BOX 52 ASSOCIATION



THE LINE BOX

Vol. 14 Summer Edition

Welcome to the Summer Extra edition of the Line Box. We have some interesting stories for your beach, lake, mountains, back yard or stretched out in front of the AC reading. And what better way to announce the summer edition than a photo of York Beach, Maine's 1958 Ford/Farrar Ladder 1!

In this issue we start a two part article of dual purpose foam pumpers which served the Commonwealth from 1960 to 1985. Part two will cover the years from 1986 to the present. Also, we have the time line for the Revere 6th alarm fire at Sozio's thanks to member Chris Bright and President Frank Barry. Chief Bright also sent along a report on a single alarm fire where the Revere Fire Department made a rescue under less than ideal conditions. We also have the time line for the May 2nd afternoon fires in Somerville and Chelsea, thanks to our new staff member Dave Parr who reached out to Chelsea Chief Albanse who sent the run report. And to Somerville District Chief and well known spark Frank Lee for sending the Somerville stats along. And to add to this Members Howie Smith and Gerry Mahoney sent along the reports of the Cambridge Companies at these two fires.

Line Box Staffer Mike Boynton has forgone his annual "All Ambulances Update" and has prepared a huge apparatus update, now that the weather has cooperated!

Staff Member Jay Pozark has done research from 1918 Fire and Water Engineering Magazines and prepared a look back at the spring and summer of 1918.

We hope you enjoy this issue and we look forward to seeing everyone in September!

TAXING OF METRO-FIRE

Wednesday May 2nd 2018 dawned bright and sunny after a cold winter and a wet, early spring, the warm weather had finally it was to be the first warm day of the spring! The groups that reported for duty that morning in fire houses around Boston had no idea what lay in store for them in just about six hours......

At 1446 hours Somerville Fire Alarm started to receive calls for a house fire at 269 Washington Street in Union Square. Box 251 was transmitted and a full first alarm assignment was dispatched. First arriving companies found heavy fire in the rear of a 2.5 story wood frame dwelling. The Working Fire was quickly transmitted, followed by a second alarm. SFD and mutual aid companies were able to prevent the spread of the fire, hard work by crews in the 89 degree heat the fire building was saved, but suffered heavy damage. As the companies were making steady progress, five miles away in Chelsea a fire was beginning at the rear of a three decker. This second fire was going to be one of the most challenging fires for Metro Fire, as many of the fire companies assigned to either coverage or fire duty were still engaged in Somerville!

At approximately 1535 hours Chelsea 9-1-1 lines lit up reporting a house fire at 10 John Street. Dispatch quickly transmitted box 431. A mere two minutes later as Ladder 2 pulled down John Street they reported heavy smoke showing and transmitted the Working Fire. Ladder 2's officer after a quick look down the driveway, ordered the second alarm.

Now, under normal circumstances this would not have been a problem as Everett, Somerville and Medford Companies would have started moving into Chelsea in what has long been known as the "North Shore Shuffle". However these Cities still had their mutual aid availability tied up in Somerville.

In Chelsea, the 3rd, 4th and 5th alarms were all transmitted within ten minutes from the time of the box! The progress report on the transmission of the third alarm was "heavy fire in two 3 story wood frame dwellings, extending to a third on the B side and to the C exposure in the rear. Fire is doubtful will hold!"

At 1543 hours the IC ordered the evacuation of the fire buildings and was switching to a defensive attack.

Under normal conditions the local run card would have the contiguous communities arriving quickly and getting into operation. Meanwhile, back in Somerville, the IC was unable to release any companies as they were still operating, being engaged in extensive overhaul operations.

Back at the fire in Chelsea, new chief officers who had only heard stories from the old timers of waiting for companies to come in from a distance as the fire intensified, now could fully understood what they had been told!

In Boston's Fire Alarm, Operators who were covering the Metro-Fire radio, were working to get companies into Chelsea for both fire duty and coverage.

At 1614 hours the 6th alarm was ordered. All that was able to respond on the 6th alarm from nearby was an Everett Engine 3 and Ladder 1! It wasn't for another 17 minutes that the balance of the sixth alarm assignment was on the way!

The Chelsea fire was placed under control with a probable will hold just after 1800 hrs.

Somerville Box 251 269 Washington Street

Alarm	Time	Engines	Ladder Ot	her Cover I	Engine Laddei	ſ
1446	251	3, 2, 1	2, 1	R1 , C2		
1450	W.F.	7		C3	E6/E2 Bos. E32/E3 Camb E4/E6	L3/L2 Camb 1/L3
1456	2-251	6, Camb. 4	3	C1, Camb Div 2, Cam Sq.2	Eve E1/E1 Arl E2/E6 Med E5.E7	Eve L1/L2

May 2 Somerville incident narrative as written by Cambridge Division 1 Deputy: E5 & L1 responded to cover @ Som. E6 & L3 on WF. 2nd was transmitted, E5, E4, Sq4 & D1 assigned to fire. E5 laid 200ft of 4in. Assigned to overhaul floor 2. E4 & Sq2 were assigned as RIT. Dismissed by Som. FD IC. L1 did one run to Cedar Street from the cover.

