



THE LINE BOX

Volume 9, Number 5

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Boston Multiple Alarms February – March 2013

Date	Box	District	Address	Building Type
2/03	2-5385	D-11	4 Langley Road	2.5 wood frame dwelling
2/04	5-613	D-1	265-267 Summer St.	3 story wood frame dwelling
2/08*	2-16-1344	D-4	8 Whittier Place	23 story high-rise condo
2/09*	2-2138	D-7	5 Burton Street	4 story brick dwelling
2/10*	3-3311	D-8	49 Mather Street	3 story wood frame dwelling
2/10*	2-2297	D-9	5 Cobden Street	3.5 story wood frame dwelling
2/20	2-1537	D-4	17 Commonwealth Ave	5 story brick/wood condo
3/27	4-339	D-7	124-132 Harvard St	1 story wood frame mercantile
3/27	6-314	D-7	10, 12 Fox Street 8 Juliette Street	Three 3 story wood frame dwellings

* Denotes fires that occurred during Blizzard

Blizzard of 2013

The Blizzard of 2013 hit the Metro area over the weekend of February 8th to February 10th, almost 35 years to the day of the Blizzard of 1978. The Blizzard of 2013, or if you prefer, "Winter Storm Nemo" dumped 24.6 inches of snow in Boston.

To deal with the storm, the Boston Fire Department manned all engine and ladder companies with an officer and 4 firefighters. The Rescue Companies were manned with an officer and 5 firefighters. In addition, six additional companies (3 engines, 3 ladders) were placed in-service staffed by an officer and 3 firefighters. The Dive Unit was placed in service and staffed with 4 divers and quartered with Engine 20. The Marine Unit was re-located to the Charles River Dam area with the State Police Harbor Unit.

The additional Companies were placed in-service as follows:

Engine 61 with Engine 9	Ladder 34 with Engine 29
Engine 62 with Engine 29	Ladder 31 with the Fire Brigade
Engine 64 with Engine 48	Ladder 36 with Engine 55

In addition 2 man "Delta Cars" were placed in service to maintain a Fire Department presence at extended wire down calls, thus freeing the front line apparatus for other emergencies. These "D" cars were placed as follows: D-3 at H.Q., D-4, D-5 at Engine 55, D-6, D-7 at Engine 53, D-8 at Engine 52, D-9 at Engine 29, D-10 at Engine 49.

Response modifications were also put in place, the Marine Unit would not be dispatched on box alarms, unless a fire. No RIT Chief would be assigned on box alarms.

The Department dealt with four multiple alarms in this period.

Boston Engine 48 has been assigned Engine 53's 2012 KME Severe Service 1250/750 pumper. 1994 E-One has been placed in the spare pool.

A bid for five foam pumps has been awarded to KME. These will be equipped with 1,250 gpm 750 gallon tanks and 50 gallon foam tank.



The “Maze Truck”, this unit was reported on in the last issue. Photo by Member William Noonan

METRO FIRE

The following Metro-Fire communities have received Federal Grants;

- Newton \$ 96,000 for Urban Search & Rescue Training
- Somerville \$ 201,660 for 120 sets of Turn-Out gear
- Waltham \$ 328,000 for a new pump

Malden, Deputy Chief John ‘Jack’ Colangeli has been promoted to Chief of Department.

Watertown has placed a 2013 E-One pumper in-service with Engine 3

Weymouth: Has placed two ‘new’ brush units in service. These are based on 1986 Chevy chassis and are equipped with 125 gpm pumps and carry 250 gallons of water.

Winthrop: The WFD fire boat “Sentinel” sustained severe damage and has been placed out of service pending further inspection, the vessel may have to be totaled,

OUTSIDE THE DISTRICT

Brockton: Has taken delivery of twin Pierce Velocity 1250/750 pumps and assigned them to Engine Companies 2 and 3.

Franklin: Engine 2 2013 Pierce Impel pumper 1500/1000/25 gallons Class A foam

Lawrence: has taken delivery of a 2013 Emergency-One 100 foot RMA for Ladder 4

Norwood: Anthony Greeley has been named Chief of Department.

Worcester: Engine 6 has placed a 2013 E-One Cyclone II in service. It has a 1500 gpm pump and a 500 gallons and a 30 gallon foam tank.



