

# BOX 52 ASSOCIATION



## THE LINE BOX

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Vol. 13 No. 5

Summer Edition

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Welcome to the Summer Edition of the Line Box! We have some great content for you to enjoy as we prepare for another great season of meetings!

Our feature story is on the Blacker and Shepard Lumber Yard Conflagration of August 9<sup>th</sup>, 1910. We have found some new information on this fire that we know you will like. Next up is the first of a 3 part story on the Welfare Riot of June 2, 1967. Part 1 will feature the story of the riot itself and the BFD responses to the fire. Part 2 will show the riot procedures of the BFD for 1967 and 1968. Part 3 in the December issue will be a photo feature of the riot protection for the apparatus.

Member Bill Cahill has sent along a story from Georgia about his local Departments response to the massive brush fire several months ago.

So, settle back, relax and read on.....



**The Welfare Riot June 2<sup>nd</sup> – June 7<sup>th</sup> 1967**  
**Part 1 of 3**  
**All photos courtesy of the Boston Globe**

In the 1960's welfare was provided by the cities and towns of the Commonwealth. A group of Boston mothers had grievances against the Welfare Department. On Thursday June 1<sup>st</sup>, 1967 a group called MAW (Mothers for Adequate Welfare) and some college students entered the Welfare Office located at 515 Blue Hill Avenue in the Grove Hall section of the City.

The group had a list of ten demands, including a meeting with Welfare Director Daniel Cronin. They said they weren't leaving until their demands were met. The sit in turned into staying overnight with out any incidents.

On Friday June 2<sup>nd</sup> about 1645 hours it was reported that a female welfare office worker had, or was having some type of medical issue. The Boston Police decided they needed to remove the sick party to the hospital. With a large crowd gathered outside the office in support of those inside, the BPD summoned assistance from the Fire Department to gain entry to the rear of the building. At 1730 hours, the fuse was ignited when at front of the building, the police formed into a phalanx and at the rear using BFD ladders, they stormed the building and arrested those inside. The crowd watching the police drag women out surged forward to free them. The crowd moved down Blue Hill Ave. smashing windows, looting and burning buildings.

Responding police and firefighters were met with bricks and bottles hurled at them. For the first time since the creation of the 10-18 Riot Conditions signal in August of 1965, Fire Alarm was ordered to transmit the signal at 2010 hours. By this time, the crowd had moved from Grove Hall to neighboring streets and rioting continued as the crowds grew.



BPD starts to evict the protesters.

Police reinforcements arrived on the scene and they were pelted with rocks and bottles. Numerous fire alarm boxes were pulled for false alarms and the firefighters came under attack from roof tops as more bricks, rocks and bottles were hurled. The crowd pressed on and more and more people joined in the rioting. The Boston Police established a staging area at White Stadium in Franklin Park. By now the BPD was receiving help from the M.D.C. Police and the State Police.

Civic leaders were out begging the crowds to stop. The rioting went on for three days and for several days after, the area was still tense. People reported snipers on rooftops and police fired shots into the air. There were no deaths, but scores of injuries.

Some of the businesses that were burned out were well known for hiring local youths.

The outcome was that the some changes were made. Many business, never returned to re-open. 1.3 million dollars in claims were filed against the City. In turn. the City paid out \$240,000.00 for damage only; not stolen, missing or looted stock and items.

*The below fire information was taken from the 1967 Fire Record housed at the Boston City Archives - Editor*

