

Box 52 Association



The Line Box



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

Vol. 16 **SUMMER ISSUE**

Welcome to what was planned to be a small issue at about 20 pages. Well that has gone out the window! We have a terrific line up of stories and photos that we know you are going to enjoy!

So, grab a cold drink, socially distance yourself mask up and read on!



Boston Engine Company 49 and their **BRAND NEW** 2020 E-One Typhoon pump, one of three delivered. This is the first new pump 49 has received since 1932 when they placed in-service a 1932 American La France Type 310 1,000 gpm pump ALF S/N # 7476 and

carried BFD shop number #186. They operated this pump for eight years until the rig was transferred to Engine Company 35. Thus starting the 'hand-me-down' rigs they have suffered with for 80 years! Photo by Member Michael Boynton.

There is more news on these 3 new pumps in Mike's Apparatus Update column.

You will notice that all photos in this issue are watermarked. I and several others have found photos used in past stories on the web with no credits. There is one who is even passing ALL the photos off as their own. The new watermark is placed on in 'layers' which I am hoping will stop some from grabbing the photos.



**RED COACH GRILL FIRE
3 ALARMS BOX 1547
41 STANHOPE STREET
Friday July 1, 1955**

In the mid 1930's Howard D. Johnson was looking to expand his empire and was looking for a more upscale restaurant than the familiar 'orange roof' sandwich and ice cream shops. He found what he was looking for in Wayland, Massachusetts in a recently built restaurant on State Route 20 called the RED COACH GRILL.

Johnson bought the restaurant which became the flagship of the chain until their demise in the early 1980's. The Red Coach Grills were known for their pre-Revolutionary American post house theme. Inside, diners were treated to two massive fieldstone fire places and accurate reproduction Colonial fixtures and furnishings. Selected cuts of meat, seafood, lobster and other choice entrees were on the menu.

In 1961, there were just 10 Red Coach Grills, all located in New England and primarily Massachusetts. The Company was taken public and by 1975 there were a total of 32 Red Coach Grills from Maine to Miami. In 1975, the Howard Johnson Company created a new restaurant chain by the name of the Ground Round. As the 1970's came to a close, the empire of Howard Johnson began to fail.

Many members I'm sure, have fond memories of dinners at a Red Coach Grill!

Our story involves the second restaurant in the chain. This was built in Boston at 41 Stanhope Street.

The restaurant opened in early 1939 and soon become a favorite after work stop for many of the workers from the John Hancock Insurance Company for many years.

The building, which stills stands, houses a restaurant called the Red Lantern, an Asian restaurant and lounge. The building is a two story brick ordinary construction with a concrete floor. The building also had foam rubber 'banquets' and a heavy supply of paper products. This coupled with high heat and humidity would challenge the BFD in a slug fest which saw 24 firefighters injured from smoke inhalation and heat exhaustion.

Friday July 1st 1955 was the third day in a row of 90 degree temps and high humidity. Winds were moderate from the west/northwest. It was a typical Boston triple H day, not a day to do battle with a stubborn basement fire!

Just before 7:00 AM Chef Albert Geradin and salad prep man Charles Heard opened the restaurant and set about starting the days prep work. They were soon joined by a third employee, Phyllis Fedele.

In Boston fire houses the clock ticked slowly toward 8:00 AM and the change of shift. Some early birds from the day shift were already in swapping stories and having the first cup of coffee. With just 17 minutes remaining in the night shift, Fire Alarm transmitted box 1547 Clarendon and Stuart Streets. Engine 22 and Ladder 13 rolled out of quarters and headed for the box through the morning rush hour traffic. They would be joined by Engines Companies 26 and 33. Ladder 15 and Water Tower 2 along with District 4 rounding out the assignment.



Red Coach Grill. Photo courtesy of Dirty Old Boston.com.

Engine 22 and Ladder 13 swung into Stanhope Street as both officers could see the smoke. Chef Geardin meet them and told them there was a fire in the cellar. 22's pump grabbed the hydrant and the wagon laid in with a big line and pulled past the building allowing Ladder 13 full access to the front of the building. The 1950 American La France 85 foot wooden aerial had perfect position for the fight to come. Up went the aerial and the crew members raced for the roof to open it up. Meanwhile, Engine 22 crew grabbed the All-Service Masks and their big line and pushed into the