Both photos by Member Michael Boynton

Local communities including: Somerville, Hull, Danvers, Marblehead and Scituate have all received from the Federal Excess Property Program, former Coast Guard 25 foot 'Defender' series SAFE boats.



USCG Photo

FIRE DUTY



Feb. 26th, Watertown 390 Main Street 3rd alarm. Photo by Member Peter Aloisi



Taunton 3rd alarm 100 Oak Street March 16th . Photo by Member Peter Aloisi



*Join the Box 52 Association for our last
Centennial Year event!*

Quaboag River Area

Fire Departments Bus Tour

**Including: Palmer, Sturbridge, Ware,
Charlton and others!**

Saturday June 15th, 2013 rain or shine!

Tickets are \$ 30.00 per person with a box lunch

Departs from Everett 0800 hours, Returns 1730 hours

For more information, or tickets contact:

Bill Wilderman bwilderman@firefire.com

or Tel:1-617-212-8186

Box 52 Association thelinebox@hotmail.com

Portland, Oregon Squad 1 Tiller

Portland, Oregon Fire & Rescue has taken delivery of a rescue truck with a tiller! Squad 1 is a Pierce Arrow XT similar to a tillered ladder truck, but a few feet shorter. The crane is an IMT Model 30-217K8, built by Pierce's sister company, the Iowa Mold Tooling Company. At the maximum extension of 69 feet it can lift 1435 pounds, but at the minimum extension it can lift 22,045 pounds.

Information and photos by former Boston Buff Richard 'Dick' Harris.



FDNY RIGS DESTROYED BY SUPER STORM SANDY

115 vehicles damaged, 56 so heavily damaged they will be sold as salvage.

Breakdown of the total includes: 29 pumps, 11 rear mounts, 8 Towers, 5 Rescue and Haz-Mat rigs, 14 ambulances, 6 battalion chief buggies, 42 other units which include: autos, spare engine and ladders, Gators, special units and service vehicles.

Destroyed Apparatus:

- 6 1998 Seagrave 1,000 gpm pumps
- 1 2002 Luverne pump used as the caisson unit
- 1 2000 Seagrave assigned to the Training Division
- 4 Seagrave 100 ft RMA assigned to the spare pool
- 2 2011 Ferrera 100 ft RMA of Ladders 81, 137
- 1 1998 95 ft Seagrave Tower of Ladder 161
- 3 1997 International/Saulsbury Brush Fire Units
- 1 2002 Ford/Firematic Brush Fire Unit
- 1 1987 Mack CF Foam Carrier 321

- 1 2007 Ford F550 assigned as Engine 329's ATV
- 1 2004 Ford F450 ATV Transport Vehicle assigned to Engine 154
- 1 1989 GMC/Saulsbury assigned as the spare Thawing Unit
- 1 2004 Freightliner/LDV Haz-Mat Tender assigned to Engine 163
- 1 2004 Polaris 6 wheel drive brush fire ATV
- 1 2002 IH/Saulsbury Tactical Support Unit 2
- 1 1988 Mack Heavy Wrecker
- 1 2001 GMC Light Duty Wrecker

The above information was supplied by Fire Bell Club Member Jack Lerch writing Issue of Fire Apparatus Journal