#### **Building Fires\***

Date	Box	Time	Address	Bldg Type	Engine	Lad.
2	179 2-179	2209 2213	347 Blue Hill Ave Cohen Furniture	3 story factory	13, 24, 12 21, 42, 18, 3	24, 4 7, 3
3	179 2-179 3-179	0314 0321 0333	339-341 Blue Hill Ave Ashmont Discount	2 story mercantile	24, 13, 12 42, 3, 21, 18 52, 26, 37, 17	23, 4 7, 3 30
3	2366	0614	14 Gurney St.	3 story wdfr vacant	14, 421 37	26, 30
3	2137	1248	39 Moreland St	3 story wdfr vacant	12, 14, 24	4, 23
3	2125	1626	87-89 Zeigler St	2.5 story wdfr vacant	12, 14, 3, 22	4, 3
3	2126	1915	51 Mall St.	2.5 story wdfr vacant	12, 14, 3	4, 20
3	1742	2344	66 Coe St	3 story wdfr vacant	21, 17	7
4	2253	0036	28-30 Lambert St.	3 story wdfr vacant	12, 42, 30, 24, 13	4, 30, 23
4	2253	0137	149 Warren Ave Warren Drug Store	6 story OMD, mercantile	32, 10, 14	9, 16
4	Still	0349	Washington & Crescent Missers Paper Comp	3 story wdfr mercantile	37, 14, 22	26, 13
4	2254	0518	2595 Washington St	Vacant Polish Am. Club	12, 42, 24	30, 3
4	Still	N/A	145-147 Lenox St	2.5 story wdfr vacant	25, 26, 43, 10	20, 8
5	2178	0022	162 Humboldt Ave	2.5 story wdfr vacant	13, 48	23
6	211	0308 0313	1845 Washington St	2 wood frame vacant dwellings	22, 14, 3 43, 10, 12, 39	13, 3 20, 4
6	2265	2046	259 Highland St	3 story wdfr vacant	13, 53, 42	30, 4
6	1761 2-1761 3-1761	2138 2142 2154	258-268 Blue Hill Ave	3 story wdfr vacant	24, 12, 13 21, 17, 18, 3 42, 55, 43, 37	24, 4 7, 3
7	2126 2-2126	0032 0035	203-205 Eustis St	2 story wdfrm vacant Extended to occupied dwelling	12, 14, 3 22, 26, 39, 43	4, 20, R 3, 13
7	2212 2-2212 3-2212 4-2212	0101 0102 0103 0115	19-25 Watson St. North Eastern Univ	Vacant school bldg	10, 37, 33 53, 13, 42, 56 7, 2, 26, 43 39, 21, 55, 8	15, 26 13, 18
7	3616	0122	14 Lorne St	3 story wdfr vacant	52, 16, 18	6, 16

	2-3616 3-3616	0126 0127		dwellings	45, 17, 28, 51 24, 32, 3, 49, 20	7, 30
7	Still	0224	85 Northampton St	5 story OMD	37, 14, 22	26, 13
7	2366	1929	1443 Tremont St	3 story wdfr vacant	14, 37, 42	26, 30
8	2132	1557	234 Dudley St	3 story wdfr vacant	12, 14, 24	13, 23
8	179	2259	368 Blue Hill Ave	1 story mercantile	13, 24, 12	23, 4
8	2255 2-2255	2308 2312	22-24 Havilland St	2/5 story wdfr vacant	14, 37, 42 3, 22, 26	30, 26 3



Fire conditions during the riot. Photo courtesy of the Boston Globe

During the period from June 2<sup>nd</sup> – June 10<sup>th</sup> 2,141 many false alarms required responses citywide. Numerous people were injured, including Fire Lt. Joseph Donovan of Ladder Company 4 who was shot by a sniper. Member Kevin Mochen has sent along this story of the incident:

### **By Member Kevin Mochen**

Car 5 to FA: Urgent Message:

FA: Car 5.

Car 5: We're going to the BCH with a member who has been shot. Shots fired at Companies on Warren St.

FA: We have that Urgent Message. Attention Companies! Car 5 reports that shots fired at Box 2141.

At 10:15 PM (2215) Saturday, June 3, 1967, the FAQ received Box 2141, Warren St. at Rockville Park. The Office transmitted the Box over the circuits. Ladder Company 4 had

just returned to Quarters from Box 1787, pulled for a dumpster fire near St John's Church on Lawrence Ave. Ladder 4 was first due at 2141. On arrival at the Box, they reported nothing showing. The officer wound the box and reported to District 5 who had just arrived. "Hi Chief, it's another false. We have been out straight. Five or six false alarms, a couple of dumpsters and car fires along with the worker up in Grove Hall." Chief Mariano told the Lieutenant, I'm sending the All-Out, let's go home."

Just as Lieutenant Donovan was about to open the cab door of the Seagrave Truck, about 10 shots rang out. The first bullet struck the Officer as he grabbed the door handle. He immediately fell to the pavement and lost consciousness. Firefighter John Gaddis jumped off the apparatus and dragged Donovan to the other side. Firefighters Walter Austin and William Pero lifted the Officer and all three carried Donovan to the Chief's buggy, thus prompting an urgent message from the Chief.