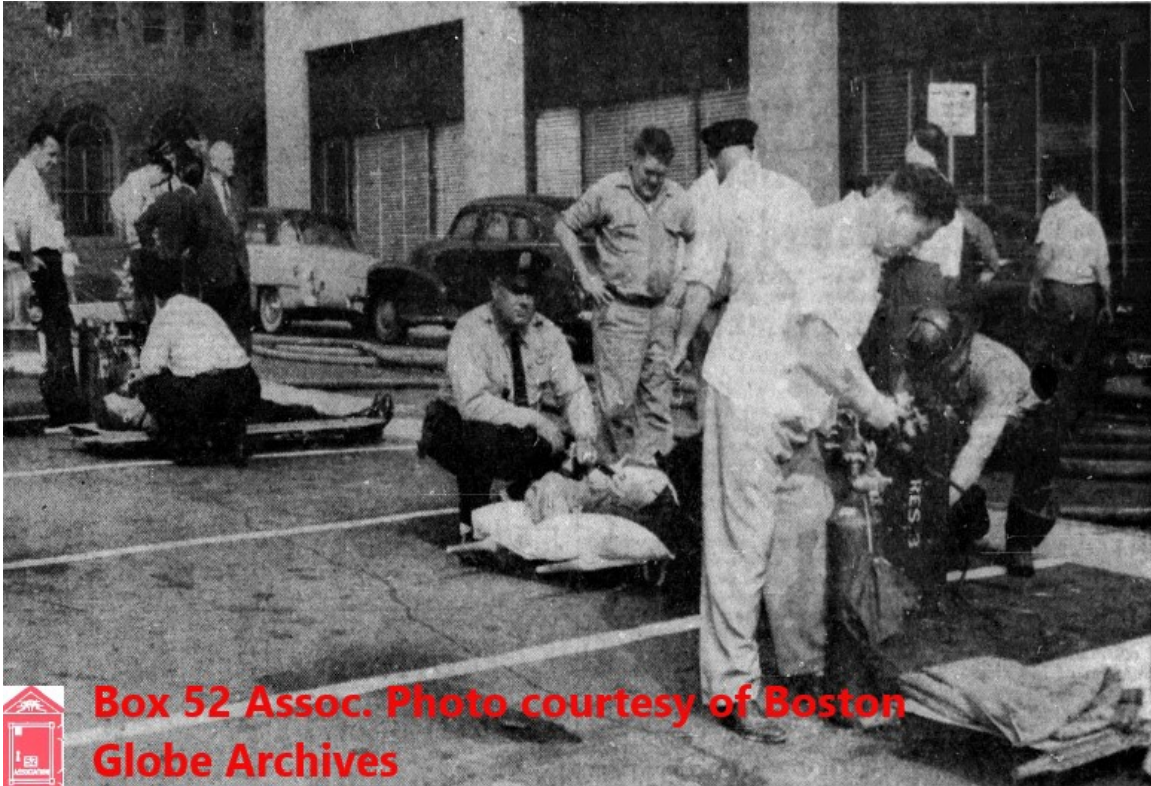
front door. Heavy acrid smoke was pumping out of the basement as the crews tried to make it down the stairs.



Crews from Engine 33 and 26 were masked up and pushed their lines into the black abyss. All 3 first alarm engines were being pushed out of the basement and back on to the first floor. At the time the crews had no way of knowing that the floor was concrete and was creating a vault like effect holding in the heat and smoke and a lack of oxygen, rendering the All-Service masks useless. Car 4 realized he had a serious problem, the fire was increasing and his crews couldn't reach the fire. The second alarm was transmitted at 7:47 AM followed by the third alarm at 8:04 AM.

Chief Officers, now had both the day and night crews on scene. Fire Commissioner Francis X. Cotter, on scene authorized overtime pay to any night shift firefighter willing to stay. This was almost never heard of in the BFD at the time. Because overtime was compensated by time off. The battle was on. The Engine Companies donned what Chemox masks they had and tried again and again to push into the basement. Each time they were soon driven back by the combination of heat, smoke, zero visibility and the lack of oxygen. Ladder companies were opening up the roof and windows, trying anything to vent the smoke to give relief to the engine crews.

Firefighters were being overcome in large numbers. The heat, lack of oxygen and the thick smoke was taking a toll. The Boston Police sent numerous Wagons with inhalators. Boston City Hospital sent a supply of salt tablets and oxygen cylinders to the scene.



**Box 52 Assoc. Photo courtesy of Boston
Globe Archives**

Early on in the fire, BPD Patrolmen have their E&J Resuscitators set up and working on overcome fire fighters.

The situation was getting worse as the time went on. Special calls went out first for two additional engine companies and Engines 42 and 50 were soon in the fight.

The fire had now extended into the first floor and now the thick acrid smoke from the foam rubber banquets was now pushing out every opening in the building including what was coming up from the basement, which was still burning fiercely. The weather conditions offered no relief outside the building as the humidity and heat combined to drive the smoke down to street level.

