2024 Newsletter Of The Year
BOX 52 Association

Box 52 Association
The Line Box

I.F.B.A. Member club since 1955!

Vol. 22 No. 4

Here it is!

And the wait has been worth it! Our final issue of the year is once again chock full of great articles and we present our very first article using Chat GPT. I think it came out better than expected!

We have finally filled the Art Department/Photo Editor that we have desperately needed. Many thanks to Jeff Brown for stepping up. For the members who don't know, Jeff has many years working in the newspaper industry. Welcome aboard Jeff.

Again this issue is filled with some great articles for your reading enjoyment.

I do apologize for the lengthy wait for this issue, but knee surgery post-op issues threw me for a loop that I hadn't anticipated. Thank you to all the members who reached out to check on me!

Enjoy the last few weeks of summer and we look forward to bringing you another year of great stories, history and photographs in Volume 23. First issue will be out in October.

PATRIOTS DAY 2026

By staff writer Mark Roche

A Patriots Day tradition is the running of the Boston Marathon. The first race started on April 19, 1897 with 15 men running. The 2026 Boston Marathon included over 30,000 runners from 120 countries throughout the world.

The 130th Boston Marathon took place this year on April 20, 2026 on a cool spring day with partly sunny skies and temperatures ranging 40-50 degrees, ideal temps for the runners.

The race is 26.2 miles beginning in Hopkinton and ending in Boston passing through Ashland, Framingham, Natick, Wellesley, Newton and Brookline along the way. The race poses logistical challenges due to the course of the race literally splitting these communities in half. It is nearly impossible to cross the course during the peak period when thousands of runners are flowing through the streets like a tsunami. The eight cities and towns affected by the race begin planning each year in January to ensure that the race is safe for both the runners and hundreds of spectators lining the course to cheer on the runners. Mutual Aid is pre-arranged with bordering communities to provide coverage in isolated areas cut off by the race.

Additional EMS ambulance task forces are staged throughout the course along with Medical Tents to assist with runners feeling the effects of overheating and dehydration. Security is scattered throughout the race and has increased significantly since the tragic incident at the finish line in 2013. The current wars and violence throughout the world also pose security threats to this historic annual event.

The race route passes a few firehouses along the way. In Ashland, their new Public Safety building on Rt.135 now faces the course but they can take a hard right out the door to East Union St. Natick Central and Wellesley Station 1 are also facing the race on Rt.135 but both of those stations have rear doors so they just reverse the companies to the back door for the day.

Newton Station 2 is at the turn where the runners make the right from Rt.16 onto Rt. 30 so the two fire companies move across Commonwealth Ave and park on the “carriage lane” during the race.

In Boston, the runners travel Hereford St to get to the finish line on Boylston and pass the “Delta” side of the quarters of E-33 & L-15.



Newton Station 2 with the BOSTON STRONG banner to inspire runners

Prescribed response routes are not an option on Marathon Day due to street closures, crowds of spectators, and increased traffic on secondary roads, therefore during responses companies must rely on; knowledge of their district, common sense, and a little bit of luck to arrive quickly and safely to the location of the emergency.

In Newton on the morning of April 20, 2026, Washington St. from the Wellesley line to Commonwealth Ave was closed at 0800 followed shortly by the closing of Commonwealth Ave from Washington St to the Boston line. The wheelchair athletes were expected to arrive in the city at approximately 1000 and the professional men runners expected shortly after 1100 with the professional women runners arriving 22 minutes later. The pack of thousands of runners would then follow through for the next several hours.

In preparation, the Newton Fire Department split the city into two Divisions; C-2 (DC Merrill) in command of the South Division and C-7 (DC Caddell) was in command of the North Division. The companies from Station 2 were relocated to the other side of Commonwealth Ave and the EOC at Fire HQ in Newton Centre began operations staffed with Fire, Police, Dispatch Supervisor, City Officials and a Coastal EMS representative.
Bring on the Runners!

At 0918, a call was received at the Newton Dispatch Office for a house fire at 210 River St, West Newton. Ironically the Dispatcher who took the call actually lived at that address!
Box 32 at River St & Pine St was transmitted for a structure fire, 210 River St.
Response: E-4, E-2, E-1, L-1, L-3 (RIT), R-1 & C-7 (DC Caddell), Coastal Medic 3
(NOTE: Rescue 1 responded from the south side and delayed due to detours)

First arriving units reported smoke showing from the attic of a 2-1/2 story wood frame.