Chelsea Box 431 10 John St.

1535	431	3, 2	1	C8
1537	W.F	1	Twr 1	
1538	2-431	Rev E4, E1 Bos. E5	Rev L2	
1539	3-431	Med. E4 Mal, E4 Eve. E3	Bos. L21	Lynn C2
1543	4-431	Sau. E1 Lynn E9 Camb. E5	Med. L2	Camb' Sq2 Camb. Div 1
1545	5-431	Mel. E2 Wake E2 MassPort E5	Malden L1	C1
1614	6-431	Brook. E1 Bos. E50 Som. E2	Camb. L2	

May 2 Chelsea incident narrative as written by Cambridge Division 1 Deputy E5 to cover on 4th. E5, Sq2 & D1 to fire on 5th. Fire was in 3 wood frame multiple dwellings. Sq2 arrived & assisted w/search of 'B' exposure & was driven off of floor 2 by fire conditions. E5 took hydrant @ Gardiner & John Sts., laid 150ft of 4in supply line & then hand stretched 500ft of 2 1/2" hose

line to D side of original fire bldg. & operated exterior line. E4 responded on 6th alarm & relieved E5 at the nozzle. Cos swapped off. After a rehab assigned to assist w/opening up on floor 3 of exp B2 (70 Clark St.). Operated until dismissed by Chelsea FD IC.

Revere Sozio's Fire

On a cold late afternoon on Feb. 17th, 2018 the Metro-North Regional Emergency Communications Center received a 9-1-1 call from a worker at Sozio's store reporting a fire in the store at 61 Squire Rd.

The building was an aircraft hangar when the property was part of the old Revere Airport. The building had been renovated and portioned off over the years. And to add insult to injury, first due Revere Engine 4 was out of service due to manpower.

At 1619 Engines 1, 3, 5 Ladder 2 and C3 were dispatched. Chelsea E3 and Ladder 2 were dispatched to cover Revere.

Arriving first due Engine 5 reported heavy smoke showing. Ladder 1 was dispatched on this report. A working fire was ordered moments later and Chelsea Ladder 2 responded as the RIT Company along with a Cataldo Ambulance.

The building was pushing smoke from all entry points. Ladder 2 was struggling to get the roof top skylights open. A second alarm was sounded summoning more resources. Revere Engine 3, who had advanced a line into the building, transmitted a MAYDAY. Ladder 1 acting as the RIT team with help from Engine 1 located the crew and brought them to the exterior. None of the crew was found to be injured.

1619	Box	1, 3, 5	L2	C3
1625	Sp.C		L1	
1631	W.F		Chelsea L2 - RIT	Cataldo Ambulance
1641	2nd	Chelsea E-3, Boston E-3, Mass Port E1		Boston Car 1
1647	3rd	Malden E-4, Everett E3, Winthrop E-1	Malden L-1	
1808	4th	Medford E-1, Melrose E-1, Cambridge E-	Medford Twr. 1	Camb. Sq. 2, Div. 1
1813	5th	Somerville E-3, Stoneham E-1, Wakefield E1	Somerville Tower 1	
1838	6th	Arlington E-2, Winchester E-1, Boston E-56	Boston L-21	

Narrative of Revere Ladder 1's Company Officer

Upon arrival at 61 Squire Rd Ladder 1 observed a heavy smoke condition with first due companies operating on the D side of the building. Ladder 2 had already taken up a position at the front of the building so Ladder 1 entered the parking lot on the B side of the building. I ordered the crew to raise the stick to the roof and during this operation, Command designated Ladder 1 as the RIT team. While the crew continued operations to raise the ladder, I began to size up the fire building. After the ladder was out of the bed, I directed the crew to get the RIT equipment to have it ready at the front of the building. Once the RIT equipment was setup, I began to do a walk around to size up the structure and the conditions. While standing at the A side in front of the building, a mayday was sounded by Revere Engine 3. Command immediately activated the RIT team and we made our way around the building to the D side and with the assistance of Engine 1's crew we followed Engine 3's line into the building. We were able to locate Engine 3's crew quickly by following their hose line and we were able to walk them out of the building unharmed. Upon returning to Ladder 1, Command relieved us of being the RIT team and ordered us to begin aerial master stream operations due to the worsening conditions. At that time a Malden engine company was working to lay a 4" line onto the fire ground and I was able to get them to feed Ladder 1's aerial pipe. Ladder 1 began aerial operations and continued to flow water and observe conditions throughout the fire. Sometime around 2100-2130 hours most of the fire had been knocked down and Ladder 1 was ordered to take up a new position at the C/D corner on Ferragamo Way to continue to work on hot spots until released at 2234 hours.

Narrative of Revere Deputy Chief

Responded for a report of a structure fire. On arrival, Engine 5 reported heavy smoke showing. I (C-3) arrived and indicated to dispatch, "working fire". The building owner approached and indicated all people were out of the building. He stated he

and his wife were the only people inside and were both out.

