



THE LINE BOX

Volume 11, Number 4

In This Issue

- 2014 Boston & Metro Multiples
- New DFS Units
- Lynn Eng. 5 Hose Wagon
- FDNY 2014 Top Ten
- Special Call The Squirt!
- Apparatus Updates
-

Editors

Frank San Severino

Mark Roche

John Galla

Michael Boynton

Contact Us

<http://www.box52.org>

thelinebox@hotmail.com

2014 Boston Multiple Alarms

In the calendar year of 2014, the Boston Fire Department responded to 40 multiple alarm fires.

Second Alarms = 23

Third Alarms = 5

Fourth Alarms = 2

Fifth Alarms = 4

Sixth Alarms = 1

Seventh Alarms = 2

Eights Alarms = 1

Ninth Alarms = 2

The first of the two ninth alarm fires was the tragic Beacon Street fire that claimed the lives of Lt. Walsh and Firefighter Kennedy on March 26th box 1579.

On September 3rd at 1747 hrs the Fire Alarm Office transmitted box 5136 for a fire at 12-16 Harvard Terrace. By the time the fire was out nine alarms had been transmitted and a three story brick apartment was destroyed.

As for the Metro Fire communities:

50 Second Alarms

15 Third Alarms

2 Fourth Alarms

1 Fifth Alarm

0 Sixth Alarms

0 Seventh Alarm

0 Eight Alarm

1 Ninth Alarm

The only ninth alarm was in Cambridge box 344 for 151-157, 159 & 163 Alston Street on July 27th.

Thanks to Member Joseph Hourihan for supplying the data.



Tower Ladder 10, photo by Member M. Boynton

DFS New O.R.U's

The Department of Fire Services is updating the Hazardous Materials Emergency Response fleet with seven new TOM's and ten new ORU equipment trucks. Eighteen years of experience with TOM's Units allowed us to design improvements into the new units.

Improvements and updates include:

- a cab that provides six additional feet of space for a 2-person work station,
- meter set up bench and storage space
- 5-foot slide-out section that provides additional walking and meeting space.

The body of the truck has three sections. The front section is for science and research and houses four computer work stations for looking up chemical information, keeping incident logs and reports, and developing safety plans.

The center section is for meter storage and set up.

The truck has storage compartments for charged meters and portable radios. One compartment is a pass through that allows meters to be accessed from both inside and outside the truck. The pass through also allows equipment to be set out for teams to pick up without entering the truck.

The rear of the truck is for equipment storage of suits, boots and gloves, SCBA and powered air purifying respirators.

The truck also carries a Hazard Assessment Field Isolation System which can be deployed at bio threat incidents to conduct tests on tactical samples. This allows incident commanders to make on-scene decisions while conclusive testing is being completed.

The ORU's were built by Hackney Vehicles and they are based on Spartan Metro-Star chassis with 23.5 foot bodies with 12 side compartments. ORUs are assigned to Bourne (12), Revere (22), Worcester (32), Chicopee (42) and Fitchburg (63).

In addition, the new TOM's units are also on Spartan chassis, with bodies by Farber.

As the Line Box goes to press TOM's Units have been delivered to Easton (11) and Chicopee (41), Deliveries of both of these units will continue into later this year.



Photo courtesy of Hackney Vehicles

LYNN ENGINE 5'S HOSE WAGON COMES HOME By Member Rick Conway



The former Lynn hose wagon assigned to Lynn Engine 5 has come back home after leaving the department almost 70 years ago.

The Lynn Fire Department was in the middle of motorizing the apparatus. Two 1914 model year Federal 1 1/2 ton truck chassis were purchased. The 1893 horse-drawn Kress & Sons wooden hose wagon bodies were mounted on these chassis. One of these trucks was built on January 5, 1914 and assigned to Engine 5 at the Fayette Street station. The truck carried 1,200 feet of 2 1/2 inch fire hose. It was teamed up with a Metropolitan steamer with a 1914 A & B tractor.

On December 21, 1928, both pieces at Engine 5 were replaced by a new Ahrens-Fox 1,000 GPM triple combination pumper. The hose wagon was kept in reserve status. These trucks were used by call-back firefighters to either cover the city or respond to the fire whenever there was a multiple alarm fire. They were also utilized as spare apparatus.

In 1938, the truck was relocated to the quarters of Engine 12 on Lewis St. On May 31, 1940, a 500 GPM pump was mounted in the hose bed. The truck carried no water. Its designation was changed to Engine 14. It was used as an engine for dump fires, brush fires, details, multiple alarms, and occasionally as a spare. During World War II, it was used as the Auxiliary engine.