As a side note, after transmitting the box, the dispatcher called his fiancé who was unaware of the fire above their apartment and told her to get the cat and get out of the house!

A "Working Fire" was ordered by C-7 (DC Caddell) @ 0922
C-1 (Chief Gentile) responded from the EOC.
The first phase of coverage was then requested:
Waltham E-1 to Station 4, Waltham L-2 to Station 1,
Watertown E-1 to Station 1.

Newton L-3 (RIT) was put to work at 0943 and Waltham L-2 responded as RIT
Coverage: Cambridge L-4 to Station 1.

The 2nd Alarm was ordered by C-7 (DC Caddell) @ 0956
Response: E-3, ASU, H-2 (Safety Officer), Walham E-1 from Station 4
Waltham C-1 (Chief Mullin) Waltham C-2 (DC Rowland).



Coverage:

Weston E-1 to Station 2, Boston E-51 to Station 4,
Newton E-10 relocated to Station 3, Needham E-2 to Station 10.
Newton C-4 (DC McNamara) became the North Division Commander.

During the height of the fire, operations were changed from Offensive to Defensive @ 1004 due to heavy fire conditions in the attic with limited access.

Waltham L-2 was then put to work with an elevated master stream,
Boston E-51 responded from Station 4 as RIT @ 1104. That triggered the response of a Boston District Chief to the fire, BFD District 11 (DC Gibbons).
COVERAGE: Cambridge E-9 to Station 4.

One Newton firefighter was injured and transported to the hospital with smoke inhalation and exhaustion. Cause of the fire believed to be electrical.

Bill Ryan, A Buffs, Buff!

By Staff Photographer Michael Boynton

All photos by Bill Ryan, collection of member Michael Boynton

Photos taken by Bill Ryan during the 1962 time frame. Photos new in collection of member Michael Boynton.



The fire service has long had its supporters and buffs, folks just like all of us who closely follow the incidents, personnel and apparatus history of departments across the Nation. After a recent article that involved some classic Quincy apparatus, the Editor and I had a discussion about one of the photographers of those trucks and we instantly agreed that a reflection on Bill Ryan would be very appropriate for the Line Box. Bill was born in Boston on May 10, 1936 and grew up in the West Roxbury neighborhood of the City. At an early age, Bill, along with his brother Jack, took an interest in the happenings of Boston Fire and quickly became true "buffs". They knew virtually every street box in the City, and knew the history of every firehouse, the apparatus that served in those houses, and the legends who donned the uniform of Boston Fire. Both brothers would start their careers in the utility service, Bill with New England Telephone and Jack with Boston Edison. They were as close as could be, even enlisting at roughly the same time in the United States Coast Guard during the Korean War era. Following their service, they would return to their families and resume their careers, but also resumed their support of the fire service including membership in the former Tapper Club of Boston. Jack would pass away in 2006, and without question his passing left a huge hole in Bill. Fortunately though, someone else came along to share a deep interest in the fire service which helped take up some of the gap created in Jack's loss.

I met Bill in 2001. He was living in Walpole and at the time was serving as Chairman of the Walpole Board of Selectmen. He and his fellow Board members had selected me as their new Town Administrator, and instantly I felt a bond with Bill that went way beyond employer-employee. The man that I would come to know, respect, and truly appreciate was at times like a dad, but always an amazing friend and mentor. His guidance and wisdom were a huge benefit to my career, as well as me as a person. And, to be able to learn about his incredible knowledge of the fire service in greater Boston was a massive bonus. What was once an interest in strictly Boston Fire had over the years become an institutional understanding of almost every fire department in the Neponset Valley. He knew the ins and outs and history of Walpole, Norwood, Dedham Canton and beyond. He could tell you what engines served in Hough's Neck in Quincy, when the first Seagraves arrived in Dedham, and why Norwood went from red to lime and back to red again. In 2003, I began my fire apparatus photography hobby, and Bill was clearly my first fan and was most supportive, especially with the beginning of MassFireTrucks in 2005. Together we would make several photo trips per year, and Bill was a regular with yours truly in West Springfield every year for the so-called "move-in day" for the New England Fire Chiefs Show. The stories he told about his days as a youth chasing fire trucks and fires in Boston as we spent hours together travelling about Massachusetts and Rhode Island were incredible and fascinating. But most of all, the time spent with perhaps the most decent, generous and caring person I have ever met will never be forgotten.