J. P. Squire Fire Easter Sunday 1963

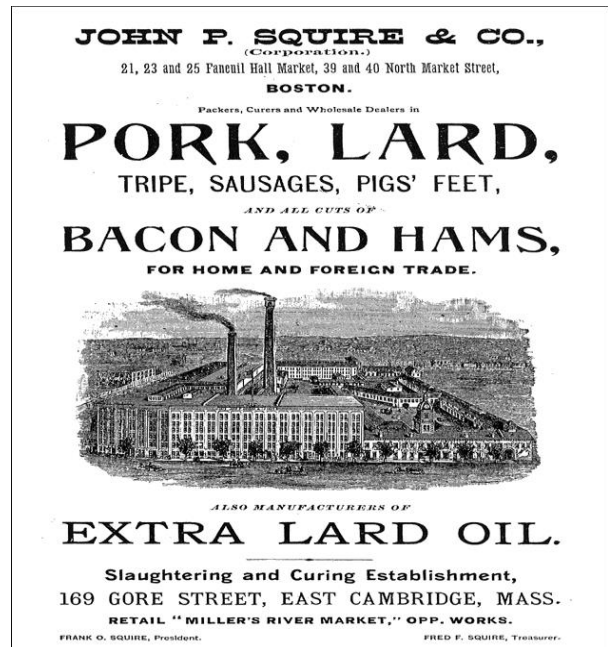
By Frank J. San Severino

Photos by Late Member L.M. Young, collection of Member David Parr

Photos by Late James Blomley, collection of Member Edward Morrissey

Firehouse chefs had just finished cleaned up after cooking the Easter Ham dinner for their crews. Firefighters poured another cup of coffee and relaxed waiting for their night shift reliefs to arrive. Calls started to come in for brush and outside fires due to the high, dry winds in the metro area. At the time of the fire the temperature was 55 degrees with winds out of the west – northwest at 15 mph with gusts to 27 mph.

In East Cambridge on the Somerville line, the 120 year old J.P. Squire's slaughter house and packing house was undergoing demolition. The six story building was nearly 400 feet long and located at 165-189 Gore Street at the intersection of Medford Street. The rear of the building backed up to the Boston & Maine Railroad tracks at the entry to their Boynton Yards. The building actually was in both communities.



At 3:20 PM Cambridge Fire Alarm received a phone call reporting that smoke was seen coming from the Squire's building. Box 195 Gore and 7th Streets was transmitted, companies turned out, Somerville Engine 3 and Ladder 1 were responding on the Line Box. Ladder 2, responding first due from their quarters on Portland Street, ordered the Working Fire at 3:22 PM. Coming into the fire from the other way, Somerville Ladder 1 ordered the box. Somerville box 112, which was for their side of the facility, was sounded at 3:24 PM. At the same time Cambridge transmitted the second alarm on Box 195. Within the first four minutes since Box 195 was transmitted 10 engines companies, 4 ladder companies, 2 heavy rescues, under the command of two Deputy Chiefs were either working or responding to the fire.



The fire was slow in developing, but soon gained head way, being fueled by wooden floors which for decades had been soaked by animal fats and grease. Another problem were the cork insulated walls. By 5:30 PM Somerville had transmitted a second alarm on Box 112 and the third was in on Cambridge box 195.

Cambridge Chief Vincent Galvin ordered a special call for a Water Tower from Boston. At 5:02 PM Water Tower 1 was on the way. A second Water Tower was special called to the Somerville side at 7:36 PM and Water Tower 3 joined Water Tower 1 in the battle. Numerous hand lines, deck guns

and both towers poured thousands of gallons a minute into the inferno. History was made at this fire with two Boston Water Towers operating at a mutual aid call at the same time was a first!

As the fire burned its way through the building, the roof was in and flames leaping 200 feet in the sky for the entire four hundred foot length of the building. A huge smoke plume was visible for miles. Nearby homes were being evacuated as baseball sized embers flew in all directions keeping companies busy chasing small fires.

At the height of the fire, nearly 1,000 firefighters were doing battle against the flames. Both Cambridge and Somerville had recalled the off shifts on the transmission of the third alarms (Somerville had struck the third on 112 at 6:52 PM). Chief Galvin was quoted in the Monday morning Globe as saying "this is the biggest fire I've ever scene in my 23 year career". 46 Engines, 7 Ladders, 6 Rescues, 2 Water Towers along with 6 Lighting Plants were hard at work and by 8:15 PM Chief Galvin had placed the fire under control.





The all out was sent on Cambridge box 195 at 2:10 AM and the all out on Somerville box 112 was at 3:06 AM.

During the fire there were sixty-six move-ups of apparatus from the north, south, east and west, responding to the fire, or covering assignments.

Apparatus Response

Time	Alarm	Engine	Ladder	Other
1520	Camb. Box 195	E3, E5, E 7 Som. 3	L2, Som L.1	R-1
1522	W.F. 195			
1524	Som. Box 112	E1, E2, E5	L-2	R-1
1524	Camb. 2- 195	E1, E2, E6	L-3	
1525	Bos.Box 8218	E3 to Camb E3	L3 to Camb L2	
1542	Eve.Box 84	Eve. E3 to Som E2	Eve. L2 to Som L2 Eve. E2 to Eve E3	
1607	Som. Box 112	E7	L4	
1613		Med. 1 to Som E5 Med. 5 to Som E7		
1617	Som. Box 112	Som. E4 to Some E1 Arl. E1 to Som. E4	Som. L3 to Som L4 Arl. L2 to Som. L3	
1640	Camb. 3-195*	E4 (E5), 8, E9 (E1)	L1 L4 to L1	
1641	Bos. Box 2-8218	E 10 to Camb E2 E 34 to Camb E6		
1642		Bel. E3 to Camb E9 E 56 TO E10		
1645		Wat. E2 to Camb E8		
1646	Lex. Box 331	Lex. E2 to Arl. E2		
1652		Arl. E2 to Camb 4		
1702		Bos. E 26 to Camb E3		
1702	Camb. Box 195			Bos. Water Twr 1