After the war, the truck was sold to a farmer in Fremont, NH. The truck broke down and was abandoned by the farmer in 1946. The Rye, NH Fire Department bought the truck in 1948. They used it as a parade and muster truck. They also used it for picking up hose after fires. In 1956 the truck again broke down and was placed out of service. Prescott Greene, a Rye firefighter, bought the truck in 1957. He moved from Rye to Claremont, NH in 1959, taking the truck with him. Mr. Greene moved to Franklin, PA in 1966 and the truck was removed from New England. He did extensive restoration of the truck and rebuilt the engine in 1988.

In 2011, Mr. Greene contacted the Box 41 Associates, a fire buff club located in Lynn. He was looking for historical information on the truck. I was given his contact information and we exchanged photos and information on the truck. I made an offer to buy the truck then, but he declined. In 2014, Mr. Greene decided to get rid of the truck. He contacted Box 52 member William 'Skip' Sullivan who was then the Fire Chief in Rye, hoping to donate the truck to the town. Chief Sullivan already had an antique and declined the offer. The Chief suggested that Mr. Greene contact me, as he knew that I was interested in the truck. After a few correspondences, we were able to reach an agreement for me to purchase the truck. Box 52 member Wayne Perkins and I travelled to Pennsylvania in August and returned with the truck.

The truck still runs and has much of its original equipment. The original Continental motor is still in it. The truck has a 3-speed transmission and top speed is 15 mph. It has kerosene headlights and still has a crank start. Plans are to get the truck running in top form. I will then complete some minimal body work and return the color to its original gloss black with gold leaf graphics.

F.D.N.Y 2014 Top 10 Engine & Trucks

Engine Companies

Rank	Comp.	Boro	Div/Batt	Total Runs	Fires	10-75/Multiples
1	275	Qns	13/50	4,014	535	101/18
2	283	Brk	15/58	5,189	744	104/15
3	248	Brk	15/41	4,695	687	95/15
4	298	Qns	13/50	5,332	446	93/17
5	42	Brx	7/19	4,766	723	85/22
6	231	Brk	15/44	4,660	598	89/16
7	303	Qns	13/50	3,911	434	91/13
8	50	Brx	6/26	5,099	750	90/13
9	290	Brk	15/39	6,101	620	74/27
10	92	Brx	6/17	5,196	723	79/20

Ladder Companies

Rank	Comp.	Boro	Div/Batt	Total Runs	Fires	1075/Multiples
1	157	Brk	15/41	3,877	749	115/19
2	111	Brk	15/37	4,058	603	103/64
3	120	Brk	15/44	4,254	639	103/22
4	147	Brk	15/41	3,982	683	107/15
5	103	Brk	15/39	4,483	630	103/16
6	123	Brk	15/33	4,206	664	97/21
7	174	Brk	15/58	3,485	644	95/20
8	127	Qns	13/50	2,901	381	92/23
9	133	Qns	13/50	2,122	407	98/14
10	176	Brk	15/44	3,120	499	96/16



March 27, 3rd alarm Manhattan, Photo courtesy of NYPD

Special Call the SQURT

By Mark Roche

When you heard a radio request for a Sqrt, you knew they had a good job going and the firefighting effort switched to defensive operations. Those of us "senior buffs" can vividly remember when first seeing these specialized pieces of firefighting equipment delivering water to upper floors of a building via a robotic arm. On September 23, 2014, a significant milestone occurred for the fire service in the Commonwealth. The last Sqrt equipped apparatus in Metro Fire was quietly removed from the roster after a long history of service. When Cambridge Engine 2 placed their new Pierce PUC in service, the former Engine 2, a 2002 Pierce Saber, was reassigned to Engine 8 replacing the 1997 Pierce Saber with a 55-foot Sqrt boom.



Photo Member M. Roche Collection

The Cambridge Fire Department first received a Sqrt on July 3 1977 with the delivery of a 1977 American LaFrance Pioneer designated "Tower Wagon 1". It served as the second section of Engine Co. 1 until Engine 1 became single unit on May 6, 1980 and they ran the Sqrt alone.



Tower Wagon 1 working a 2nd alarm in Harvard Square circa 1978.
Photo by Member F. San Severino

During the summer of 1984, the ALF sqrt was completely refurbished, the rig went from all red to white over red at that time. The ALF Sqrt operated for seven more busy years as Engine 1 until finally being taken out of service on July 9, 1991. The boom was eventually removed and shipped to Wisconsin where it was again rebuilt and mounted on a new Pierce Saber pumper. Engine Co. 1 received their new Sqrt on Christmas Eve in 1996. The Sqrt was relocated from Harvard Sq. in 2007 and was reassigned to Engine 8 when Engine 1 took delivery of a new Pierce pumper. Now after over 30-years of service in Cambridge, the Sqrt is a piece of history.