Fire crews immediately advanced attack lines into the building on the right (D) side. Heavy smoke was pouring from the building at the points of entry. Ladder 2 opened skylights on the roof for ventilation. Due to the amount smoke and now visible flames, a second alarm was ordered. National grid electric and natural gas divisions were requested to the scene. Shortly after, a mayday was transmitted from Engine 3. Ladder 1 was the Rapid intervention team. Ladder 1, with the assistance of Engine 1, located Engine 3's crew and brought them to the exterior. They were evaluated and were uninjured.

As interior companies played water on the fire, they radioed the needed more ventilation due to extreme heat. Additional windows were removed for horizontal ventilation. Fire intensified and a third alarm was called. Shortly after the third alarm, fire could be seen throughout the building. All companies were ordered out of the building. Operations were switched to a defensive mode with the use of master streams from the exterior. Fire from the left side (B side) and rear (C side) extended to numerous vehicles parked there. Additional Command Staff responded as well as numerous mutual aid companies. Chief Bright (C-1) took Command on arrival. A command post was established and a personnel accountability report (PAR) taken ensuring all firefighters at the scene were accounted for. Additional alarms were sounded up to the 5thalarm. The masonry exterior wall on the right (D) side collapsed with more walls and roof collapse further into the fire. A collapse zone was established. Fire was eventually Knocked down but hidden pockets remained under the collapsed debris. An engine company was left on scene playing water onto these hot spots. Two firefighters suffered non-life threatening injuries. One was taken to Mass General Hospital and the other remained on duty.

Additional resources that responded were Revere and State Police, Cataldo Ambulance, Boston Sparks Association, and National Grid Electric and Natural Gas Divisions.

Revere Ladder 1 began as the Rapid Intervention Team (RIT) until it was necessary to utilize their aerial master stream.

A Massport Engine Company took over RIT duties at that point. Fire companies on scene utilized large diameter hose (hydrant line), 1 3/4 and 2 1/2 inch attack line, heavy appliances, Aerial master streams, Scott packs, general service tools, thermal imaging camera, and power cutting tools (saws).

Report of Cambridge Division 1 Chief

E5, Sq. 2 and D1 responded to 61 Squire Rd Revere on their 4th alarm fire. A single story commercial building 150X150 was fully involved. D1 reported to command and received orders to work with companied in the rear of the building (Charlie Side). The rear of the building was under the command of a Revere Deputy Chief. Cambridge crews worked in the rear of the building moving and operating 2 1/2" hose lines. As the fire darkened down after an extended period of times, other companies were assisted in making up. The Revere Deputy who had been in charge of the rear of the building released Cambridge companies to return to Cambridge



Foam Pumpers

Photo by Member M. Worley

What was supposed to be a short summer topic on foam pumpers, has in typical recent story fashion turned into a multi-part series. The first part will cover foam, apparatus and tools from the end of World War 2 to 1985. Part two will cover from 1985 to the present day, along with Class A and Class B foam.

With the discovery of oil in Titusville, Pennsylvania on August 28, 1859 when the first well was drilled in the United States, oil fires soon followed and for the next 43 years, firefighters around the world struggled to put out oil based fires.

In the Russian city of Baku, the capital of Azerbaijan and the largest city in the oil rich Caucasus region, an engineer and chemist had watched many fires in the area and was determined to find a way to extinguish these flammable liquid fires. In 1902 Aleksandr Loran developed a mixture of two powders and water produced in a foam generator. The powders used were sodium bicarbonate and aluminum sulfate with a small amount of either saponin or licorice added for the stabilization of the bubbles. After testing the compound for two years and in 1904 Loran patented his invention and developed the first chemical foam extinguisher. This chemical foam was used up until 1940 when Percy L. Julian developed an improved type of foam called AERO-FOAM. Aero-Foam used a mechanical action. A liquid protein based concentrate made from soy protein was mixed with water in either a proportioner or an aerating nozzle to form air bubbles with free flowing action. Its expansion ratio and ease of handling made it popular. During World War 2 Aero-Foam was used aboard all US and allied naval ships and in aircraft firefighting vehicles in all theatres of operations. The Class 155 foam trucks were a welcome site to damaged aircraft returning from raids over enemy held territories. These trucks were built on Kenworth, 6 ton, 6x6, Model 572 and the Brockway, 6 ton, 6x6, Model 666, chassis. Mack Truck built bodies on both the Kenworth and the Brockway, these trucks were equipped with a Hale Model ZEY, 325 gpm, and 600 psi high pressure pump, powered by a Continental 6-cylinder motor. American LaFrance constructed bodies on the Brockway Model F666 and B666 chassis and they were equipped with an American LaFrance Model 155, 2 stage high centrifugal pump rated 250 gpm at 600 psi powered by the American LaFrance 12cylinder motor.