After I left Walpole for Medway in 2014, the time spent with Bill went on strong. The trips got a bit shorter in duration, but the quality of the friendship with this gentleman was worth every minute. Bill sadly passed away after a long illness in December of 2021, but his memory and passion for the fire service continues on. Every one of his back issues of Fire Apparatus Journal (like ALL of them!) as well as so many of the fire apparatus and fire service books he purchased over the years are part of my collection. He left a lasting impression on many folks, and to those he met from the fire service during his life, they too would agree that Bill was one of a kind. In the year that would have been his 90th

birthday, here are a few photos of apparatus he took so many years ago. Here's wishing Bill Ryan a Happy Heavenly Birthday, and a most sincere message that he is missed every day!



Foxboro Ladder 1 1949 American La France 65 ft. jr. aerial.



Millis Engine 1 1952 Dodge/1953 Maxim 250/600 gallons.



Norwood Engine 1960 Pirsch 1000/300.



Plainville Combination 1 1958 IH/Maxim 200/600.



Bellingham Engine 6 1960 Ford C/Farrar.



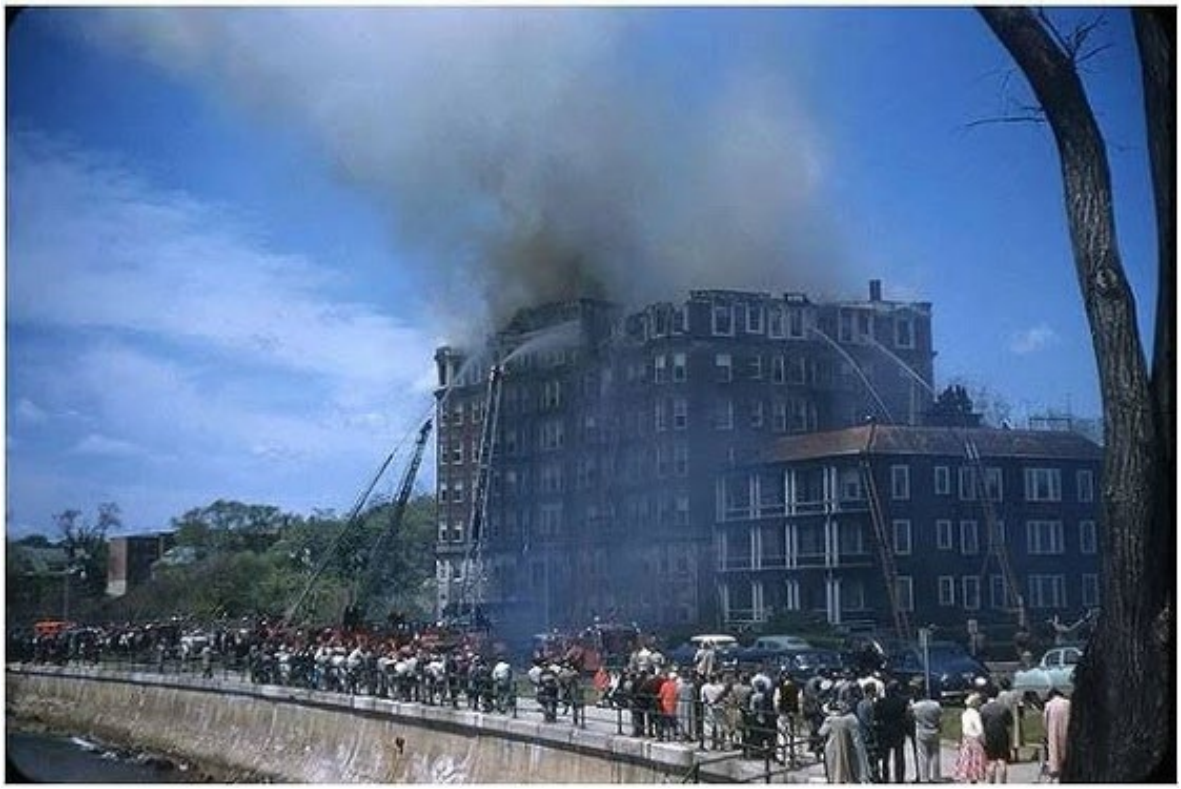
Easton Engine 2 1958 IH/Farrar 750/500



Wrentham Engine 1 1952 Maxim 750/200

FEATURE STORY

The Breakers Part 1
May 25, 1956
285 Lynn Shore Drive
General Alarm Box 436 Lynn Shore Drive and Wave Street
By Line Box Art Director Jeff Brown
All photos collector of member Richard Conway



May 25th, marked the 70th anniversary of a spectacular fire at Lynn's 285 Lynn Shore Drive. The building is known as the Breakers. A landmark building in what is referred to as Lynn's Diamond District. A seven-story apartment complex with 82 units built after WW I. It once was considered Lynn's largest apartment building.

