

# The Fire Mark

The Newsletter of the Canadian Fire Fighters Museum  
PORT HOPE, ONTARIO, CANADA • SEPTEMBER 2019

**W**e have enjoyed a rather busy summer, despite not having a permanent home.

The Annual General Meeting was held on June 17, 2019 and attended by 17 members. The following members were elected to the Board of Directors for the 2019-20 term:

Michelle Haney-Kileeg  
Kathy Kobelski  
Janet Waddington  
Dickson Wood  
Ellen Rainey  
Pam Marr  
John Appleman  
Kelly Morgan-Batten

It is wonderful to have returning directors and we welcome new director Dickson Wood. Kelly Morgan-Batten is currently on a leave and we send her our warmest wishes.

June 24th, saw the arrival of the Amoskeag Pumper to Port Hope. A crowd welcomed the steamer from Ottawa including elected officials and members of the Port Hope Fire Department. A volunteer firefighter from Welcome was also on hand; reminding us of the importance of our collection to so many. (see following article)

On Canada Day we set up an additional public viewing opportunity! We estimate that approximately 35 people attended the Trade Tech Industries building on Robertson Street to see the pumper up close. A special shout out to Past Chair, Will Lambert and Past Secretary, Marielle Lambert for their help with this display.

CFFM has had a booth at the Port



*CFFM Curator, Will Lambert, assists with the delivery of the Museum's newly acquired 1866 Amoskeag Steam Pumper "Contingent" that was received from Ingenium, Ottawa.*

Hope Farmers' Market each month led by John Appleman and supported by members and Directors. We continue to sell memberships and receive donations. As always, during public events, we are asked where we are going to relocate the Museum. A Site Selection Committee was struck in the late spring and has been actively researching and systematically analyzing potential sites — all in and around Port Hope. We are hoping to provide more news on this subject.

## AN HISTORIC EVENT!

**A**nd was it EVER! After many years of having an 19th century steam pumper at the top of our "want list" as an addition to our collection, one that would fill in that "missing link" between hand pumpers and motorized pumpers,

**WE ACQUIRED ONE!** And it's a beauty, probably the second oldest on display in Canada — an 1866 Amoskeag Steam Pumper No. 202 named "Contingent."

To receive this gem of Firefighting apparatus from Ingenium, Canada's Museum of Science and Innovation in Ottawa, is an achievement for us and a wonderful surprise for the community of Port Hope. It arrived just in time for Canada Day!

Although the CFFM is alive and well on Facebook and our website, our top priority now is to find a new permanent site to grow and display our collection. Our goal is to have CFFM stay in Port Hope, where it was founded and has resided for the past 33 years, and to continue to engage both residents and visitors to the area with the history of firefighting, not just in Port Hope, but across Canada.

Now a bit about the Amoskeag Steamer itself.

While this particular steamer never saw service in Canada, it is “representative” of the type of machine used by many Canadian towns and cities during the mid 1800s and well into the 1900’. This particular unit was built by Amoskeag (one of the leading manufacturers) and delivered to the Charlestown, Massachusetts Navy Yards in 1866, making it a very early unit.

Most steamers have disappeared and were sold for scrap over the decades with many being lost to scrap metal drives during the wars. Today there are approximately 30 known to exist across Canada, with the oldest being an 1863 (also an Amoskeag) residing at the Fire Museum in Yarmouth, Nova Scotia.

CFFM’s newly acquired unit is the second oldest known to exist in Canada and has been virtually unseen by the public since 1967 when the Ottawa museum (then Science and Technology) acquired it.

Since the Museum’s beginnings, some 35 years ago, to acquire a specimen of this historical significance has been a goal. A recent partnership between CFFM and Ingenium made the dream and search a reality.

The CFFM is thankful to Walter Hillman, Trade Tech Industries, for providing storage space for this newly acquired gem. The Board wants the public to enjoy the steamer and build its knowledge and appreciation of fire fighting in Canada. Therefore, once an inspection is complete, and until a permanent site for the Museum is secured, the steamer will be loaned to other museums.

We’d like to express a special thank you to Christopher Terry, former CEO of the Science and Technology Museum in Ottawa for initiating the connection about acquiring the Amoskeag steamer from Ingenium. And to Will Lambert, the current Curator and former Chair of CFFM, who was also instrumental in facilitating its transfer.