The Lieutenant was admitted directly to the Hospital from the Emergency Room where it was determined that the bullet entered his right hand near the wrist, traveled through his hand and tore off the tips of three fingers. After an operation, the doctors moved him to the ICU, his name on the danger list. He was in severe pain and was sedated. The bullet was not to be found. Later it was removed from a cab door of the 85-foot truck.

Joe's mother was watching, of all things, Gunsmoke, at her home in Dorchester when suddenly the program was interrupted by Breaking News. The newscaster, quoting a spokesman at the hospital, reported that Fireman Joseph Donovan, assigned to Ladder 4, had been shot and is now at the BCH. You can imagine her anxiety not knowing whether her son received minor or life threatening wounds, or was even God forbid, dead. None of the five firefighters assigned to ladder 4 were injured. Deputy Chief George Paul questioned each member if he wanted to remain on duty or to be relieved. Although everyone was stressed, in the finest tradition of the Service the answer was obvious.

During the next few nights, the Department responded to many, many outside fires and false alarms. There were working fires and multiples in Districts 4. 5. 7, 9 and a legitimate fire in East Boston. It would be a fair statement to say Roxbury was burning. The author of this report remembers that only four or five days before that Saturday, all five of us in the kitchen were discussing the unrest in many cities. We could not believe the reports of firemen under attack. I inquired of Lt. Donovan what Headquarters was planning to do if we were subjected to riots. "Nothing has come down as of yet," he said, "Maybe they hope like us guys, that nothing will happen."

In a late afternoon some days after the shooting, to underscore just how busy the companies were stretched, we were returning from an incident near the Children's Hospital a long way from Quarters when---Box 2254---- was transmitted. The FAO tried to get at least one Engine Company to fill out the card.

FA calling 42, available? No. -- Engine 24:-- no.--Any company in District 5:- no response. Any in 9? Again the radio was silent. How about in Division 2; any company available: No response. FA to any company city wide. "Engine One is available." Respond to Box 2254, Wash. & Guild Streets; Ladder 4 reports fire shown. We had ran a big line directly from a hydrant and attacked the fire by operating between the three deckers. We could not raise the stick due to the elevated trains running along Washington St. While it seemed like an eternity, Engine 1 arrived in about ten minutes. There were now two 3 decker's going. After a battle, the fire was out and we returned to Quarters to await another run.



Finally on June 3, 4 & 5 the Command Staff issued Special Orders governing operations during these unprecedented days. All companies were to run with extra manpower with safety being the prime concern. Signal 10-17 was established. Ladder 4's crews were to relieve at Ladder 7's Quarters. 4 would leave the House, travel the length of Dudley Street and then to Meeting House Hill and return with the new crew following the same route. One thing became abundantly clear, that travelling up and down Dudley Street was not the way to cool tensions between the citizens and the men. Signal 10-18 was established "Riot Condition Exits" with GO# 29 issued on July 7.

GO# 27 was issued on June 27, Item VIII, High Commendation for the Three Firefighters who came to the rescue of Lieutenant Donovan. The Commissioner William Fitzgerald forwarded their names to the Board of Merit for consideration. The Board concurred with the Commissioner after reviewing the circumstances and awarded Firefighter John Gaddis the Walter Scott Medal of Valor and Firefighters Walter Austin and William Pero, A Roll of Merit. (See GO# 21, 1968 Item-I, section 3).

## **Epilogue**

Lt. Donovan's hand and wrist were never the same. He lost feelings in his hand due to nerve damage and was disabled. Donovan's injuries prevented him from returning to fire duty, his true love. Remaining on the Job, he did not want to retire and was assigned to Maintenance and then the Training Division where he retired years later. I can attest that he was a first-class firefighter, a competent company officer and a real gent. Many incidents cited are from the memory of the writer. No member assigned to the single house at 198 Dudley Street during the summer of 67 is still alive, except of course, the author.

Donovan is the only member shot in the line of duty in the history of the Department. It is my opinion that the name of Lieutenant Joseph J. Donovan ought to be included with the names of members who died in the Line of Duty.





## APPARATUS UPDATES

By Michael Boynton, all photos by the author

### METROFIRE UPDATE

The late spring and early summer period has again been a busy time for deliveries in Boston and throughout Metro Fire. Boston continues to receive the E-One pumpers that are part of the initial twenty-three unit order that was placed by the City earlier this year. As of the date of posting, BFD has received these new Typhoon 1250/560/30A rigs and assigned them to Engines 2, 3, 4, 5, 7, 10, 14, 16, 17, 18, 33, 39, 41, 52, and 53. Boston has also taken possession of the 2015 KME unit that was previously ordered. After some modifications to the unit it is expected to be assigned to Engine 22.