The Class 155 were equipped with a 1000 gallon water tank and a pair of manually operated high pressure turrets mounted atop the vehicle. Starting buttons and throttle controls for the pump engine were located at the driver's seat and on the deck at the forward turret position. On the left side of the dash, in the driver's compartment, was a valve which controlled two seat spray nozzles mounted on either side of the windshield. The purpose of those spray nozzles was to protect the driver with a wall of water in case the wind blew flames towards him. The turret nozzles could be changed from straight stream to fog by moving a small lever near the tip of the pipe. Two 100 foot lengths of high pressure, 3/4 inch hose were carried in hose trays located over the rear wheels and were equipped with hand held fog nozzles. A third 100 foot line was carried in an open compartment in the body of the truck behind the cab. The 155 was also equipped with various firefighting tools including, 16 foot A-frame folding ladder, Army crash tool kit, axe, pike pole, fog applicators, fire extinguishers and 100 foot rope with grapnel hook.

After the war, these models were modified for foam operations by the addition of a foam tank which was mounted on top of the truck and a foam proportioning device. Fog and foam nozzles were added to both the turrets and the ground sweep nozzles, which were attached to the front bumper. The FDNY took delivery of three Class 155's in 1946. Two were built on Mack chassis and another on a Reo. They were built for the US Army Air Force, but never saw service due to the war ending. One was assigned to Idlewylde Airport (JFK) and the other to LaGuardia. Records do not show where the Reo served. The rigs were delivered in olive drab and re-

painted by the FDNY Shops. In 1947 they were turned over to the Port Authority, who had taken over fire protection of the City's airports and the red paint quickly gave way to yellow.



Class 155 war surplus acquired by the FDNY for airport use after modifications for foam use.



After its transfer in 1947 to the Port Authority. Both photos collection of J.A. Caldrone

By the 1950's Fire Departments all over the Country were carrying anywhere from 2 to 6 5 gallon pails of foam concentrate. If an engine company arriving at a fire scene needed foam. The crew would stretch an inch and a half line put on the foam nozzle with a flow of 60 gpm. The foam propotioner set at 3%. The pickup tube for the protein foam was placed into the foam can. And connected to the hose line. Once water started to flow the propotioner would protein the foam concentrate at 1.8 gpm. The quantity of the foam generated depended on if the nozzle was aspirated or not. Since most local fire departments carried the aspirated type of nozzle the expansion rate of the foam concentrate at 60 gpm would yield 360-540 gpm of expanded foam. So one engine company could keep up an attack using all their cans of foam which would yield about 1,800 gallons of foam.



Ads circa 1960's for both Rockwood and Akron Brass. Collection of Member J. Pozark

By the mid 1950's Departments across the country were clamoring for a dual purpose pumper that was able to perform normal firefighting duties but also, were equipped with foam capabilities when needed. Major incidents across the Nation had shown that using cans of foam with propotioner was ineffective and no department could keep up an uninterrupted foam attack. In addition each company had to carry the additional equipment to get into action using foam.



Equipment ads, collection of Member J. Pozark

By the late 1950's, three of the major fire apparatus manufactures were in the development phase of dual purpose pumpers. The first to enter the market place was Seagrave using its 70th Anniversary Chassis and naming the model the "Vigilant". The unit was equipped with a foam turret and rated capacity of 1,000 gpm, 300 gallon booster tank and a 100 gallon foam tank. Maxim was not far behind and released a foam equipped F model pumper in the early 1960's. Attleboro was the first in the state to receive this new model and was featured in many ads during the era. American La France introduced the 'Bristol' model foam pump based on a 900 series chassis and named after Bristol, CT, the City who received the first model off the assembly line in Elmira, New York. Other major apparatus makers were quick to follow suit and developed foam pumps on their custom chassis. Ward La France used its Ambassador Model chassis and Peter Pirsch used both its Model 42 chassis and with Cincinnati style cabs (these were produced by Truck Cab Manufacturers (TCM), Cincinnati, Ohio). They are available in steel, aluminum, galvanneal, and stainless steel. TCM's cabs were commonly called the "Cincinnati or Cinci Cab," and the company claimed to supply most of the major apparatus manufacturers. Two of these models made their way to the Metro area in the mid-1970's serving in Cambridge and Chelsea.

By the time of the Bi-Centennial in 1976 most of the foam pumps in the Metro area, Maxim F models were the preferred choice, followed closely by Peter Pirsch and Ward La France. Farrar, Mack, Seagrave and American La France rounded out the foam pumpers, both in the greater Boston area and statewide.



Maxim ad featuring Attleboro Engine 2. Photo collection of Member H Smith



Foam pump located at the rear of the Maxim's. Photo by Member H. Smith



Rear view of Quincy Engine 5 Seagrave showing the 250 gpm foam pump powered by a 60 HP Wisconsin 4 cylinder engine. Collection of Member M. Worley.

As the 1960's turned into the 1970's Massachusetts Departments across the state had placed orders with Maxim for this model. They served from Logan Airport to western part of the state. Several of these were even produced on the sturdy S model chassis.

In addition to Attleboro's 1965 Model, units also served in Chicopee, Framingham, Logan Airport, Milton, Norwood, Salem and Worcester. Many Departments in Rhode Island also ordered the F Model. Springfield had one of the few built foam pumps mounted on the sturdy S model chassis.