*The 1866 Amoskeag Steam Pumper takes a place in the storage area provided by Walter Hillman. Seen left to right are Councillor John Bickle, Will Lambert, John Appleman and Port Hope Fire Chief, C. Ryan Edgar.*

## Report from the Collections Committee:

The Collections Committee has been active over the summer in support of the efforts of the Board to find a new home for the Museum. This has taken the form of examining possible locations from the perspective of their ability to house the collection appropriately and provide sufficient space for the artefacts, particularly the vehicles, to be housed, moved and demonstrated safely.

Because of the Museum’s accommodation situation, only very modest collection activity has taken place

This has included the acquisition of several books on firefighting from a collection offered to the Museum and the acceptance of some unusual small items requiring no new additional storage space.

The Committee has turned its attention to how it might augment the information on various aspects of fire fighting found on the Museum’s web-site. We feel that a large number of topics could be developed to round out the story already found on the website and also add to the material already there. To that end, we would invite readers of the newsletter to assist us.

The web site already has information on the chronology of the development of firefighting in Canada and the technologies that evolved to make the process more efficient and effective. We would like to add to that story by creating new material starting with the following topics:

- The development of aerial fire fighting in Canada. We have a rich 100 year history of using aircraft to detect and fight fires and we are world leaders in the technologies involved. We have two experts working on new material to add on this subject.
- The use of watercraft to fight fires in Canada. Many urban areas on large bodies of water have or do use fireboats to fight fires. A description of the vessels and techniques used over time would be welcome. This would make a nice project for an interested volunteer.
- The history of major urban conflagrations in Canada would make another worthwhile contribution to the website. Urban fires destroyed much of the early wooden structures with which most of our urban areas were first built. Their scale had serious impacts on the people displaced. They also spurred municipalities to adopt new technologies and organizations to deal with the threat of fire.
- Firefighting and disaster relief were

thrown into sharp relief when the Halifax Explosion destroyed most of the centre of Halifax in 1917. It was the largest single man-made explosion recorded prior to the atomic bombs of 1945. This iconic Canadian story deserves a place on the website if a volunteer would agree to assist in preparing the material.

- Most large industrial concerns have their own dedicated fire services designed to deal with their specific needs. Our website could benefit from an elaboration of how different types of fires are dealt with in industrial settings. Mining is a specialized area that is particularly applicable to Canada. This might appeal to someone with a background in mining operations and engineering.
- Canada has experienced several fires of epic proportions. Telling the story of how these fires were fought, the technologies used, changes brought about as a consequence of them and the personal stories of those involved operationally would provide very current context. The fires that severely impacted Fort McMurray would make a good example for a volunteer to tackle.