Engine 52's new E-One Typhoon

Elsewhere in Metro, Brookline is now the owner of a 2016 Pierce Arrow XT Ascendant 107' RMS for Ladder 3. Cambridge has received a new Road Rescue ambulance. Newton has received a 2017 E-One Typhoon 1250/750/30B for Engine 3, Reading has taken delivery of a new 2017 Seagrave Marauder II 1250/750/40A, Wakefield has a new 2017 Seagrave Marauder II 1250/750/30B for Engine 1. Finally, Wellesley has now placed the former Cambridge Engine 8/Engine 10, a 1995 Pierce Saber 1250/500 into service as reserve Engine 5.



Brookline Ladder 3



Newton Engine 3





Reading Engine 3



Wakefield Engine 1

## **WEST MIMS GEORGIA WILDLAND FIRE**

**By Member William Cahill**

On Monday May 8th, I was part of a response that was dispatched from Swainsboro to St. George Wildland fire in the Okefenokee National Wildlife Refuge. Responding was Engine 3, a 1250 /1000 pump with a crew of 3, Support 1, a 4wd brush truck with a crew of 2 and my Crown Vic. After a 3 hour response we arrived at St George staging around 1300 hours.



GA. Ranger rescues a fawn from the fire

We were assigned structure protection of a house at 8208 Highway 94 along with Toombs County E61 a 2500 gal tender. Typical response to structure protection is an engine, tender and brush truck. We stretched 2 inch and three quarters hand lines and a 21/2 supply line from the tender. Using hand tools we cleared any ignitable materials from around the structure and roof. At this time the fire was burning on the north side of Highway 94 about a half mile west of our location. At 1530 hours, the fire intensified and we saw the smoke plume was now black and obscuring the sun. At 1545 hours the fire jumped Highway 94 to the south side and began advancing to the east. We started to see helicopters and air tankers heading west of us. At 1600 hours a spot fire started in front of our location. A safety engine on the Highway opened up their deck gun and extinguished it quickly. At 1615, a group of forestry tractor plows began cutting a break between us and the fire. About 1630, we had 2 air tankers make a retardant drop to our west side. About 1645 3 Helicopter with Bambi buckets arrived overhead and began filling from a pond next to the house. The noise of a helicopter hovering 100 feet over you was deafening. As soon as they filled, they started dropping about 200 yards away from us. This rotation lasted about 45 minutes.

Our Division was released back to staging around 1930. After check-in we ate supper at the local church by flashlight as the power was down in the City. This ended our first day. Days two and three were uneventful as we were assigned protection in areas further from the fire. I think we may have been in Florida.





*According to the Georgia Forestry Department, this fire started on April 6<sup>th</sup> by a lighting strike. It destroyed 152,511 acres before it was contained – Editor*



Swainsboro, GA. Fire H.Q. Photo courtesy of SFD Website.

## A BUSY NIGHT AUGUST 9, 1910

Through-out the history of the Boston Fire Department, they have had their share of busy nights. The night of August 9<sup>th</sup>, 1910 was one of the more interesting ones. It saw the transmission of the last 6<sup>th</sup> or General Alarm, and a major fire Downtown. Five members were trapped in a building collapse.

On Tuesday August 9, 1910 lumber yards and factories were found the length of Albany Street beside the Fort Point Channel. The work day was winding down, Workers were leaving the area and headed home to enjoy a fine summer evening. Soon the area would be deserted.