1702	Som. Box 112	Som. E6	
1710	Som. Box 112	Med. E1 to Som. E6	
1710	Camb. Box 195	Bos. E 26 to Camb E5	
1726	Som. Box 2-112	4, Eve. E3, Arl. E1, Med. E5	L3, Eve. L3
1728	Eve. Box 2-84	Eve. E4 to Som. E2	Eve. L2 to Som. L2
1728	Mal. Box 8		Mal. L3 to Eve. L3
1728	Rev. Box 92	Rev. E4 to Eve. E4	
1730	Camb. Box 195	Bos. E3, E 10, E26, E34	
1735	Chel. Box 8217	Che. E2 to Som E3	
1743		Bel. E2 to Camb E7	
1745	Camb. Box 195	Newt. E4	
1754	Mal. Box 10	Mal. E3 to Som E6	
1755		Wal. E2 to Som. E6	
1759		Wal. E8 to Bel. E2	
1805	Lex. Box 339	Lex. E1 to Camb. E4	
1815		HAFB E1 to Camb. E1	
1816			Bkle L2 to Camb. L4
1825	Camb. Box 195		Lex. R12 CD
1837	Camb. Box 195	Bkle 1	
1843	Camb. Box 195	Bos. E50, E56	
1852	Som. Box 3-112**	Med. E1, Che. E2, Mal. E3, Wal. E2, Eve. E4	Eve. L2
1853	Mel. Box 10	Mel. E1	
		Bos. E 32 to Som. E1	
1855		Bos. E 39 to E 32	
1858	Eve. Box 3-84	Eve. E2 to Som. E2	
1859	Mal. Box 2-8	Mal. E6 to Eve. E2	
1900		Conc. E1 to Camb. E2	
1904			Eve. L1 to Som. L2
1908			Lynn L1 to Eve. L1
1910		HAFB E3 to Lex. HQ	
1915		Win. E1 to Arl. HQ	
1915	Som. Box 112	Bos E3, Eve. E2	
1915		Wal, E1 to Som. E6	
1917		Lynn E6 to Eve. E3	
1917	Som. Box 112	Wat. E3	Wat. CD Rescue
1917		New. E3 to Som. E3	
1918	Win. Box 83	Win. E3 to Som. E4	
1922		Lynn E5 to Som. E3	
1924	Mel. Box 2-10	Mel. E3 to Som. E3	
1924		Bkle. E7 to Som. E3	
1924	Wake. Box 7	Wake. E3 to Mel. E1	
1927		Lynn E2 to Som. E3	
1930		Bed. E4 to Lex. HQ	
1930	Lex. Box 339	Lex. E3 to Som. E7	

1936	Som. Box 112		Bos. Water Twr 3
1937	Som. Box 112		Bkle CD Rescue
1938	Eve. Box 4-84	Eve. E1 to Som. E2	
1938		Lynn E7 to Eve. E1	
1939		Sal. E2 to Lynn E2	
1940		Bed. E2 to HAFB	
1940	Mel. Box 6	Wake. E3 from Mel. E1 to Mal. E2	
1940	Ston. Box 8	Ston. E3 to Som. E1	
1940			Wilm. L1 to Som. L1
1941	Read. Box 8	Read. E2 to Som. E1	
1942	Mal. Box 2-10	Mal. E2 to Som. E3	
1943	Som. Box 112	Quin E1, E2, E4	
1944		Wey. E1 to Quin. E3	
1945		Brain. E2 to Quin. E3	
1946			Low. L1 to Wil. L1
1946	Som. Box 112	Lex. E11 (Aux. Engine)	
1951	Lynf. Box 8	Lynf. E2 to Mel. E1	
1953	Som. Box 112	Burl. E1 to Som. E1	
2014 April 15th	Camb. Box 195		Arl. L.P. 1 (Aux)
210	Allout box 195		
306	Allout Box 112		
*	Callback off shift		
**	Callback off shift		



American Mineral Spirits Fire Wednesday May 8, 1963

This fire ranks as one of the most famous fires ever fought in the Metro area! It occurred only 24 days after the massive J.P. Squire fire.