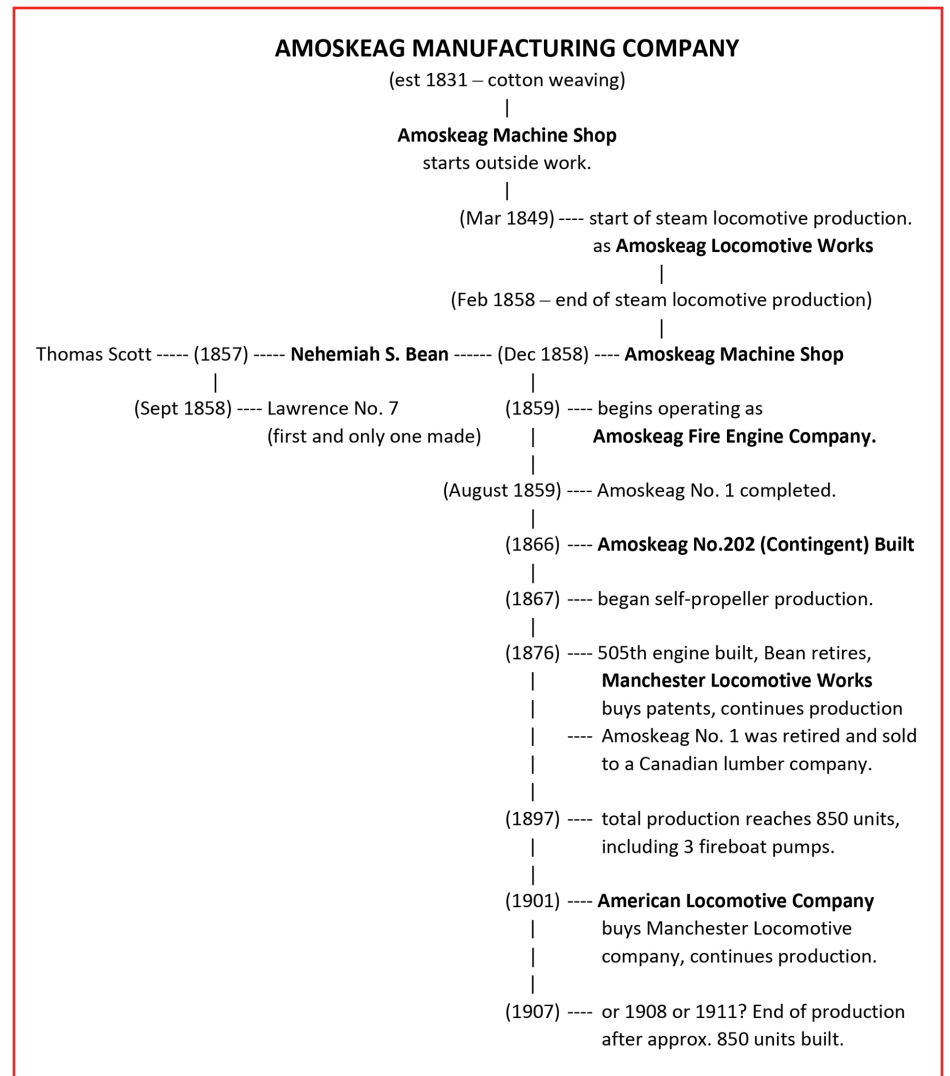
Our idea is to deal with the topics at approximately the level of detail currently used in the material already on the website but then to augment it, as possible, with more in depth pieces, either written for the purpose or previously published, accessed through links.

If you are interested in participating in any of these projects please contact: Will Lambert [wlambert@sympatico.ca](mailto:wlambert@sympatico.ca), Chris Terry [648Denbury@gmail.com](mailto:648Denbury@gmail.com) or Ken Burgin [ken@contextcom.com](mailto:ken@contextcom.com).

## A Family Tree For Contingent

### Corporate Heritage

Many old fire engines received names that expressed ambitions or character, and CFFM's new acquisition of



Above: A chronology of the Amoskeag Manufacturing Company, builder of the Museum's steam pumper named "Contingent" Number 202, in 1866. Article and Chronology by Dennis Waddington

the 1866 Amoskeag steamer No. 202 described above was no exception. Known as "Contingent", it was built by the Amoskeag Steam Fire Engine Company in Manchester, New Hampshire which is located about 80 kilometers (50 miles) northwest of Boston, Massachusetts. Contingent went into service at the Charlestown Navy Yard, later the known as the Boston Navy Yard. While the origins of its name are not known, Contingent, like people does have a family history. Here is some of Contingent's story. Articles in the previous two editions of Firemark ("Fire Engines 2.0" in January, 2019 and "The First Steam Fire Engines in Canada" in June, 2019) described some of the Industrial Revolution background in

the early to mid-19th century and the technological advances made possible by the invention and improvements in steam power. In 1831 the mechanized production of cotton textiles using power looms in factory settings was replacing cottage industry, independent weavers in the eastern U.S. In that year the Amoskeag Manufacturing Company was formed. The company was named after the Amoskeag Falls on the Merrimack River at Manchester and it established itself as a large, modern cotton textile business. With so much steam power and mechanization being used it had a machine shop to build and maintain all its machinery. The Amoskeag Machine Shop boasted it could build anything from a steam locomotive to a watch and in 1849 it formed the Amoskeag Locomotive Works which



*Amoskeag No. 1 (Painting from Manchester Historic Association)*

began producing steam locomotive engines for the rapidly expanding railroad companies. But the railroad boom, along with much of the rest of the economy, came to a halt with the Panic of 1857. Locomotive orders dried up and Amoskeag shipped its last locomotive in early 1858.