In a filing with the Massachusetts Historical Commission filed in 1993 the building was constructed in 1919 while some records indicate it goes back to 1893. It is a Neo-Classical design constructed of limestone and brick. It is described as an apartment house although it was sometimes referred to as the *Breakers Hotel*. Several years ago, the property was converted into condos.

It was an early Friday morning in 1956. After a chilly overnight the temperature was expected to be in the 60's. A strong wind off the water would come into play for what was to follow. There was no master box, or smoke detectors back then. In its 35 years of existence the building was well known to the Lynn Fire Department. A history of other incidents is detailed later in this article.



Lynn Rescue One's log book shows companies were dispatched to Box 436 Lynn Shore Drive and Wave Streets at 0928 hours. Before companies arrived two men leaving work in Swampscott saw smoke coming from the building. The two entered the building and took the elevator to the top floor. They knocked on doors to alert the residents. Initially not believing the building was on fire the residents quickly started to evacuate when the smoke started to fill the hallway. Unfortunately, a complete timeline and list of all companies who worked at the fire couldn't be located. The Lynn Item reported that "nearly a dozen departments assisted at the fire". Only about half of those departments could be confirmed.

The first arriving companies wasted no time ordering a second alarm at 0932 and then a third alarm at 0943. Chief Joseph Scanlon struck the general alarm bringing all Lynn apparatus and firefighters to the scene. Heavy smoke filled the sixth and seventh floors. Crews on those floors took a beating. Five members suffered smoke inhalation and went to the hospital. Meanwhile 11 members "narrowly escaped death" when they became trapped on a falling roof. Falling timbers and embers also presented a challenge. Chief Scanlon suffered burns to his leg from falling embers. Four of those who had suffered smoke inhalation were treated at the scene. The fifth man Firefighter Richard Biagiotti was admitted to the hospital. Biagiotti later rose to the rank of District Chief.

Crews from Engine 12 and Ladder 3 (Both companies now disbanded and the stations they ran out of no longer exist) were on the roof when it started to sag. Captain Joseph E. Scanlon, son of Fire Chief Scanlon ordered his men off the roof. "We just missed going down with the roof" Scanlon told the Lynn Item. They were able to get on to a balcony where a ladder truck was relocated to safely rescue them.



Three Lynn members, one who was off duty, another a fire inspector scaled a fire escape in order to bring a coil of hose to the sixth floor. Their goal was to bring a line up the outside of the building to fight the fire. Not realizing they were in danger of falling glass from above, Mayor Thomas Costin, played Incident Commander, and ordered the three down from their

location as Chief Scanlon was directing operations at the rear of the structure. The strong winds drove burning embers around the surrounding area threatening nearby structures. Mutual aid from Salem, Beverly, Peabody, Swampscott, and Nahant was called in. Lynn had no ladder pipes (referred to as a ladder gun in newspaper reports). Revere provided the first ladder gun on the fire.

Despite the heavy wind driven fire none of the estimated 134 residents were injured. The occupants ranged in age from 10 weeks old to 93. The time of the fire, and the fact that it wasn't overnight, helped prevent a more serious disaster. Many residents were already awake or had left for work.

The all out wasn't sound until some 10 hours later. A company was kept on the scene overnight in the event the fire flared up again. A contingent of Metropolitan and Lynn Police also remained on duty at the scene to prevent looting. Within a few days tenants reported an estimated $4,000 dollars' worth of personal property stolen. An 11-year-old boy reported his bicycle stolen after watching the fire. Fire damage was estimated to be upwards of $400 hundred thousand dollars. The building owner said the next day that the he would rebuild. At the time of the fire penthouse apartments were being constructed. It was believed that is where the fire began. The fire department reported losing more than 600 feet of hose most of it when crews had to make a hasty evacuation when the roof began to collapse.