Owned by the California Oil Company (CALSO) and operated by subsidiary American Mineral Spirits Company at 60 Foley Street in Somerville. The facility, a oil and flammable liquids storage with a tank farm with 12 horizontal tanks of 20, 000 gallons capacity, 7 vertical tanks, each of which had a capacity of 250,000 gallons. There was a metal clad storage building with many 55 gallons drums filled with various flammable liquids.

The hazards liquids stored at the facility included: toluene, then known as toluol, AV gasoline, kerosene, mineral spirits, naptha, rubber cement and other flammable solvents. Keep it mind that at the time of the fire, there was no hazardous materials team or response. Firefighters manning engines, ladders and in some cases a heavy rescue company were it!

The weather at the time of the fire was partly cloudy with temperatures from 67 at the start of the fire rising through 76 degrees by 1400 hours, Winds were from the south west to west south west at 18 mph with gusts to 31 mph as reported by the National Weather Service at Logan.

The fire started at the loading dock about 0900 when an employee filling a container with toluene, pressed the pump switch and flames erupted and then filled the entire loading dock area.

The day shift had just started, equipment was checked, coffee was made and the house work was being completed. There would be inspections to do and training the rest of the day, and maybe some time for study in the late afternoon. It was just 9:16 AM, Somerville Fire Alarm Operators started receiving numerous calls for a fire on Foley Street, the warning blow was sent, followed seconds later by box 157. In the quarters of Engine 1 and Rescue 1, the crews could hear the phones ringing in the FAO and knew it was something. Firefighters on watch in all Somerville houses entered the box in the log and called out the assignment and location, "Box 157 foot of Foley Street at the B&M Railroad Yards we go!" Responding on the first alarm, East Somerville Companies could already see the black oily smoke column climbing into the sky as they left quarters and started towards Foley Street. Boston E-32 was also responding on the Line Box. A second alarm was sounded by Engine 1 as they pulled into Foley Street at 0919 hours, followed by a third alarm at 0927 was ordered by Deputy Chief Moar .

Engine Company 2, who was first due, was running a hose wagon only as the pump was out –of-service, as it had been at the time of the Squire fire. As they pulled into Foley Street heavy fire was being fanned by the wind towards the H.K. Porter Company. Big lines and a deluge gun were quickly brought into operation to protect this exposure. Other arriving Companies started to use fog lines to cool the tanks, while others started to use the meager supply of foam on the first alarm engines.

As additional Companies arrived, seven engines were directed to draft from the Mystic River to augment the public water supply. Log forgotten pump lessons from Drill School came flooding back as the crews readied the bulky hard suction, and dropped into the Mystic River, pumps were primed, engines throttled up and supply lines filled. A special call went out to Boston at 1004 hours for a fire boat, Engine 47 cast off and was making its way up the Mystic River, and its crew could see flames leaping 200 feet into the sky! Engine 47 tied up at the pier on the A.M.S property and started her 6,000 gpm pump. During its operations, she supplied 2 – 3 ½ inch supply lines, 2 – 2 1/2 inch attack lines, two more lines wyed into a deluge gun, several hand lines, and several hand foam lines all on the north and east sides of the fire.

As the fire gained head way, now involving several of the storage tanks two more Special Calls went out for foam trucks. At 0930 hours Hanscom Air Force Base dispatched Crash 8 an O-11 type crash truck to the scene. At 0952 hours Everett Engine 6 was on the way. They would not return to quarters for two days returning on May 10 at 1531 hours.

Arlington Engine 1 was ordered to establish a supply line for Hanscom Crash 8, so that they could operate continuous foam operations. Every fire department in the area, even if not at the fire or covering sent their supply of Mechanical and dry powder foam. In, fact the Admiral of the 1st Naval District called the Navy Yard Fire Station and offered the 'magnitudious' amounts of foam from the aircraft carriers USS Lake Champlain and USS Wasp both of whom were in port.

As the fire progressed towards noon time, the dikes around the tanks were filling rapidly with a combination of product, water and foam. This was in danger of spilling over and creating more of a hazard. Companies pressed on with foam operations and started to gain the upper hand.