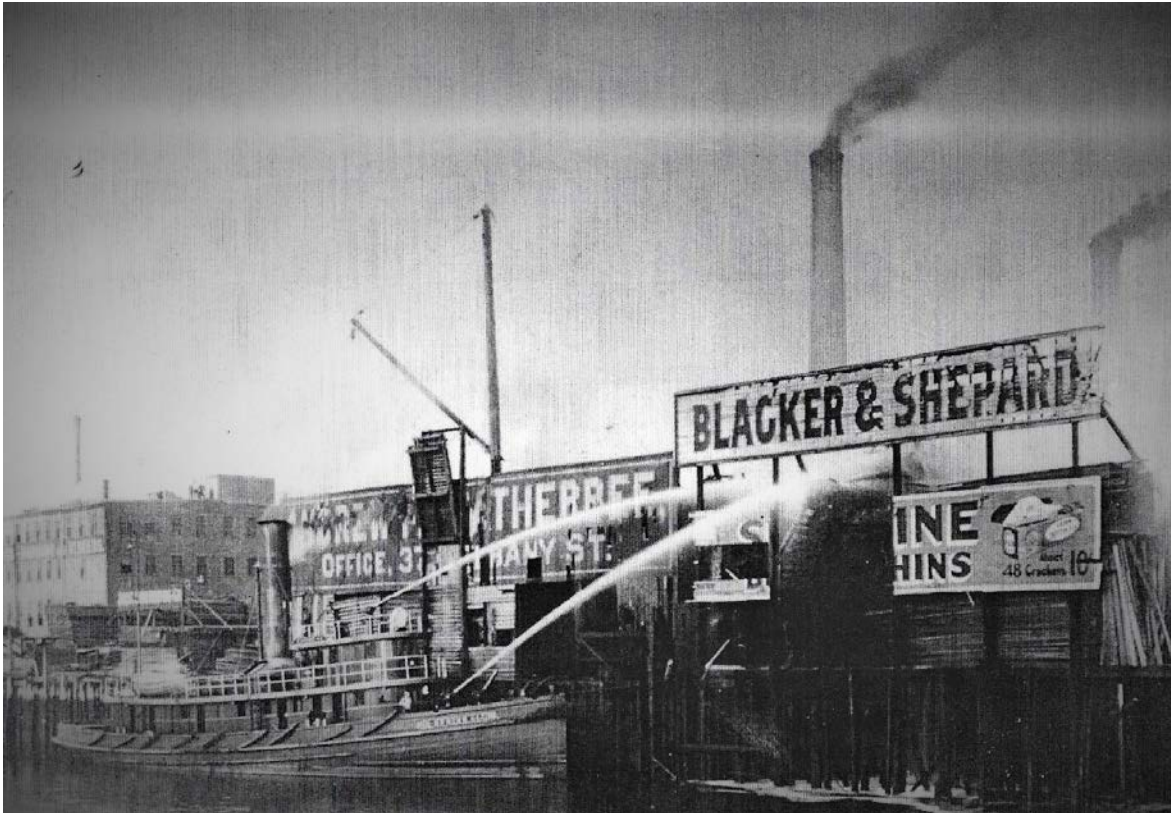
In the drying room of the Blacker and Shepard Lumber Company located at 350 Albany Street, just south of Dover Street along the Fort Point Channel, a fire thought to have started from spontaneous combustion was bursting to life. The fire was discovered by the night watchman. He ran to Box 58 Dover and Albany Street and pulled the hook. The alarm was received by the FAO at 6:17 PM and was transmitted. The Fire Alarm Office also received box 56 Kneeland & South Streets at 6:20 PM and Box 112 Dorchester Ave and A Street at 6:21 PM. These boxes were also transmitted. The crews of Engine 3 and Ladder 3 in their quarters at Harrison and Bristol Streets heard a commotion coming from the street. One member took a look outside and yelled "let's go". The man on patrol hit the house gong and dropped the chains and the horses trotted to their places under the swinging harnesses, they dropped snapped on and out and the Companies turned out even before the box began striking. Charging down Bristol Street past Fire Headquarters. They attempted to get into action grabbing a hydrant in front of the fire building. The heat from the wind-whipped flames was so intense that they had to back out and move to a hydrant at the corner of Randolph and Albany.

Responding from their quarters. Water Tower 2 assisted Engine 3 in running hose lines and then put the tower up at Dover and Albany being feed by two lines each from Engines 22 and 33.

District Chief Byron of District 7 attempted to send in the second alarm from box 58, but was driven back by intense heat. The second alarm was transmitted at 6:23 PM. This was followed by a fourth alarm at 6:24 PM, fifth alarm at 6:28 PM. Deputy Chief Grady, who was Acting Chief of Department due to Chief Mullen being on vacation, ordered the sixth – or -General Alarm at 6:30 PM *(This would be the last time that the General Alarm would be sounded. It had been 14 years since the last General Alarm was transmitted on March 12, 1896 for the Pope Building Fire 221 Columbus Ave –Editor).*

Even with the might of nearly the entire Boston Fire Department, including two fire boats the fire kept raging. It was now threatening the densely populated residential areas along Dover Street.