The most famous of **all** the foam pumps was the 1971 Maxim S Model that was purchased by Mass Port and assigned as Engine 1 at Logan Airport. This rig was equipped with a 1,000 gpm pump, 1,000 gallon water tank and carried a 130 gallon foam tank and 400 pounds of dry chemical agent. This rig underwent several re-builds in its career. One of the most famous photos of this rig was it working at the Chelsea Conflagration using its Rockwood roof mounted foam gun as a master stream.



Mass Port Engine 1 with its foam gun operating. Photo by Member H. Smith.

These pumps were designed as primary structural pumpers, and a foam pumper secondary. Here is a gallery of them at structure fires.



Camb. E3 Pirsch operating at a 3rd alarm in the winter of 1977. Photo by Member F. San Severino



Quincy E5 operating at a structure fire. Photo collection of Member M. Worley



Salem E6 operating at a Tannery fire, summer of 1978. Photo by Member F. San Severino



Salem E5 working at a multiple alarm in Swampscott circa early 1990's. Photo by Member P. Aloisi

When these rigs went into their secondary role as that of foam pumpers they were really earning their keep! On Saturday May 7, 1977 a tractor trailer tanker had just gone by the MBTA power station in Kendall Square Cambridge. It skidded, tipped over and immediately the 8,500 gallons of gasoline ignited. Cambridge Fire Alarm transmitted the box at 1415. Engine 7 rolled out of quarters made the 200 yard run to scene and went into action using fog lines. Engine 3 arrived and went to work with both the roof mounted and ground sweep nozzles and started foam operations. The foam tank was refilled several times. Engine 3's cab suffered heat damage and needed to be replaced.



Cambridge Engine 3 after the battle, note the 5 gallon foam pail on the left side of the photo. Photo collection of Member D. Boudrow

A Gallery of Foam Pumpers



Attleboro E2 1965 Maxim delivery photo.1000/500/110 gals foam. Collection of member H.Smith



Attleboro Engine 2 1965 Maxim with 1985 Greenwood re-build. Photo by Member R. Fitz



Braintree E3 1972 Pirsch 1250/500/40



Braintree E-3 1977 Hendrickson/Farrar 1250/500/40. Photo by M. Worley



Braintree Engine 5 X E-2 1983 Spartan/E-One 1250/500/50. Photo courtesy of Firenews.org



Cambridge Engine 3 1977 Pirsch 1250/500/100. Collection of Member F. San Severino



Chelsea Engine2/Foam1 1977 Pirsch 1000/500/100. Collection of Member F. San Severino



Dedham E4 / 1000/500/20. Photo by Member F. San Severino



Fall River E6, 1969 Ward La France, 1000/500/90. Photo by R. Myers



Framingham Engine 5 1965 Maxim 1000/500/110. Photo by F. San Severino



Greenfield Engine 5 1981 Ford C/Pierce 1250/750/55foam (pump and roll capabilities) Photo by Member R. Fitz.



Hyannis E2 (822) 1965 FWD/Farrar 1000/750/50. Photo by Member R. Fitz



Middleton 1986 Hahn/KME 1250/750/75 With Feecon manual roof turret. Photo by Member P. Aloisi.



Natick E5 1974 American La France "Bristol Model" 1000/500/110. This was one of the last Bristol models build by ALF. Photo by member F. San Severino



Natick E-4 1984 E-One Hurricane 1250/500/110. Photo by R.M. Washburn



Newton E-3 1976 Mack CF 1000/1000/50 Feecon "Cobra" roof turret. Photo by Member M. Roche



Norwood E-2 1964 Maxim bought from Hazardville CT. 750/500/110. Photo by Member M. Worley



Quincy E5 Seagrave 1000/500/100 gallon foam bladder tank delivery photo. Collection of Member M. Worley



Reading E-2 1979 Maxim 1000/1000/240. Photo by member F. San Severino



Salem E5 1974 Maxim 1250/500/50. Photo by F. San Severino



Springfield E-7 1979 Maxim S model 1250/500/110. Photo by Member R. Fitz



Westwood E-1, 1969 Ward La France 1000/500/90. Photo by Member F. San Severino



Worcester Engine 1 1974 Maxim 1000/500/40. Photo by the late Byron Hurst, Collection of Member M. Boynton



Worcester E2 1977 Maxim 1250/500/55. Photo by Member F. San Severino

In Part two we will look at the development of newer foam units and modern day pumps equipped with two classes of foam. This will cover from 1986 to the present.

Revere Trailer Fire Rescue

When one thinks about the Metro Boston area the last thing that comes to mind is a Trailer Park. Revere Fire responded to Lees Trailer Park at 418 Revere Beach Parkway on May 29th at 2142 hrs. The response of C2, E3, E4, L2, and Cataldo Ambulance responded upon arrival the Companies were meet with heavy smoke conditions and fire. It was reported that one occupant was trapped. Ladder 2 started the primary search while Engine 3 got a line on the fire. The victim was located on the floor by Ladder 2 and with the help of Engine 4 he removed from the

fire building and transferred to the care of Cataldo Paramedics who transported the victim to the Mass General.

