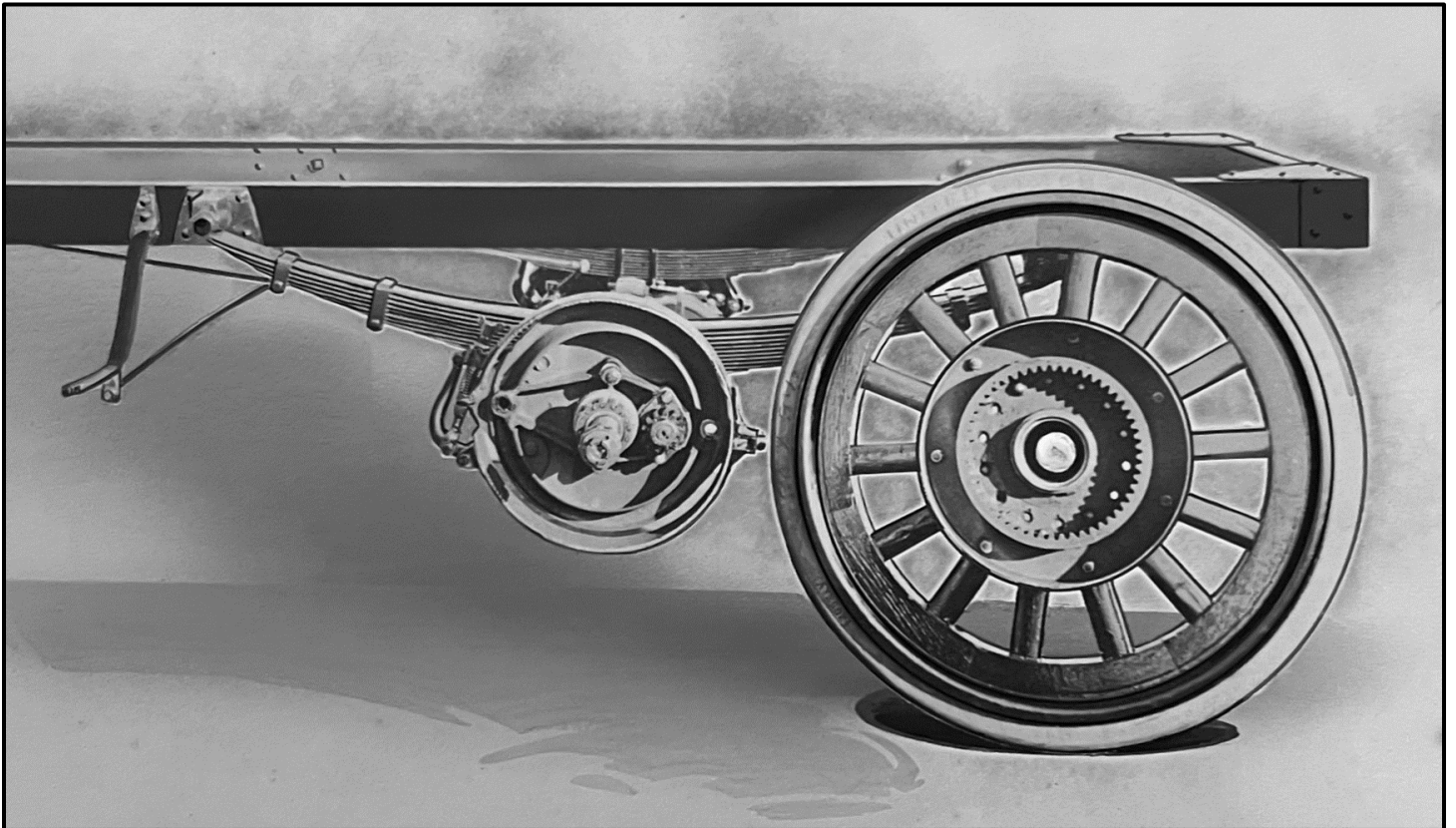
In this photograph of the leadership of the Maxim Motor Company there are, from left, Carlton Maxim, his son Ernest Maxim, who was the Treasurer of the Corporation, mechanical engineer C.A. Carey, and Wesley N. Avery, who was the former Fire Chief of Worcester, Massachusetts. This photo shows the quartet when they were the Maxim representatives to the 1924 Convention of the New England Fire Chiefs. The photo is from one of the several scrapbooks of unpublished that were compiled by the Maxim staff.



This photo shows two of the apparatus that Maxim exhibited at the 1924 convention of the New England Association of Fire Chiefs. At that time attendance at the New England Chiefs' show rivaled that of the International Association of Fire Engineers. Although Maxim only was regional builder at that time, records recently donated to the Museum shed light on Maxim's somewhat prolific early production.



The Maxim records retained by Bombardier included a significant amount of intellectual property such as the engineering drawings seen above and below. It appears that many of the engineering drawings date to the 1920s. It also appears that most of the financial records and warranty files may have been disposed of after 1993 according to Bombardier's records management policies, which considered them to be financial records and not historical documents.





This circa 1922 photo above shows a bare Maxim fire service chassis before its body was fabricated.