Chief Grady, along with the District Chiefs on scene decided on a plan to stop the spread of the fire. The plan was to mass engines and hose wagons equipped with deck pipes placed around the fire's perimeter. In addition, Ladder Companies and Chemical Company crews were using hand lines, and all three Water Towers were in operation on the land side. In the Fort Point Channel, Fire Boat Engine 44 was in the Channel south of Dover Street and its battery of turret pipes were boring into the fire.



Engine 44 operating from the Fort Point Channel. Photo collection of Member David Parr.

Fire Boat Engine 47 was stationed north of the Dover Street Bridge and was supplying three lines.

As this fire raged onwards, Fire Alarm received box 44 at 7:21 PM for High Street & High Street Place. Arriving companies found heavy smoke showing from the fourth and fifth floors of the Johns Manville Company located at 55-59 High Street. By 8:30 PM fire had burst through the roof of the building. The first alarm were companies all coming from covering assignments: Engine 11, 32, Ladder 1, 2, Chemicals 3, 1. The following companies dispatched from the fire Chemical 8 and Ladder 24. As the fire continued to gain headway an aerial ladder was dispatched to the scene from Box 58. At 8:43 PM District Chief Fox transmitted a second alarm, bringing mutual aid to scene.

Back at the General Alarm, Deputy Grady was breathing a sigh of relief, the fire was contained and he had just put the fire under control at 10:00 PM. He was thankful that he had no serious injuries to any members.

The crew of Engine 22, under the command of Captain McManus of Ladder 4 was the Acting Chief of District 9, were working on the roof of Paul's Mill. The fire got behind them and they hit it with a big line when at 10:21 PM, the building roof gave way and dropped the six men down and buried them in debris.

District Chiefs Ryder, Byron, Taber and Perkins had been directing operations in the area. They immediately organized a rescue party. Laddermen ran to their apparatus and grabbed axes, crow bars, rakes, saws, screw jacks and medicine chests. And just in case, they grabbed the elevator rescue kits with all its hand tools. Engine crews brought big lines and wagon pipes to bear on the flames to push them back from the trapped men and the rescuers. Carbide lights were quickly set up and rescuers began to dig into the debris to reach the men, whose moans could be heard.



District Chief Perkins ran up to several ambulance surgeons and told them of the roof collapse. Both BPD and City Hospital Ambulances were quickly rushed to the scene. They came down Harrison Avenue bouncing over a tangled mass of hose lines, turning into narrow Thayer Street and were positioned near the scene.