Chelsea and MassPort responded on mutual aid.

Centennial Spring and Summer Fire Department Activity Information gathered from Fire and Water Engineering By Jay Pozark

Fire News

Boston

On Wednesday night June 3rd in Roxbury, one night's peace was broken by the clanging of the fire bells. Two overlapping third alarm fires threatened the old town. Box 3134 Norfolk Ave and Clapp St. was received and transmitted at 2113 hours for fire in a 3 story brick building that was occupied by the Business Men's Waste Company in the rear of 251 Norfolk Ave. Fire was well advanced on arrival and threatened the neighborhood of wooden tenements on Burrell Street. The Box was followed at 2119 by a Second Alarm at 2126 and the Third Alarm was ordered five minutes later at 2131. The first two floors held the pressing machines and the third floor was used for the storage of baled stock. The building was heavily damaged along with its contents and the specialized machinery damage was estimated to be about \$ 12,000.00 (*Response from the Boston Fire Log: Engines 12,13,14,15,21,23,24,33,42,43. Ladders 4,12,20,23 and Chemical 10 – Editor*)

As Patrolman William Cummings pounded his beat he looked down Edgewood Street and could see a building ablaze. He raced for the nearest fire alarm box at Warren & Maywood Streets and pulled the hook on box 2161 at 2237 hours. As he waited at the Box for the apparatus he was wondering where the apparatus was, he could hear them in the distance. He did not know of the other fire. Fire started on the first floor of a one story wagon repair shop and blacksmith shop, 25' high and 40' X 70'. Attached to a twos story brick machine shop at 9 Edgewood Street. The third alarm was transmitted at 2253. The owners of the shop a W.S. Cutts and his partner Jacob Wallace estimated the damaged to their business to be about \$ 6,000 and said that several wagons and auto motor cars were heavily damaged.

As companies were getting the attack underway, several firemen working hose lines on the roof on the Maywood Street side of the fire had a section of the roof collapse. They were able to make it to safety as Ladder 23 quickly threw up ground ladders. No one was injured in the close mishap.

Cause for both fires was unknown.

(Response to this fire: Engines 13,14,17,18,37,42,43. Ladders 23, 30 and Chemicals 5, 10. Engines 14, 42, 43 and Chemical 10 had a very busy night! – Editor)

Thursday morning June 6th, three alarms were sounded on Box 7112 for a fire at 13-15 Sleeper St. The 6 Story building of 2nd Class (slow burning) construction was owned by the Boston Wharf Co. and was being used by the General Electric Co. for storage of incandescent lamps, packed in excelsior and stored in paper containers. The building fronted 50' on Sleeper St. and 21' in the rear alley. Each floor had an area of 10,000 square feet. A railroad siding served the rear entrance to the building. An interior stairway and external rear fire escape along with two

freight elevators provided access to all floors. The main exposures were similar buildings to the rear of the fire building. All the buildings were protected by exterior metal fire shutters. Box 7112, Congress and "A" Streets was received and transmitted @ 0933 hours followed by a Second Alarm @ 0937 and a Third Alarm @ 0939.

Initial attack was by handlines up the rear fire escape. Arriving Hook & Ladder Co.'s went to both the rear and the front of the building and threw their sticks. Additional handlines were run over the aerial ladders. The initial fire was principally on the top floor. The contents and packing materials made for a hot, smoky fire. Vertical ventilation was complicated by limited natural openings in the roof. A ventilator and small skylight being the only ones. G.E. Co. employees went round and ensured all fire shutters were secured. Additional attack lines were stretched to the exposed structures via interior stairs and exterior fire escapes. Streams from these handlines, playing from window openings and rooftop, poured water into the burning warehouse. Freight cars on the siding at the rear were moved to reduce exposures and improve access.

Thick smoke made interior operations difficult and dangerous. Draeger Smoke Helmets were deployed to maintain an interior attack. Despite the use of the high-tech respirators several men were overcome by smoke. Six times hot air explosions drove the members from their precarious positions. One member was seriously burned and taken to the Haymarket Relief Station for treatment.

A water tower was brought in and set up. Two wagon guns were also pointed at the blaze. Second and third alarm companies stretched lines to feed these master streams. The 8" and 12" water mains in the area maintained a residual pressure of 56 psi, at least adequate for the battle.

Chief of Department, Peter F. McDonough was in command, assisted by the Senior Deputy Chief and four District Fire Chiefs. During the fire, Senior Deputy Chief Taber noticed smoke coming from the third floor of the Armour Leather Co. a short distance down the street from the original fire at 33 Sleeper St. Box 7112 was again sounded at 1000. Engine Company 2 and Ladder 1 responded. The second fire was believed to be a separate incident there being a 20" wall between the two occupancies.

A fire detail of one engine, one officer and ten firemen were left with 2 hose lines to watch for rekindles.