By now Ambulances and BPD wagons were running a shuttle service to Boston City Hospital with firefighters overcome by a combination of smoke inhalation and heat exhaustion. In all 24 members would be transported.

Chief of Dept. John V. Stapleton was on scene and directing operations. He special called the Rescue Company along with 3 engine squads who were ordered to scene. The area was just outside the response district for the Rescue to respond to the fire (*Remember, at the time of the fire both Rescue 1 and 2 had been deactivated and the 4 Engine Squads placed in service on Sept. 21, 1954. A future Line Box issue will have the story of these Engine Squads – Editor*).



Smoke conditions worsening.

These companies, arrived and were ordered to use pneumatic jackhammers and what smoke ejectors were available to vent the smoke (*at the time of the fire Boston had 3 water driven smoke ejectors, one in each Division at Engine 22. Engine 25 and Ladder 23's quarters – Editor*) and get an attack on the fire going.

At the time of the fire, Massachusetts General Law stated that all fire apparatus shall be equipped with at least 3 breathing apparatus (*at the same time the NFPA's Crosby Fiske handbook recommended two per piece of apparatus – Editor*) Boston Companies were equipped with the Navy style Chemox Mask which was in reality a re-breather type mask and was able to function in some low oxygen areas, but were ineffective in an oxygen deprived environment. (*check out this link for a video on a USN 1943 training video on the OBA's* <https://www.youtube.com/watch?v=dUn2d41f-0Y>)

According to the 1951 National Board of Fire Underwriters Report of the Boston Fire Department, it listed the breakdown of All-Service masks and Breathing Apparatus carried by each company.

Engine Companies: 2 Canister types, 2 Self Contained Breathing Apparatus

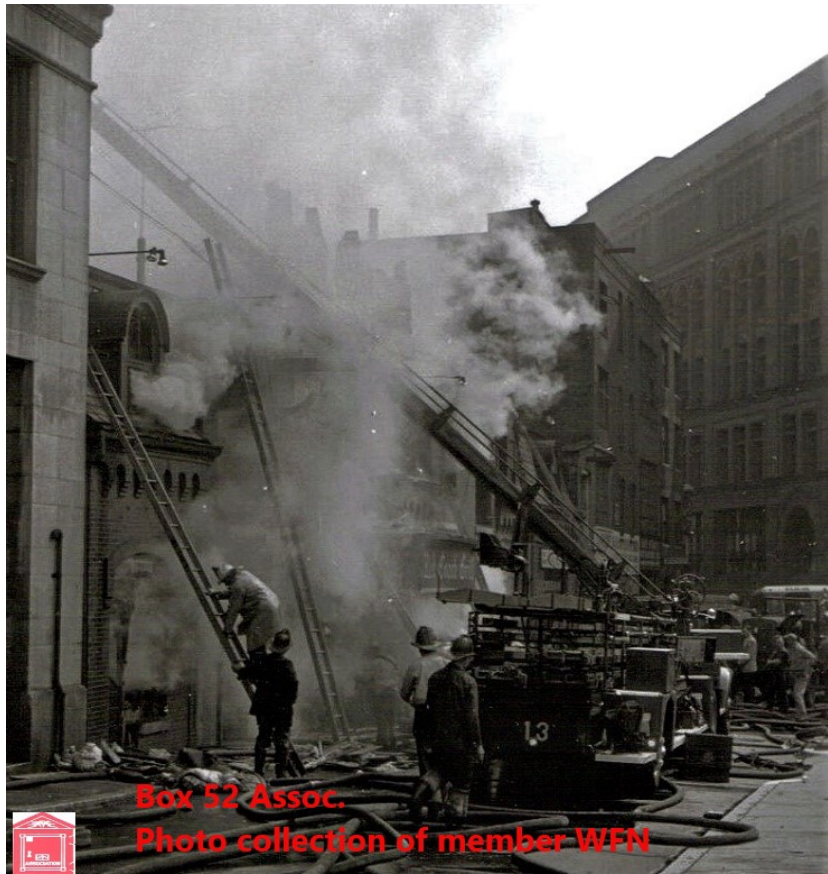
Ladder Companies: 2 of each type

Rescue Companies: 6-12 Canister type, 9-11 Self Contained Breathing Apparatus

Division & District Chiefs vehicles: 1-2 Canister type, 2 Self Contained Breathing Apparatus

Total masks in service: 258 Canister Types, 340 Self Contained Breathing Apparatus and 8 fresh air masks.

The fight went on for most of the morning. Stanhope Street was invisible underneath a maze of hose lines to get cellar pipes into operation, after the first floor had been breached. These operations were accomplished under punishing conditions, and more members went down with heat exhaustion and smoke inhalation.