On Saturday May 26th Rescue One was detailed back to the fire scene to "pull down overhanging timbers" according to that day's log entry.

Building History

The building had a history of fires and safety hazards prior to this one. Another general alarm fire occurred on December 10, 1941. That Lynn Item headline was overshadowed by the events of the day during WWII. The fire was discovered by a milkman who reported the fire to the manager. The street box in front of the building was pulled subsequently initiating the response. The fire was contained in an elevator shaft. A telephone operator was credited with notifying residents of the fire. Chief Joseph Scanlon, who would later oversee the 1956 fire said it was as a precaution that the 10 bells were struck partially due to strong winds and the delay of carrying hose to the affected fire floor. The damage was estimated at $2500 dollars
In 1946, the city's Building Department ordered the owners of the property to comply with state regulations that required that fire escapes be installed. The building owners fought the order as it was estimated it would cost $20,000 dollars. There were 98 apartment houses in Lynn with some 2500 tenants.

On March 8, 1946, a fire in a seventh-floor apartment was reported. That fire was contained to that unit causing an estimated $1000 dollars in damage. A 17-year-old switchboard operator was credited with notifying each of the buildings 80 apartments to evacuate to the lobby.
It took almost two years, but the fire escapes and safety equipment were finally installed in 1948.

On May 20, 1950, two alarms were sounded for a fire in a storage room in the basement. Mattresses and clothing were burning filling the lobby with smoke. The additional alarm was a precaution given the building's history and the threat of the fire spreading. Once again the building's switchboard operator was credited with notifying the tenants to evacuate the building. Damage was estimated at $5000. The fire was on a Friday in May as was the 1956 fire. This fire began at 7:30 at night.

In November of 1952, a 30-year-old man suffered a fractured ankle and other injuries when he fell five stories through an open elevator shaft. The elevator door opened and the man stepped in not realizing the car was still on the first floor. He suffered injuries to his hands while attempting to grab a cable.

The building still stands today not looking much different, at least from the exterior than it did when it was built. It has survived over a hundred years and has many more years of life left.

Updated fire codes, and a modern fire alarm system will hopefully prevent another general alarm fire.

While all Lynn companies were tied up on Lynn Shore Drive another fire fought with Mutual Aid companies broke out at 120 Franklin Street. A letter carrier making his rounds saw the fire in the two-story residential over commercial building and rescued a two-year-old girl. He made his way into the building, bundled the young victim in a blanket and carried her outside. Everett, Peabody and Revere along with some Lynn firefighters extinguished the blaze. Damage was estimated at $1000 dollars.

The author would like to credit fellow Box 52 members for their assistance in preparing this story. Past President Rick Conway, Director Joe Carritte, Lynn Fire Alarm Operator Jat Pozark who was able to obtain copies of the Rescue One's logbook. Line Box Editor Frank San Severino.

CAMBRIDGE
CLASS 1 DEPARTMENT

Cambridge 1971 Maxim Pumps
By Staff Writer Ed Morrissey

In 1970 the Cambridge Fire Department was running nine two-piece engine companies' consisting of a pump and hose wagon. All nine wagons were purchased between 1966 and 1967. Five of the pumps had been purchased in the 1940's and were in poor condition.
To update the fleet, Chief William Cremins ordered four new pumpers from the Maxim Motor Company of Middleborough, Mass. Delivery was promised for October 1971.
The pumps were equipped with a 1,250 gpm single stage pumps and had 300 gallon water tanks. They were powered by diesel motors and had automatic transmissions.



Engine 1 in service October 14th, 1971. On May 6th, 1980 it was reassigned to Engine Company 8. It was then assigned as spare Engine 10 on September 21st, 1981 and was disposed of on April 15th 1992.



As spare Engine 10.



Engine 4 in service on December 22nd, 1971. It stayed with Engine Company 4 for its entire career. In 1990 the pump was replaced by E.J. Murphy Company. It was re-placed on April 27th, 1995 and donated to the Massachusetts Fire Academy where it went on to serve for several more years.



After the 1990 rebuild with white roof.



Former Engine 4 serving as MFA Engine 5.



Engine 7 was placed in service on December 20th, 1971 and replaced on June 22nd, 1990 by Engine 9's former Maxim that was rebuilt by E. J. Murphy Company. The original was kept until 1995 when it was junked.