The recent boom-times had resulted in taller buildings, better roads and more complex industrial facilities in urban areas. All this required better fire protection that could reach higher, travel faster and protect adjacent properties from massive losses and the popularity of steam-powered fire engines soared. The Amoskeag machine shop shifted its business focus to help fill this gap. To do this it hired Nehemiah S. Bean, an expert in this new field, in late 1858. His task was to develop improved engines that were the best in their field, and manage their production for the Amoskeag Steam Fire Engine Company, formed

in 1859.

Bean's background included wheelwright training and machine shop operations as well as firefighting. He had briefly worked in the Amoskeag Machine Shop before moving to Lawrence, Massachusetts where he worked in steam locomotive production and also with a hand pump firefighting crew. When his employer in Lawrence shut down the locomotive business due to the Panic of 1857, Bean and a mechanic colleague Thomas Scott designed and built something they had never even seen, a 4-ton, steam-powered pumping engine, on their own dime. After a period of testing and tinkering with the pump and hoses, they had a working machine, "Lawrence No. 7", that could shoot water 198 feet vertically, through 135 feet of hose. Their pumper took second prize at a competition in Boston that included both perfor-

mance, time trial and handling components. Lawrence No. 7 was sold to the city of Boston for \$3,500. Then Scott got another job and left the partnership after they had produced exactly one machine.

Amoskeag and Bean's first engine, Amoskeag No. 1, was completed in 1859 and sold for \$2,000 to the city of Manchester, in time to be shown off at the city's firemen's muster held that year. Amoskeag No. 1 was able to send two streams of water 203 feet into the air, which no hand tub fire company could come close to. This muster would have been pretty much a last hurrah for the hand-tub engines that could not compete with the stronger steam pumpers even though the latter were heavier and more costly. The culture clash of the hand pump fire companies and the new technology is well described in the June 2019 issue of *Firemark*. The continuing attraction for hand tubs would be mainly in smaller areas where money was not available for the steamers and roads were not suitable for heavy vehicles.

### **Products**

After the success of Amoskeag No. 1 the Amoskeag Steam Fire Engine Company developed other sizes and designs and swung into serious production, eventually being able to turn out an engine in only two months from order to delivery. They produced 550 units from 1859 to 1876 when the patents were sold to the Manchester Locomotive Works and Bean retired. The new owners continued to produce steam fire engines under the Amoskeag name until 1901 when the company was sold to the American Locomotive Works who continued to build Amoskeag steamers. The latest reference found was to the 853rd engine being produced somewhere in the period 1907-1913 (different sources giving different dates.) Sadly, the detailed sales records do not appear to be available. The company's customers were primarily municipal fire departments but it has been reported that they sold 15 to businesses, 33 to the U.S. military and 11 to buyers in foreign countries.

Size Designation	Draft	Height	Length	Width	Weight	GPM
Double Extra First	Self Propeller	10'	16' 6"	7' 3"	17,000 lb	1,350
Extra First	Horse	10'	24' 9"	6' 5"	9,000 lb	1,100
First	Horse	9' 2"	24' 6"	6'	9,000 lb	900
<b>Second</b>	<b>Horse</b>	<b>9'</b>	<b>24' 3"</b>	<b>6'</b>	<b>7,000 lb</b>	<b>700</b>
Third	Horse	8' 10"	24'	6'	6,000 lb	550
Fourth	Horse	8' 3"	20' 3"	5' 10"	4,200 lb	350
Fourth	Hand	8' 3"	16'	5' 10"	4,000 lb	350

The Amoskeag steamers came in three frame designs – harp, crane neck and straight. Double or single action pump designs were offered. They came in several size classes. They were variously designed to be hand drawn, horse drawn and, from 1867, some self-propelled models also.

### Canadian Connections

As the Amoskeag and other industries in Manchester, NH grew rapidly in the mid-1850s, labor migrated to the city to fill the new jobs. Included in these were large numbers of workers from Canada, particularly from Québec.

Of the foreign sales, references have been found to a number going to Canada.

- Numbers 65 and 70, built in 1863, went to St John New Brunswick and one of those is on display at the Nova Scotia Fire Fighting Museum in Yarmouth.
- Number 279, a second size double built in 1868, went to Windsor, Ontario and its subsequent disposition is unknown. From the photograph it appears to be a straight frame model.