The Sqrt was actually introduced to us in Fire District 13 back in 1970 when the Boston Fire Department took delivery of this innovative new firefighting tool. Built by Maxim on a Ford C chassis with a 55-foot Sqrt, (*BFD Shop # 404 editor*) it was assigned as the wagon of Engine Co. 26. This was a drastic change from the old Mack wagons on the streets of Boston.



E-26 Wagon in front of the old Broadway Station.
Photo Member M. Roche Collection



E-26 wearing its lime paint in front of Columbus Ave. Station
Photo by Member Frank San Severino

Boston purchased a second Sqrt in 1972 for Division 2. It was assigned as Engine 17's wagon and was similar in appearance to the first Sqrt with the exception of a booster reel and 400-gallon booster tank (*BFD Shop #402 editor*). These two Sqrts saw a lot of fire duty in Boston during the busy "war years". The sqrt assigned to Engine 26 was reassigned to Engine 42's wagon from 1981-1983. The Sqrt from Engine 17 was reassigned to Engine 39 from 1977-1982.



Engine 17's former wagon assigned to Engine 39.
Photo Collection of Member F. San Severino

In 1983, the "Tower Company" was organized as a two-piece heavy duty task force utilizing the original Sqrt along with one of the Sutphen Towers. The Tower Co. was on the running card for every multiple alarm fire in the city.

In 1986, the former Engine 7, a 1979 Ford/Sutphen, was rebuilt by Greenwood Fire Apparatus and the 1970 Sqrt boom was remounted on this unit along with a new E-One body.



Photo Collection of Member M. Roche

On September 7, 2002, the Tower Co. was re-designated Ladder Co. 3 and the Sqrt moved unmanned to Engine 16. It was eventually placed out of service forever in the City of Boston.

One other community in Metro Fire took delivery of TWO new pumpers equipped with 45-foot Squirt booms. Lynn Engine 3 and Engine 5 each received these American LaFrance Sqrts in 1975 replacing 1960 Seagrave pumpers. Lynn's Sqrts saw a lot of work in the city throughout the years including the 1981 Downtown conflagration. Engine 5's Squirt was replaced by an E-One pumper in 1988 and Engine 3's Squirt was replaced in May 1992, also with a 1988 E-One when Engine Co. 6 was deactivated.



Photo Collection of Member M. Roche



Lynn Engine 5 Photo by Member F, San Severino

In addition to the land based Sqrts, Boston Harbor was protected by two Marine Units: Boston fireboat "Firefighter" and the MASSPORT fireboat "Howard Fitzpatrick" (*The boats are sisters and were built by Grafton Iron Works editor*).

Both vessels were originally equipped with Sqrt booms when delivered in 1972. The Firefighter had its Sqrt removed a few years later, after the effects constant exposure to sea air had taken its toll.



Photo Collection of Member M. Roche



MassPort Fire Boat Howard Fitzpatrick working at the Pia Costa Fire a 3rd alarm on October 30, 1976. Photo by Member F. San Severino

The Sqrts worked well throughout the years, particularly in the urban cities where major fires were more prevalent. It is unclear what exactly contributed to the demise of the Sqrt in the fire service; the expense of the equipment? The maintenance costs of the articulating boom? The influx of tower ladders and fixed water-ways on ladder trucks. It's difficult to say, but maybe a combination of all of the above?

Apparatus Update

By Member Michael Boynton. Photos by the author.

While the photographers have been slowed by the Winter-That-Won't-End, the dealers have been busy delivering apparatus to the Metro area and beyond. Mind you it's not the most active quarter in recent memory, but still busy nonetheless. Among the highlights for this report.

Boston has received two new Aerial Units for Ladder 16 and Tower Ladder 10. Ladder 16's rig is a 2015 KME AerialCat 109' RMA that is nearly identical to the first three KMEs (17, 18, 29) delivered to the Hub in 2013. One noticeable change is the removal of the pre-piped waterway. Tower 10 has also received a 2015 KME, this one a 95' RMA Tower. Both are expected to enter service following training. Ladder 16's current E-One 110' will undergo a rehab and likely be reassigned to Ladder 25. The current TL-10 has been reported to be destined to the Town of Rochester replacing a Seagrave that was previously owned by Yarmouth. In addition to these rigs, KME will also be building a new Heavy Rescue for Rescue 1 and a new High Pressure Pumper for Engine 10. Delivery of those rigs will be later in the Summer.