Engine 9's Maxim was placed in service on November 3rd, 1971. On May 16th, 1986 it was assigned to Engine Company 5. The rig was rebuilt in 1990 by E.J. Murphy Company and on June 22nd, 1990 it was assigned to Engine 7. On July 1st, 1993 Engine 7 was disbanded and its Kendal Square station closed. The rig became a spare.



Former engine 9 and 5. It was the last of the four pumps to remain in service.

Fire Duty!


Engine 4 working with lines off.



Engine 5 hard at work!

These Maxim pumpers saw over twenty years of fire duty through the 70's. 80's and early 1990's. They operated as the pump in two piece companies and were rarely out of service.
In 1989 Maxim Motors went out of business but the apparatus they made continued to serve, a true quality Massachusetts product.



Former Engine 9, 5 and 7 now owned and restored by Box 52 member Douglas Boudrow



City of Revere Fire Department

By: Line Box Staffers Dave Parr and Mark Roche
Photos courtesy of Mike Boynton and Mark Roche
Thanks to Chief James Cullen and Capt. Mark Wolfgang

Revere Massachusetts is in Suffolk County, 5 miles northeast of Downtown Boston. The 2024 population was listed at 60,702 living within 10.13 sq. miles. Established in 1846 as the Town of North Chelsea, the name was changed to Revere in 1871 in Honor of Paul Revere. The town became a city in 1915.

Revere is bordered by Chelsea, Winthrop and East Boston to the south, Everett and Malden to the west, Lynn and Saugus to the north, and the Atlantic Ocean to the east. U.S. Rt.1 along with state highways 1A, 16, 60, 107 and 145 provide travel access into the city as well as the MBTA Blue Line.

Revere Beach with its 3-miles of coastline was listed as the first public beach in the United States. The beach along with the large amusement park spanning the boulevard was a huge attraction for many throughout the years. Recent developments have dramatically changed the appearance of the strip into rows of high-rise apartments and condos offering a splendid view of the coastline. Revere Beach continues to draw many to the area each year to enjoy fried clams and roast beef from Kelly's while looking out at the ocean and watching the air traffic in and out of Logan. The fun summer days of old Revere Beach now remain just a pleasant memory of the past.

The Revere Fire Department is a full-time career fire department under the command of Chief and Box 52 member James Cullen. The department is staffed with a total of 116 personnel split between line and staff positions. The Fire Suppression Division prevents fires and extinguishes fires should they occur; initiates technical rescue when necessary; responds to hazardous material incidents; performs in-service inspections and pre-fire planning; maintains first responder-staffed fire companies to respond to emergency medical calls and performs any other emergency services required throughout the city.

To deliver these services, 7 fire companies manning 5 engines, 2 ladder trucks, are housed in 5 fire stations. The assigned personnel totals for the Fire Suppression Division are 4 Deputy Chiefs (Shift Commanders), 13 Captains, 22 Lieutenants, and 69 Firefighters. The Training/Safety Division is located at Headquarters at 400 Broadway and is staffed by a Deputy Chief and 1 Firefighter. The Fire Prevention Division is also located at Headquarters, and is staffed by a Deputy Chief, 1 Lieutenant, and 2 firefighters. The Emergency Management/Special Operations Division is staffed by a Captain. The Apparatus Maintenance Division is located at Station 1 at 360 Revere Beach Parkway and is staffed by a civilian Master Mechanic.

The department works a 42-hour work week using 4 work groups or platoons. Suppression personnel work 24 hours on, 24 hours off, 24 hours on, 120 hours off (1-1-1-5). All members other than the Chief of Department are represented by Local 926 of the International Association of Firefighters. (IAFF). The city operates a Gamewell Class A – 100 mil fire alarm box system, supplemented by a radio box system. Fire alarms and 911 emergency calls are received and dispatched by civilian dispatchers operating out of the Metro North Regional Emergency Communications Center located at the Revere Police Station at 400 Revere Beach Parkway, which covers both Revere and Winthrop Police and Fire dispatch. Revere operates on a radio frequency of 470.0625 PL 123.

Typical response to alarms is one engine to still alarms; 1 engine and 1 ladder to street or master box alarms, and 3 engines, 1 ladder, and Deputy Chief Shift Commander to structural fires.
Along with protecting the City of Revere, the Revere Fire Department is part of the Metro Fire Association, a group of 38 Metropolitan Boston fire departments that entered into mutual aid agreements to provide fire and life safety protection to an area covering 351 square miles and serving 30% of the state's population.