Other units have been reported to be associated with Canada in one way or another although the original purchaser may or may not have been in Canada

- Number 1 retired from Manchester, NH in 1876 and was sold to a Canadian lumber company
- Number 202, a second size double, straight frame built in 1866 and known as Contingent, was sold to the U.S. Navy Yard in Charlestown, Massachusetts, was acquired at some point by a private collector, then by the Canada Museum of Science and Technology and recently

transferred to the Canadian Fire Fighters Museum

- Number 353, a second size built in 1870, is reported to be at the Canada Museum of Science and Technology but it is not reported where they acquired it
- Number (unknown), built in 1874 and known as Phoenix #2 when operating in London Ontario, was sold to Petrolia, Ontario in 1884 where it operated under the name of "Reliable," after a fire company

the frame style is not specified in most on-line compilations and articles. The CFFM's steamer number 202, "Contingent" is a straight frame model which does not appear in available illustrations. Windsor's lost steamer number 279's profile appears to have been a straight frame from the old photo on their website.

### Sources

There are many references to the Amoskeag steam fire engines on the internet



Windsor, Ontario's second size Amoskeag pumper, No. 279 (from Windsor Fire website)

specializing in petroleum fires in the refineries and production fields in the area

- Number 525, a second size built in 1877, is reported to be at the Fire Department of New Glasgow, Nova Scotia
- Number 613, a second size built in 1885, is reported to be at the Reynolds-Alberta Museum, Alberta. The second size seems to have been popular with Canadian buyers, but

today, but none comprehensively identifies the full production history. This article has relied on internet-published materials from a number of sources for many of the facts used in this history.

1. A biography of Nehemiah Bean and his work with the Amoskeag Steam Fire Engine Company is found at <http://beanfoundation.org/uploads/documents/Nehemiah-Bean-article-for-Bean-Foundation.pdf>
2. A history of the Amoskeag company

and its activities in the Manchester, NH area is found at <https://www.manchesternh.gov/Departments/Fire/History>

3. A partial list of original purchases of identified engines and other information is found at <http://pacificheritageassn.com/who-purchased-engines.html>

4. A register of a number of steamers and the present (year unspecified) whereabouts from Amoskeag and other manufacturers is found at <http://www.steel-wheels.net/sferegister.html>

5. An account of Windsor, Ontario's first (and only) Amoskeag steam pumper is given at <https://www.windsorfire.com/windsors-only-steam-fire-engine-1868-amoskeag/>

6. Information about Petrolia, Ontario's Amoskeag steamer is found at <http://www.horsedrawnambulance.com/Amoskeag.html>

## Retiring Board Members

**Will Lambert** – Just half of the “First Couple of Firefighting in Canada.” We acknowledge and celebrate Will for his eight years of service to the CFFM. That is actually two years past his ‘best before date’ and he simply keeps on giving.

Throughout his tenure, Will held many positions and wore many hats and for the last six years, he held the position of Chair of the CFFM. Will is a modest, understated yet strong leader, one who is focused and determined. He is knowledgeable and intelligent. Will is a man of integrity who genuinely cares about people, is passionate about his work as a firefighter, his community and the Museum.

Watching Will advocate tirelessly for this institution was only matched by his tenacity when it came to packing up the museum in 2018. Even now, he will attend several meetings

a week on matters related to the CFFM. And for that reason, he has continued to dedicate his expertise to the continuation of the Museum by acting as Curator on the Collections Committee and seeking out locations for the Site Selection Committee.

He is also admired by his peers on the board. John Appleman says, *“My Rock! Thank you for helping me learn so many interesting facts about the courageous job that fire fighters do. The history and the evolution of this service. Always ready to lend a hand! My idea of fun may be off base but working with you never seems like a chore!”*

The Board of Directors, members and volunteers of the CFFM would like to thank you Will for leading us — O Captain, Our Captain!

**Marielle Lambert** — We are honoured to be acknowledging the contributions of the other half of the “First Couple of Firefighting in Canada” Marielle Lambert.

First Lady Marielle, has served the CFFM in several capacities: Secretary, Events and Program Planner as well as Volunteer Coordinator. Those are just the broad categories. Within that vast spectrum, she thoroughly researched topics to develop and design displays, including the artwork and written text to accompany artifacts and models. Not only were they designed for the Museum itself, but on occasion, Marielle would take displays to off-site locations where they would be featured—one of the most notable—in the halls of Queen's Park.