The afternoon came and went, the fire darkened down, foam streams still played on the twisted metal of the collapsed tanks creating a foam blanket several inches to feet deep.

Once again the firefighters had won the day, some of the companies were ordered to make up and return. The exhausted crews turned to the task of finding equipment and rolling up heavy, wet lengths of 2 ½ and 3 inch hose.

All of the foam in the greater Boston area had been used, and less than 100 gallons of foam remained for another emergency. During the fire 14,560 gallons of chemical foam and 21,250 pound or 8 ½ tons of foam powder was used. A fire detail was on scene for five days and stood watch over the removal of the flammable liquids, which were skimmed off in the dikes and pumped into tankers. The remaining product was treated to prevent re-ignition.



Photo by Associated Press, collection of Member Frank San Severino

The Hero'sThe Foam Trucks



Everett Engine 6, 1957 GMC/National Foam
Photo by Member Robert Fitz Jr.



Hanscom Crash 6 O-10 Photo by Member William Cahill
collection of Member Frank San Severino

SPECIAL THANKS

The two articles could not have been written without the help of Members William Wilderman, David Parr, Edward Morrissey, and Robert Fitz.

COMING EVENTS

- April 6th – 14th Metro-Fire Hockey Tournament. Download the schedules
<http://www.firenews.org/temp/HockeySchedule1.pdf>
<http://www.firenews.org/temp/HockeySchedule2.pdf>
- April 20-21 Allentown, PA Spring Melt Fire Show
- <http://www.unionhistoricalfiresociety.com/SpringMelt/files/2013-spring-melt-flyer.pdf>
- April 27th NYPD Special Operations Division Day of Remembrance
- May 17th – 19th Fire Expo Lancaster PA <http://www.lcfa.org/fire-expo.html>
- May 19 Pittsfield MA – Berkshire County EMS Expo & Emergency Service Field Day
- May 19th Annual Tri-State Firefighters Meet Brooklyn, CT
<http://www.tristatefirefightersassociation.com/annualmeet.html>
- June 2 Annual Fall River Fire Museum Apparatus Show
<http://www.massfiretrucks.com/PARADES%2006/Fall%20River%202013ft.jpg>
- June 8th 36th Annual MAFAA Lynnfield Show.
http://mass.mafaa.net/2013_Muster_Information.php
- **June 15th BOX 52 BUS TRIP!**
- June 16th Rhode Island Antique Fire Show
<http://www.massfiretrucks.com/PARADES%2006/RIAFS%20Show%202013.jpg>
- July 9th – 13th IFBA Convention Milwaukee, WI
<http://www.ifba.org/Convention-News/>



5-11 Club, Inc.

POST OFFICE BOX 8511 - CHICAGO, ILLINOIS 60680

March 15, 2013

I am excited to inform you that the 5-11 Club of Chicago, Inc. will be celebrating their 60th Anniversary on May 10 & 11, 2013. Many events and tours have been planned to make this a special anniversary. All CFD members and guests are invited to help us celebrate. All events will culminate with a dinner and dance at the Hyatt Regency O'Hare, 9300 Bryn Mawr Ave, Rosemont, IL on Saturday evening.

The cost for all of the events (Friday evening & Saturday), plus the dinner & dance is only \$50.00 per person. The cost for just the Tours & Events is \$35.00. Reservations must be made but if you have to pay at the door, the cost will be \$60.00 per person.

We have also attached a form for purchasing an ad in the Ad Book which will be distributed to all attendees, firehouses and numerous people and clubs throughout the Chicago land area. This Ad Book will to defray expenses.

Please complete the below Registration Form and return by May 1, 2013. If you have any questions, please feel free to call Harold Klein at 773-391-7263.

Please complete this Registration Form:

Name (s): _____

Address: _____

City, State, Zip: _____

Daytime Phone: _____ Evening Phone: _____

E-Mail: _____

____ Friday Evening & Saturday Daytime Events (\$35)

____ Friday Events & Saturday Events and the Saturday Evening Dinner & Dance (\$50)

Please Mail the Registration Form as well as your payment to:

5-11 Club of Chicago, Inc. Anniversary

Harold Klein

2724 Bryn Mawr Ave,

Chicago, IL 60659

"Organized for Persons Interested in the Chicago Fire Department and Welfare of its Personnel"