Revere Fire Department Stations & Apparatus

STATION 1: 360 Revere Beach Parkway (Built 2008)
Engine 1: 2015 Pierce Arrow 1250/750/30
Ladder 1: 2008 Pierce Arrow 100' TDA
Ladder 3: 2004 Pierce Dash 100' TDA (Reserve)
C- (Deputy Number): Ford Expedition *(Shift Commander)*

STATION 2: 140 Lynnway (Built 2025)
Engine 2: 1995 Pierce Saber1250/1000 *(Former Bolton MA)*
High Water Rescue: 2022 Acela Montera/ Stewart Stevenson
Special Operations 1: 2025 Chevrolet Silverado (*Water Rescue Response*)
Marine 1: 2018 25' Maritime 250 Voyager. Berthed at Point of Pines Yacht Club May through October

STATION 3: 3 Overlook Ridge Drive (Built 2008) *(Shared with Malden E-4)*
Engine 3: 2022 E-One Typhoon 1250/560/30

STATION 4 (HQ): 400 Broadway (Built 1910/Renovated 1998)
Engine 4: 2015 Pierce Arrow 1250/750/30
Ladder 2: 2018 KME Severe Service 101' TDA
Spare Engine: 2008 Pierce Arrow 1250/750 (*Former E-5)*

STATION 5: 4 Freeman St. (Built 1917)
Engine 5: 2022 E-One Typhoon 1250/560/30

APPARATUS ON ORDER:

Two (2) Emergency One Pumpers for Engines 2 and 4, and one (1) Emergency One Metro Rear Mount Aerial for Ladder 1.

The City of Revere recently hosted a groundbreaking ceremony to mark the restoration and rehabilitation of the former McKinley Elementary School. The project will renovate the vacant building at 65 Yeamans St. into a mixed-use space featuring the Metro North Regional Emergency Communications Center (MNRECC), in partnership with the City of Chelsea and Town of Winthrop, and a state-of-the-art early childhood education center for Revere's youngest learners.

METROFIRE RUNNING CARD

REVERE — **MUTUAL AID BOX 8214**

FIREGROUND PRIMARY CHANNEL Central FIREGROUND BRAVO							ALT. FG Centraol FIREGROUND ALPHA			
COVERING PRIMARY CHANNEL Revere Fire Ch. 1 470.0625							ALT. COV			
TO FIRE							COVER			
ALARM	ENGINES				LADDERS	SPECIAL	CHIEFS	ENGINE	ENGINE	LADDER	ENGINE
1ST	SEE COMMUNITY RUN CARDS							PARKWAY E-1	Headquarters E 4 & L2		FREEMAN E-5
W/F								WINT	CHE	CHE	MAL
2ND	(WINT)	(MAL)	(CHE)	(CHE)		MSPRT ENG "RIT"	C1/C2	EVE	SAU	EVE	LYN
3RD	(EVE)	(SAU)	(LYN)	(EVE)				BOS	STON	MAL	MEL
4TH	(BOS)	(STON)	LYN	(MAL)				SOM	CAM	LYN	
5TH	(SOM)	(MEL)	(CAM)	(LYN)				MED	ARL	MED	WAK
6TH	(MED)	(ARL)	WOB	(MED)				BOS	BEL	BOS	
7TH	(BOS)	(BEL)	(WAK)	(BOS)				BRK	CAM	SOM	REA
8TH	(BRK)	(CAM)	QUI	(SOM)				WAL	BUR	CAM	
9TH	(WAL)	(BUR)	(REA)	(CAM)				WAT	NEW	NEW	MIL
10TH	(WAT)	(NEW)	QUI	(NEW)				WEL	BOS	QUI	
ADDITIONAL Engines: BOS, BOS, NEW, WAL, NEE, LADDERS: BOS, WAL										Rev. Date	Issue Date
( ) Responding from Coverage Assignment All Blank Companies above Heavy Line are per Local Runcards										2/1/2026	2026-1