Fire was confined to the top floors and the loss estimated at \$75,000.00. The cause and origin were under investigation by local and federal authorities. The G.E. Co. was under government contract and sabotage was feared.

In all 7000" of 2 ½ "and 3" hose was used. Ten Engine companies (8 Steam Engines of first, extra and double size, 2 Seagrave 850Gpm motor pumping engines), five Ladder Co's (4 Aerial & 1 City Service), two Chemical Engine Co's, three Water Tower Co's (only one actually operated), the Rescue Company and three Fuel Wagons worked at the fires.

(According to the Boston Fire Log for this fire, no listing of any Water Tower Company or of the Rescue Company responding. The response listed in the fire log in numerical order: Engine Companies 1,2,3,4,7,10,15,25,26,31,35,38,39,44,47. Ladders 3,5,8,18,17. Chemical 1-Editor)

Boston, August 22nd, the fishing schooner Gertrude DeCosta was damaged and one man seriously injured. The gasoline powered vessel was bunkering in dock at South Boston when, it is reported, the stove in the galley ignited the gasoline fumes. The schooner was badly damaged. The ship had to be towed to shallow water and sunk to extinguish the fire. A still alarm was transmitted at 1644 and Engine Company 44 (fireboat) responded with District 1.

Boston Mass. also saw a \$30,000.00 loss at an auto body factory and \$10,000.00 loss from a barn fire.

In May, the City of Cambridge saw a repeat performance when fire struck the Alden Speare & Sons Paint and Oil Co. on 6th St. in East Cambridge.

The fire started when a motor oil spreader truck backfired and caught fire. The vehicle was parked between two buildings a garage and storage shed on one side, and a two story wood frame metal clad storehouse on the other. The store house contained several tanks and hundreds of barrels of oil and paint products.

Box 175, a private box was sent @ 1159 hours. This was followed by a Third Alarm @ 1203, the Second Alarm apparently being skipped. Seven Cambridge and one Somerville Engine Companies, one Cambridge Chemical Company and three Cambridge Ladder Companies worked at the fire. Loss was estimated at \$100,000.00.

This was a repeat performance as the same company had sustained another general Alarm Fire a year earlier on May 1st.

A General Alarm fire in Revere started in a wooden stable at Washington Square. The fire in the 2 story building was discovered about 0220 hours. The fire rapidly extended to a 3 story frame storehouse, a 3 story tenement and a cottage. All were of frame construction. Chief of Department Arthur Kimball along with his Deputy Chief George Smith led the Revere department in the battle. Responding were Revere Engine 1 with their 750 GPM Seagrave Motor Pumper, Revere Engine 2 and their Amoskeag First Class Steam Fire Engine, Responding on mutual aid were Chelsea Eng. 1 with their Seagrave 750 GPM Motor Pumper and Winthrop Eng. 2 with their, brand new, Ahrens Fox Motor Pumper. This was the Winthrop Engines first fire. The piston pumper supplied two lines over 600' long into two 1 ¼ " tips. Winthrop Chief Tewksbury and Deputy Chief Belcher supervised. Two firemen were seriously burned rescuing 11 horses from the stable.

Revere had another fire which involved a hotel and dwellings with a loss estimated at \$200,000.00 dollars.

Medford Mass. had a warehouse fire with a loss estimated at \$60,000.00.

Tragedy struck the Town of Natick Massachusetts on June 17th when Hoseman Howard Frost was killed in the line of duty. Chief of Department John E. Coleman was in command of the firefighting operation at the Ahern Block when the roof collapsed. Hoseman Frost along with 3 other firemen were operating from a ladder when the collapse occurred. All were thrown to the ground and injured, two of the other firemen seriously. The fire departments from the Towns of Wellesley and Framingham responded on Mutual Aid to assist fighting the blaze.

In Amesbury Mass. A fire started by a spark from a hoisting engine swept the Otto Kranz Coal Co. Yard at Salisbury Point on the Merrimack River. Strong winds drove the fire beyond the coal yard and several wooden buildings along with a schooner at the pier were badly damaged.

Also, in Amesbury, an attempt to burn the Star Laundry Company's building on Merrimac St. was foiled just in the nick of time when candles were discovered burning among oil-soaked clothing.

The Town of Kingston Mass was visited by the fire devil. A fire starting in a stable extended to five other buildings. Help was sent from Plymouth. The motorized Plymouth pumper is reported to have done good and efficient work.

Also, on the South Shore, the villages of Green Harbor and Brant Rock were visited by fire which destroyed hotels and cottages. The Brant Rock fire resulting in a \$50,000.00 loss. The Green Harbor fire being an \$18,000.00 loss.

Another south of the city loss was a major fire in the Town of Stoughton. This \$400,000.00 fire destroyed a local woolen mill.

On August 22^{nd,} the military training center at Camp Devens was "Attacked" by fire. A garage and 23 motor trucks were destroyed. Financial damage was estimated at \$100,000.00. Damage to the war effort to "Beat the Huns" is not known.

In other news...