Elsewhere in Massachusetts, North Reading has received a new Engine 2 (Smeal), Walpole a new Engine 3 (KME), Chelsea a new Engine 1 (Pierce), Worcester a new Ladder 2 (Seagrave), Scituate a new Ladder 1 (E-One), Springfield a new Engine 5 (Pierce Quint), just to name a few.

Metro Fire

Boston – NEW Tower Ladder 10 – 2015 KME Severe Service Aerial Cat 95' RMA

Boston – NEW Ladder 16 – 2015 KME Severe Service Aerial Cat 109' RMA

Chelsea – NEW Engine 1 – 2015 Pierce Arrow XT 1500/500/80F

Wellesley – NEW Engine 2 – 2015 E-One Typhoon 1250/750/30F



Boston Ladder 16



Chelsea Engine 1

Outside of Metro Boston

Fitchburg – NEW Engine 4 – 2015 KME Panther 1750/750/20F
Joint Base Cape Cod – NEW Engine 407 - 2014 E-One Typhoon XL 1500/680/40B
Middleborough – NEW Forestry 3 – 2015 Ford F-550/BRAT 4x4 500/400/20F
North Reading – NEW Engine 2 – 2015 Smeal Metro Flex 1500/750/40F
Norton – NEW Squad 1 – 2014 International/Pierce Responder AWD 1250/750
Scituate – NEW Ladder 1 – 2014 E-One Cyclone II 110' RMA
Springfield – NEW Engine 5 – 2015 Pierce Velocity PUC 1500/500 75' RMA
Walpole – NEW Engine 3 – 2014 KME Severe Service 1500/50030F
Westford – NEW Engine 1 – 2014 E-One Quest 1500/1000/30A
Worcester – NEW Ladder 2 – 2014 Seagrave Marauder II 100' TDA



Norton Squad 1



North Reading Engine 2



Worcester Ladder 2

121 2nd Ave @ St. Marks
Thursday March 26th 2015
66-77-436

1520 - Phone Alarm - 7th St. and 1st Ave. - Report of an explosion with a partial building
Box 436 transmitted

1522 - E-33 - "Urgent" - **10-75** – "We have a major building collapse on 2nd Ave. at St. Marks Place".

1523 - Bn. 6 - "Urgent" - Transmit the **10-60*** on this box!"

* Major emergency Response- Major Emergency incident with potential for multiple casualties
Response is 5 Engines, 3 Ladders, 4 Battalion Chiefs(3rd due is Safety officer, 4th due is Resources Unit Leader), 1 Deputy Chief, 1 FAST unit, 1 Rescue Task Force(1 Rescue, 1 Collapse Rescue, 1 Squad w/2nd piece, 1 SOC Support Ladder, 1 Rescue Medic Unit), 1 Rescue Battalion, 1 Safety Battalion, 1 Tac Support, 1 Communications Unit, 1 RAC Unit, 1 PIO.

E-33, 5, 28, 55, 15 L-9, 11, L-3 Fast Truck
Rescue 1, 2, Squads 18, 1
Batt, 6, 2, Rescue Batt., Safety Batt, Div. 1
Field Com, RAC-1, TAC-1
SOC Compressor, SOC Logistics
TL-14 w/ Rescue Collapse 1, L-132 w/ RC 2
TL-1 & 7 SOC Support
E-44 Haz Tech, HM-1, HMB
Car-6

1523 2nd alarm transmitted
E-14, 24, 16, 6, L-6, 18
Batt 1 Safety
E-9 w/ Sat. 1

1526 - Div. 1 - "Urgent- Transmit the **3rd Alarm**. Staging at 2nd Ave. between 8th and 9th St. Command post at 7 St and 2 Ave".

E-1, 4, 10, 65, L-5, 8
Batt 9 Staging, 35 s/c, 32 s/c, 43 Air Recon
E-7 Communications
MSU, Command Tac.
Cars-11A, 17, 16C, 4, 1F, 36H, 36B, 1C, 10, 3

1529 – Spc. Call by Div. 1 2 additional chiefs B-32, B-35

1534 - Car 6 – “I am 10-84 - Be advised, we have heavy fire here. I will get back to you with a size up”.

1537 - Car 6 – “We have a **Mayday** transmitted! We are conducting a roll call. Advise all incoming units not to enter the building. We are pulling members from the building and roof tops.”