In the 1920s, Maxim was involved with German fire apparatus Magirus, which built compact rear-mount aerial ladder trucks with 75- to 100-foot aerial ladders. Among the photos donated to the Museum was this one, which shows a demonstration of a Magirus ladder truck that was attended by, and possibly hosted by, Maxim representatives. A significant amount of Magirus sales literature and engineering material are among the donated documents.

Recent Additions



Mary Longacre of Nantucket donated this 1957 American LaFrance pumper to the Museum.

The Museum recently has received several generous gifts of apparatus and has taken some apparatus on loan. These have helped expand the scope and depth of the Museum's apparatus collection.

In the Summer of 2023, the Museum received a donation of a 1957 American LaFrance 800 Series 1000 gpm pumper, Registration No. N-310, which served in Nantucket until the 1980s. After its retirement, the pumper was sold to Nantucket resident H. Flint Ranney. Mr. Ranney also owned Nantucket's 1927 American-LaFrance Type 69 city service ladder truck.

Mr. Ranney passed away in 2012. In 2015, the Ranney family sold the pumper to Nantucket resident Mary Longacre.

Ms. Longacre had it restored to running condition. She drove it in several Daffodil parades as well as the Nantucket Island Fair and other events on Nantucket. Ms. Longacre shared her story about her restoration of this engine that she dubbed "Spunky" in a talk at the Nantucket Whaling Museum. A video of her presentation is available on YouTube.

Getting a fire engine off the island of Nantucket is no easy task. Making a ferry reservation for a fire engine that is being trailered was a challenge. The Board of Trustees appreciates Ms. Longacre's generosity as well as her patience in making this donation possible.



This 1978 Dodge-Pierce mini-pumper has been loaned to the Museum. It is seen here in September at the fire engine muster in Lee hosted by Berkshire SPAAMFAA.

In the fall, the Museum received on loan from Sean Strohman a 1978 Pierce/Dodge mini-pumper. This neat piece has a 300 gpm pump and a 300 gwt and is equipped with a foam system. Originally, this unit was operated by the fire brigade at the sprawling General Electric complex in Pittsfield, Massachusetts.

Mini-pumpers were very popular in the 1970s as a low cost alternative to full-size apparatus. Pierce was one of the leading proponents of the mini-pumper concept and was one of the leading builders of mini-pumpers.

When the GE Fire Brigade was disbanded, GE donated the mini-pumper to Pittsfield. The Pittsfield Fire Department then designated it as Engine 8. It was part of the initial assignment for alarms in or at any GE facility within the city. After Engine 8 was retired from service in Pittsfield, it was purchased by a collector. The mini-pumper is fully operational.

The Museum is proud to have another piece of local history in the collection. The Museum also has in its collection a 1915 Seagrave hose wagon, which is the first piece of motorized fire apparatus in Pittsfield.

Both the Nantucket American LaFrance and the Pierce mini-pumper will be operated as part of the Museum's working collection

New Board Member



Allison Lambert has joined the Museum's Board of Trustees.

The Board of Trustees is proud to announce the appointment of Allison (Tremblay) Lambert to the Board. Allison has been appointed as the Treasurer of the Board of Trustees.

Allison is the manager of the Greylock Federal Credit Union branch on Elm Street in Pittsfield, Massachusetts. She previously was the Assistant Branch Manager II in Lanesborough and later Pittsfield. Prior to working for Greylock Allison worked for Berkshire Bank.

Allison is a native of Lanesborough, Massachusetts. She attended the Massachusetts College of Liberal Arts and graduated from Arizona State University. She now lives in Cheshire, Massachusetts. Her interest in the fire service started when she was a member of Explorer Post 911. All three of her older sisters were members of the Lanesborough Fire Department.

Membership in the Museum

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 and will entitle you copies of the Museum's newsletter, *The New England Fireguard*, as well as access to the exclusive Members' Area of the Museum's Website.

You can become a member online at www.NEMOFF.org/Membership or by using the QR code below or by completing this form.

Name _____

Email Address _____

Mailing Address _____

City _____ State _____ Zip Code _____

Are you a member of National SPAAMFAA? _____

Are you a member of a SPAAMFAA chapter? _____

If so, which chapter(s) _____

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

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



MAXIM MOTOR DIVISION

Among the many Maxim artifacts and documents that were recently donated to the Museum were many original publicity photos. These included this image of the 1972 S Model tractor-drawn aerial ladder truck that served in Greenfield, Massachusetts. After being retired by the Greenfield Fire Department, this truck had several owners, including ones in New Jersey and Virginia. Along the way, the trailer and the 100-foot aerial ladder were removed from the tractor. Eventually, the tractor was donated to the Worcester Fire Museum and Educational Center. It has been loaned to the New England Museum of Firefighting by our friends in Worcester.



Model F Combination Delivered to Middleboro, Mass. May 12, 1914



Hose Car Delivered to Westerly, Rhode Island 1914

These are two photographs from the first page of the earliest scrapbook of Maxim apparatus photos, which recently was donated to the Museum.