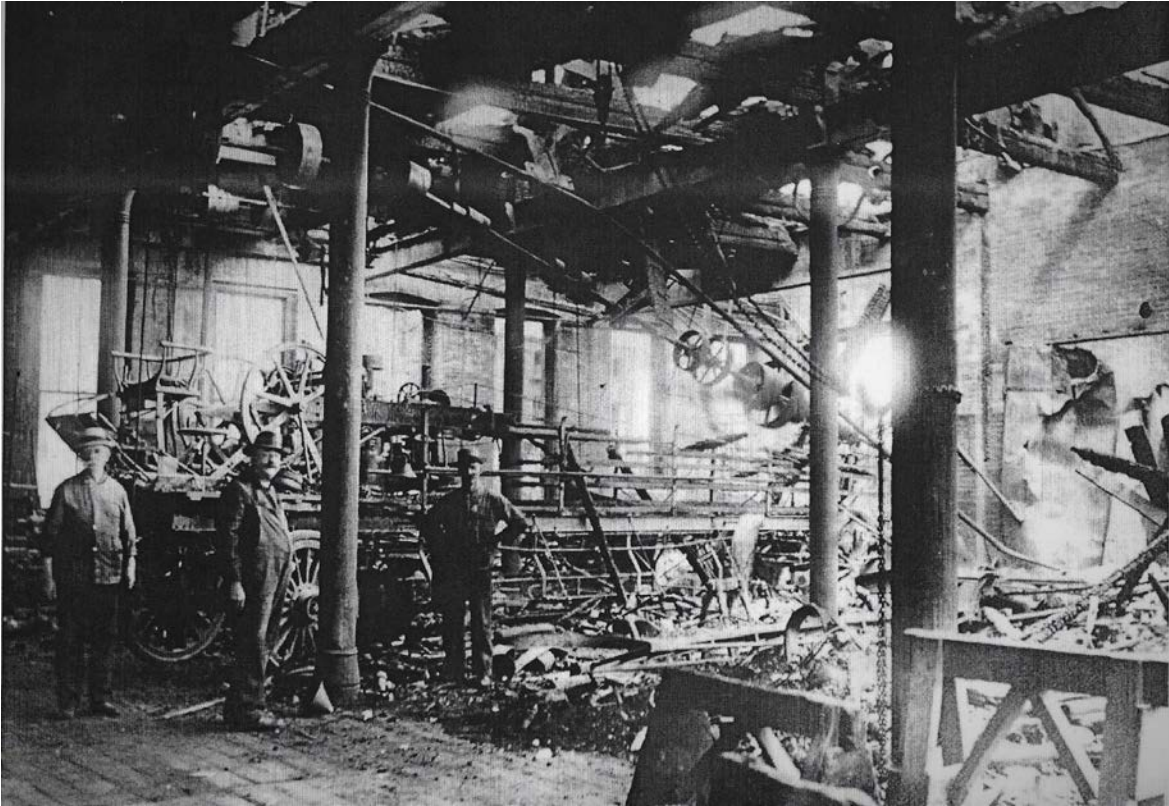
The rescuers reached Lt. Hebard first and he was taken to City Hospital. They then reached Hoseman Gallagher, who was carried to Deputy Grady's car and driven to the hospital. Captain McManus, Hoseman O'Connell and former Hoseman Edward Shea (*Shea, formerly of Engine Company 7, was seriously burned on the arms and hands and nearly killed at the Bent Bedding Company on Feb. 5, 1898 at 116 Merrimac St., which killed six firefighters three alarms box 412 the following members were killed in the collapse: District Chief John Egan District 3, Capt. James Victory, Lt. George Gottwald, Hoseman Patrick Disken, Hoseman John Mullhern. All of double Engine Company 38/38 – Editor*) were taken out last. O'Connell was extricated after a long and difficult extrication. He was buried under a mass of bricks and timber. It took rescuers nearly 45 minutes to free him. They could hear his moans and cries as they worked. He lapsed into unconscious before they reached him and they feared he had succumbed to his injuries. He was pulled out of the wreckage unconscious and suffering severe injuries. They had him out and now faced another problem, Thayer Street being so narrow was clogged with spectators, apparatus, Department autos and ambulances. The Police Officers from District 4 made short work of moving the crowds out in a very brief time. O'Connell was then very carefully brought to an ambulance and taken to the hospital.

Captain John P. McManus and Hoseman Thomas O'Connell, according to records were retired due to their injuries in 1911. Captain McManus on Sept. 8, 1911 and O'Connell on May 20, 1911. Lt. Hebard rose to the ranks to District Fire Chief and retired August 10, 1928. Hoseman Gallagher retired on August 28, 1925.

The location of Paul's Mill at Bristol and Thayer Streets was one of the points where the fire was stopped.

The following morning at 7:00 AM the following apparatus was still hard at work. Engines 1, 3, 8, 10, 12, 14, 15, 18, 22, 23, 24, 25, 26, 33 and Fire Boat Engine 47. Ladder Companies 3, 4, 5, 13 and 17. At 12:45 PM on Thursday August 11<sup>th</sup> Engine 3 and 39 returned from the fire.

## The Fight to Save the Shops!



Remains of the Shops, with Ladder 14's destroyed rig, photo collection of Member David Parr

The Boston Fire Department's Repair Shops which was located at the corner of Albany & Bristol Street was a three story building of ordinary construction, built in 1884. The first floor was filled with relief (spare) apparatus. The second floor had the ladder room and the wheelwright shop. On the third floor was the paint shop and the hose and harness shop. At the rear of the building facing the drill yard, was the blacksmith shop. The building also housed the quarters of Water Tower 2.

As Engine 3 was still trying to get on a hydrant, the front of Blacker and Shepard exploded in flames blowing fire across the width of Albany Street. It was bad luck for the BFD that the building that was ignited was the Shops!