1540 - Car 6 – “We have a complete collapse of the 1st and 2nd floors at 121 2nd Ave. - this is a 5 story building that is fully involved. Exposure 2 is a similar attached 5 story, exposure unknown, exposure 4 is a similar attached that is also fully involved. We are conducting a Mayday roll call at this time”.

1541 - Div. 1 – “Transmit the **10-66*** - We have 2 missing members and multiple Maydays!”

*Missing, lost, trapped, or seriously injured member requiring extrication The next higher full alarm assignment, and response of all of its associated resources, 2 Battalion Chiefs in addition to those assigned as part of the extra alarm(The 1st Battalion Chief shall be designated as the FAST Group Supervisor, The 2nd Battalion Chief shall be designated as the Firefighter Locator Officer, 1 additional Rescue Company, 1 additional Squad Company, 1 SOC Support Ladder Company, 1 additional FAST Unit, 1 CFR Engine Company (additional, if one was previously assigned, i.e., 10-76or 10-77), PIO, if not previously assigned, Additional EMS resources assigned on signal 10-66 include:1 EMS Division Captain, 1 EMS Haz-Tac Officer, 1 BLS Ambulance, 1 ALS Ambulance, 1 EMS Rescue Paramedic Ambulance (certified in rescue operation disciplines i.e., confined space, trench and structural collapse operations). If the next higher alarm transmitted is a 2nd alarm, a third additional Battalion Chief shall be assigned and designated as the Staging Area Manager and a Staging Area shall be established.

10-66 4th Alarm:

E-54, 205, 207, 221, 226 L-20, 21, 10 FAST
Batt. 4 FAST Group Supervisor, Batt. 57 Fire Locator Officer, Div.11
S-288, R-4
L-116 w/ Rescue Collapse 4
E-262 w/ IMT Planning Vehicle
SOC Re-breather

1550 - Div. 1 – “Roll call has been conducted. All members are accounted for.”

1551 - Div. 1 - Transmit the **5th Alarm**. 2 building fully involved.
E-8, 206, 211
L-12, 16
E-33 w/ PK 33

1554 - FC - Transmit the **6th and 7th Alarm**. Have all units report to Car 6 on 2nd Ave.
6th alarm
E-22, 216, 219, 230
L-110, 35

7th alarm
E-202, 239, 279, 237, 3 s/c
L-146, 102
B-49 s/c, 10 s/c
E-233 w/ MCC

1603 – FC - We have the first 3 floors of exposure 4A on fire. Fire on the 1st and 2nd floors of exposure 2. 4 Tower Ladders operating and numerous hand lines.

1605 – FC - We have (1) 10-45 code 2. Please assign the Mobile Command Unit.

1607 – FC – We have (2) additional 10-45 code 2's. (1) 10-45 code 3, (1) 10-45 code 4.

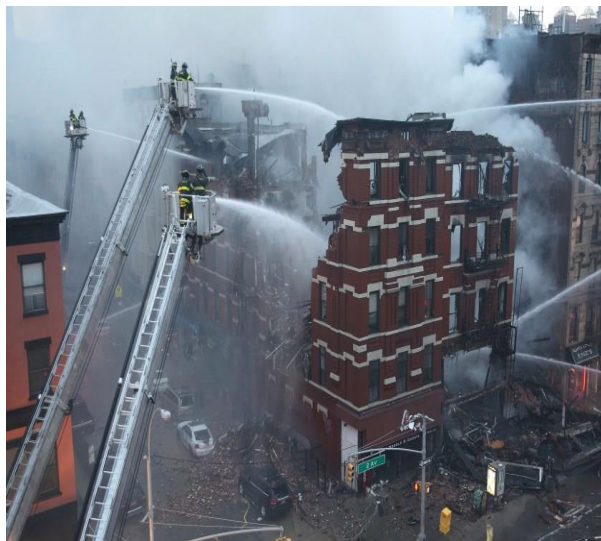
Sunday March 29th 1545 Hrs. Detail companies report locating 2 missing persons in the rubble.

Addresses involved in the incident:

119 2nd Ave. - 5 Story 20x80 - Fully Involved Fire and Collapse
121 2nd Ave. - 5 story 20x50 - Initial Explosion, Fully Involved Fire and Collapse
123 2nd Ave. - 5 story 20x50 - Fully Involved Fire and Collapse
125 2nd Ave. - 7 story 30x90 - Multiple floors of Fire.



Photo by H. Seidman NY Post



Both photos by C. Racthman NY Post