70th Anniversary Series Seagrave Apparatus





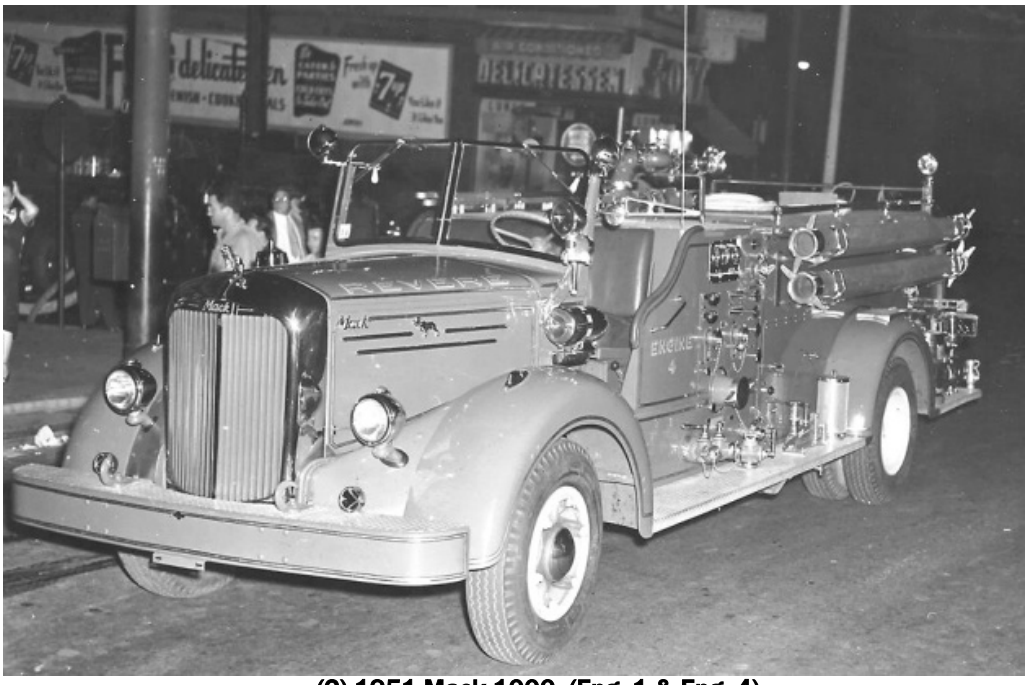
Revere's Mack Apparatus through the Years



1930 Mack 600 (Engine 4)



1936 Mack 750 (Engine 3)



(2) 1951 Mack 1000 (Eng. 1 & Eng. 4)



1973 Mack 1250 (Engine 4)



1974 Mack 1000 (Engine 1)



1978 Mack 1500 (Engine 4)



1979 Mack Tractor (Ladder 1)



(2) 1981 Mack 1250 (Eng.3 & Eng.5)

Revere Engine 3 - 2022 Emergency One Pumper



Revere Ladder 2 - 2018 KME 101' TDA



Revere Station 2 {Point of Pines - 140 Lynnway
{New Station Opened July 2025}





Apparatus Update

By Staff Writer Michael Boynton
All photos by the author.

A brief summary of some new rigs in the area.



Boston H2 based on a 20252 Ford F-550/SRI 4x4 light duty rescue.



Cambridge Air Supply 2012 Ford F-550/ 2026 Stahl/CFD Shops. Ex USAR transport cab & chassis.



Dover Engine 1 2025 KME Severe Service 2000 gpm/750/50 foam.



Franklin Engine 4 2025 Spartan/Toyne 1500/1000/25 foam.



MassPort Hanscom Field Engine 53 former Logan Engine 1. 2019 Rosebauer Commander 1500/1500/250 gals. AFFF/250 gals. AR-AFFF. Unit serves as the structural engine.



Middleton Engine 1 2026 KME Servere Service 1500/1000/20 foam.



Waltham Ladder 2 2026 Emergency-One Typhoon Metro 100 ft RMA. The 2008 Seagrave tiller is now a spare and designated Ladder 3.



Westwood Ladder 1 2026 Emergency-One Typhoon Metro. 2000/500/30 foam/ 100 ft RMA.



Woburn Ladder 2 2025 Pierce Arrow XT 2000/300/95 ft. RMA



MAXIM MODEL "F"

TILLER STEER AERIAL

Here is an aerial designed to cope with today's traffic, exceptionally maneuverable, negotiates narrow streets and has traditional MAXIM stability of ladder operation. Write for data.

MAXIM MOTOR COMPANY

MIDDLEBORO, MASSACHUSETTS