In Boston, the new firehouse for Engine 50, in the Charlestown Section has opened. Mayor Peters of the City of Boston has informed the members of the fire department that the financial situation prohibits any salary increases.

Due to men leaving for military service and higher wages in war industries, the Boston Protective Department has become significantly short of manpower. The City of Boston has decided to postpone completing a high pressure firefighting water system

The Watertown Fire Department became completely motorized in July with the placing in service of a new Combination Hose & Chemical Car on a Maxwell chassis with body built and equipment installed by members of the department.

The Town of Ayer Mass. expects to start construction of a new, modern, fire station this summer.

In Lynn, the residents of the Pine Hill Neighborhood want a piece of apparatus purchased and placed in service in the new fire station that sits empty on Woodlawn St. Also in Lynn, Permanent members of the Lynn Fire Department received an increase of \$200.00 to their annual salary. This increase went into effect on July 1st.

The Lawrence Fire Department has postponed motorization for another year. The Lawrence Fire Dept. has received two chassis for conversion to squad wagons. The one. A Buick, the other, a Paige, will be converted and two flying squads created.

Apparatus Delivery News:

Winthrop Mass. received a new Ahrens Fox 800 GPM Motor Pumper

The Peabody Mass. Fire Dept. received a new American LaFrance Type 75 750 GPM Motorized Pumping Engine.

The City of Haverhill Mass. has placed two new pieces of apparatus in service with two more, a motorized pumper and an aerial truck to be delivered in September.

The U.S. Army Training center at Camp Devens Fire Department has received an American La France Type 40 Combination Chemical Engine & Hose Car.

This has been a review of spring and Summer Fire News, *from one hundred years ago*. Some things never change.



Don't worry it will be here before you know it! Clarendon, PA 700 series American La France Photo Clarendon VFC.



APPARATUS UPDATES By Michael Boynton, all photos by the author

The last few months have been busy and productive in getting caught up with apparatus deliveries and changes in Boston, throughout Metro, and across Massachusetts (Rhode Island too). Here is a brief update on some of the happenings:

BOSTON

Boston Tower Ladder 3 – 2018 E-One Cyclone 95' RMA Tower Boston Ladders 1, 2 & 24 – 2018 E-One Cyclone Metro 110' RMAs Boston Engines 8, 30, 32, 48 & 55 all have received reassignments. Engine 8 is using the former Engine 37 & 50 ('98 E-One) until they receive a new rig in late summer. Engine 30 is using the former Engine 21 ('10 E-One), Engine 32 has E-39's former rig ('08 E-One), and Engines 48 and 55 are in older KMEs that were previously assigned to Engine 14 and Engine 42 respectively. Engines 24 and 29 are also in line to receive new E-One pumpers this summer.

METROFIRE

Arlington Engine 1 – 2018 E-One Typhoon Arlington Ladder Tower 1 – 2018 Pierce Arrow XT 95' MMA Boston Medflight Med 12 – 2018 Ford F-550/Life Line 4x4 Critical Care Unit Cambridge Squads 2 & 4 – 2017 Ford F-550/Fire-1 4x4 Chelsea Engine 3 – 2018 Pierce Enforcer 1500/750/80B Concord Engine 3 – 2018 E-One Typhoon 1250/510/20A Newton Rescue 2 – 1995 Pierce Saber Walk-Around Heavy Rescue (former Hopkinton R-1) Somerville Engine 2 – 2018 Spartan ERV MetroStar 1250/500/30F Woburn Tower 1 – 2017 Pierce Arrow 2000/300 95' MMA

MASSACHUSETTS

Devens Engine 4 – 2018 Ferrara Igniter MVP Rescue Pumper 1500/1000/30A Duxbury Engine 3 – 2018 Pierce Dash CF PUC 1500/750/20A Fall River Engine 4 – 2018 Ferrara Igniter 1500/750/75A (Identical to Engine 2) Great Barrington Engine 4 – 2018 KME Severe Service 1500/1000/30A Hanson Forest Fire 1 2018 Ford F-550/Firematic BRAT 4x4 250/300/10F Ipswich Engines 2 & 4 – 2018 E-One Typhoons 1250/770 Lancaster Ladder 17 – 2018 KME Severe Service 109' RMA Lee Engine 7 – 2017 KME Predator 1500/2000 Leverett Rescue 1 – 2018 Ford F-550/V-Tec 16/200/20A High Pressure Pump Unit Milford Ladder 1 2018 KME Severe Service 2000/500 109' RMA Onset Engine 3 – 2018 International/KME 4x4 1250/1800/50A Pembroke Squad 5 – 2018 Ford F-550/Ahrens Fox MiniEVO 4x4 1500/400 Spencer Rescue 1 – 2000 Pierce Saber Walk-Around Heavy Rescue (former Santee, CA) Springfield Engine 3 – 2018 Fierce Velocity PUC 1500/750/25F Westford Engine 4 – 2018 E-One Typhoon e-Max 1500/970/30A

















Outside Metro-Fire

















Enjoy the rest of the summer, stay safe and see you all in September!