Marielle was meticulous as she prepared government grant proposals, maintained records and files, and hired students for summer employment. She has worked tirelessly and often alone, setting aside her own plans, when volun-

teers were unavailable to attend their shifts. Marielle is an organized planner who hosted (and baked for) meetings, planned parties, BBQs and other special events. She is also a great shopper who always selected the most interesting and unique items and memorabilia for the gift shop.

Ellen has said, *“When I first started volunteering at the Museum, I had no idea what to expect. I asked myself, ‘Are people here very staid or a little more down to earth?’ The first time I heard Marielle say a cuss word, I was very relieved to know the two of us both spoke the same language. I admire Marielle's work ethic and the amount of time she dedicated to the Museum.”*

John Appleman was an employee before becoming a director. Of Marielle he says, *“My go-to girl! If ever I had a question about the Museum you always had the answer. Always designing arranging and keeping things fresh. I would not know what I do with out your tireless dedication to helping others. I will miss all the help you gave me, thank you for all the little things you did that may have seemed unnoticed!”*

Marielle, your devotion and commitment to the CFFM is admirable. Thank you for your years of dedication.

**Jane Stevenson** — We'd like to share some highlights of Jane's six years on the Board, the last three as Treasurer. I recently attended a handover meeting between Jane and our accountants Lynch Rutherford Tozer. The mutual respect was evident. When Scott heard that Jane was stepping down, he shared these words,

*“Over the past few years Lynch Rutherford Tozer has been serving as accountants for the Canadian Fire Fighters Museum and during that time I have had the pleasure of dealing with Jane. Jane is such a passionate, energetic person that one can't help but feel re-energized after speaking with her! She always brings her positive energy to any project that I have been involved in with her. She is a smart*

and meticulous bookkeeper who is always willing to assist our office with anything we require.

*Her caring and positive nature certainly makes my job easier. I would like to extend a huge thank you to Jane for all her help over the years and offer my congratulations on a job well done!*

Scott Daniel, CPA, CGA

## CFFM Golf Tourney

On Sunday Sept 29th, a beautiful, sunny early fall day in Northumberland County, CFFM held its 1st Annual Golf Tournament fundraiser at the picturesque Dalewood Golf Club. Thirty-eight golfing supporters of CFFM came out to enjoy the afternoon.

CFFM's Director of Fundraising John Appleman teamed up with Dalewood's Pro Brad Pemberton to put on an enjoyable first-time CFFM fundraising event. The enjoyable time on the course was enriched by a number of prizes sponsored by Dalewood and CFFM. The lucky winners were as follows

- Men's closest to the pin – Neil Kileeg with his sand wedge to a distance of 3' to the pin
- Women's closest to the pin – Susan Carmichael
- Closest to the line – Peter McCarthy
- Winning team – Derek Matthew's team with a score of 60
- Most honest team – Robert Hunter's team
- Co-chair Kathy Kobelski and Curator Will Lambert finished last, but enjoyed watching a plump, healthy-looking coyote.

Off the course, a silent auction of twenty attractive prizes generously donated by local businesses was open for all participants and other club members present. Thanks go out to all who took part in this to support the museum while getting an early start to their seasonal shopping.

Off the course, a silent auction of twenty attractive prizes generously donated by local businesses was open for all participants and other club members present. Thanks go out to all who took part in this to support the museum while getting an early start to their seasonal shopping.

The day wrapped up with a tasty barbecue put on by Dalewood's culinary team. Funds of almost \$2,000 raised on this day go to assist the museum with its costs of storing and maintaining its extensive collections and keeping its online presence alive while seeking and planning a site for its future home.

The CFFM thanks all participants, all its directors and volunteers who helped with the planning and running of the event and particularly John Appleman and Brad Pemberton without whose



*The silent auction table at the golf tournament.*

efforts it could not have happened. And we hope to see more of you and your friends at the second annual.



*Dalewood Golf Club*



*The Fire Mark is the Newsletter of the Canadian Fire Fighters Museum. Port Hope, Ontario*



[www.firemuseumcanada.com](http://www.firemuseumcanada.com)