Arriving multiple alarm companies tried to get streams into action to protect the Shops. Additional lines were run through the Bath House on Dover Street into the drill yard between the Shops and Fire Headquarters to hit the fire in the Blacksmith shop. With the amount of fire it became quickly apparent that the building would be a total loss. Some of the relief apparatus was pulled into the drill yard, but most was lost. Engine 9 was in the Paint shop and it dropped from the third floor into the basement as the floors gave way. Also destroyed was Ladder 23's new 1910 ALF was receiving its final coat of varnish when it was destroyed. Ladder 14's aerial ladder truck and Chemical 5's 1876 rig meet a similar fate.

During the battle to save the Shops, the fire nearly got to both Fire HQ and the Fire Alarm Office. This building, was equipped with an outside sprinkler system that activated and saved the building. The building survives to this day and is used by the Pine Street Inn. Critic's warned of the need to move the Fire Alarm Office, but that would not happen for another fifteen years when the present facility at 59 the Fenway was opened. The Shops were re-built and opened again in 1911 having been made of yellow brick.

The lumber yards and docks that were around Albany Street are long gone, having been torn down to make way for the elevated Fitzgerald Expressway in 1959

This is the response list from the 1910 Fire Log for both fires. Unfortunately they are not in alarm response order.

#### **Box 58 Blacker & Shepard**

Engine Companies: 1, 3, 4, 6, 7, 8, 9, 10, 12, 13, 14, 15, 16, 17, 18, 19, 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47.

Ladder Companies: 1, 3, 4, 5, 8, 10, 12, 13, 14, 15, 17, 18, 20, 22, 24.

Chemical Companies: 2, 4, 10, 12, 13

Water Towers: 1, 2, 3

#### **Box 44 Johns Manville Company 55-59 High Street**

Engine Companies: Engine 11 from Engine 25, Engine 32 from Engine 6, Chemical 3 from Engine 8, Chemical 1 from Engine 26. Ladder 2 from Ladder 8, Ladder 9 from Ladder 1.

Responding from box 58 to box 44 were Chemical 8, Ladder 24. Water Tower 3

#### **Mutual Aid Companies:**

City	Company	Comments
Arlington	Hose 2	To Box 44
Brookline	E-2 & Comb. A	To Box 58 Thayer St. Covered boxes from own quarters as far as Roxbury Crossing
Cambridge	E-3, E-7	To Box 58
Chelsea	E-1, E-5 E-2	To Box 58 To box 623
Dedham		States they did not receive call for help
Everett	E-1, Hose 1	To Box 44
Hyde Park	Hose 1	Cover E-3, then to box 44
Lynn	E-3, Hose 3 E-1, Hose 1	To Box 44 Covered Engine 11 quarters
Malden		States they did not receive call for help
Medford	E-1, Hose 1	To Box 58, but didn't work then to box 44
Melrose	E-1, Hose 1	To Box 44
Milton	E-1, Hose 1 Lad. 1 Hose 3 & Comb. 1	To Box 58 Cover Ladder 6 To Box 975
Newton	E-1, Hose 1	To Box 58
Quincy	E-1 & Comb. 1	To Box 58, then to Box 44
Revere		Covered Chelsea on first alarms
Somerville	E-1	To Box 58
Waltham	E-1, Hose 1	To Box 44
Winthrop	E-1, Hose 1	Covered Engine 9 quarters

## **AMBULANCES**

**By Member Michael Boynton**

They come in all shapes and sizes, and are the first line of defense in the field for the delivery of emergency medical services. They are run by Fire Departments, Rescue Squads, Volunteer Associations, Municipal Agencies, Private Companies, and in two cases in Massachusetts, Police Departments. Ambulances have certainly come a long way since the early days of Cadillacs and Oldsmobile's, or the oversized egg-delivery Chevy's that were modified for patient transport. And today's models are significantly better than the early days of the modular, when Modulance, Frontline, and to a degree Wheeled Coach ruled the markets. Here is a sampling of today's Ambulances from across Massachusetts and all across the color spectrum.











































## 2017 Mystery

As with the past few years, we have a mystery for all members. Several members are looking for information. If you can supply any of the needed information, please forward to: [box52boston@hotmail.com](mailto:box52boston@hotmail.com)

First up is the question of how many Civil Defense “Calamity Jane” rescues the City of Boston had for both the Police and Fire Department.

Here is what the trucks look like:



Photo Courtesy of the internet.

Next question.....Who remembers the big BPD Gerstanslager ESU truck that was nicknamed ‘*The Rope Truck*’ by the Buffs. Again Members are looking for info on the rig, especially the year!



Photo by Member Frank San Severino