Box 52 Assoc.
Photo collection of member WFN



Box 52 Assoc.
Photo collection of member WFN



The Companies working with the Chemox Masks were able to get water onto the fire and started to make some progress, but the fire was still raging in the basement. Cellar pipes were ordered into use to try and gain some control on the raging basement fire. After a good amount of time. Engine Companies were finally able to get down into the basement and get the fire knocked down. Still the conditions were punishing and more and more members were becoming overcome by smoke and the lack of oxygen in the vault like basement.

The fire had extended to the second floor, but aggressive actions by the engines assigned to the second floor were able to hold the fire and prevented it from extending into the cockloft and the roof.



Box 52 Assoc.
Photo collection of member WFN



Box 52 Assoc.
Photo collection of member WFN



Left to right: BFD Chaplin, Capt. John Collins Ladder 18 and Fire Comm. Cotter

The fire attracted a crowd estimated to be nearly a 1,000 people. Boston police were hard pressed to keep the crowd away and control traffic during a typical morning rush hour.

The United States Post Office in Kenmore Square saw delays of up to 3 hours for general delivery mail. After some eight mail trucks were stuck isolated at loading dock nearby.

Postal workers were forced to pass sacks of mail out of windows to other workers who placed them on trucks that were brought to a parking lot at Clarendon and Stanhope Streets.

RUN CARD BOX 1547

Alarm	Time	Engines	Ladders	Chiefs
1547	7:42 AM	22, 26, 33	13, 15, WT2	4
2-1547	7:47 AM	10, 3, 13, 12	3, 12	
3-1547	8:04 AM	32, 43, 7, 37	17	
Spc. Call		42, 50		
Spc. Call		ES-14, ES-34, ES-53	R	
Allout	5:18 PM			

Chief Stapleton estimated damage to the building at \$35,000. General Manager of the Red Coach Grill, Jack Larkin estimated the damage to stock and equipment. The Comptroller of the Company, Charles Dowling agreed with the estimate of \$100,000.

The restaurant was re-built and re-opened in the spring of 1956 to much fanfare.

Twenty-four firefighters were admitted to Boston City Hospital for smoke inhalation and heat exhaustion. One firefighter received arm injuries after being hit by a length of broken hose. This does not account for the many members treated at the scene. Six firefighters were commended in the G.O for working at the fire off duty.

The allout was sounded at 5:18 PM.

This fire remains one of the most stubborn jobs fought by the BFD in the 20th century.

This article would not have been possible without the assistance of member Bill Noonan and retired BFD Fire Commissioner Paul Christian.



Emergency First Aid station set up at the front of the building.



The well-known photo of the fire.

BUT WAIT, THERE'S MORE

Late on Saturday afternoon of January 24, 1976 in Wayland, MA on State Route 20 also known as the Boston Post Road, a waitress at the Friendly's Ice Cream and Sandwich shop looked across the street and saw smoke coming from the flagship Red Coach Grill restaurant and called the Wayland Fire Department.

The first alarm was struck at 1650 hours. In the restaurant at the time were three customers and twenty employees. All were able to self- evacuate. As the companies arrived they found heavy smoke coming from the second floor and roof area.



A second alarm was sounded, bringing companies from Weston and Waltham to the fire. The blaze produced a heavy smoke condition, making the suppression operations more difficult. Additionally first arriving Wayland Engine Companies were hampered by a frozen hydrant, which lead to water supply problems, and by snow drifts around the building. The fire was fought in frigid 17 degree temps. Master streams and big lines were used to knock the fire down. The fire was placed under control just after 2000 hours, but by that time the building was gutted.



The Howard Johnson Corp. rebuilt the then 47 year old facility, almost fully back to its original state. Today, it is known as the Grill and is one of the great steak houses in the Greater Boston area. If you are ever out that way, or looking for an old style New England restaurant, make the trip and enjoy a great meal!.

Today, the orange roof Howard Johnson's, the Ground Round and of course the Red Coach Grills are just a memory for many of us!

What better way to finish this article than with an iconic HoJo's menu cover from the 1950's! Your editor loved the hotdogs! And how much money did the Hojo's at 870 Mass. Ave AKA 'The Lot' make off all the Buffs?????



Courtesy MrLocalHistory.org

**1970 TILLER AERIALS IN METRO
&
WHAT HAS REPLACED THEM 50 YEARS LATER IN 2020**

Community	Comp.	1970	2020
Arlington	L-1	1961 B Mack Tractor/1968 Seagrave 100 foot trailer	2018 Pierce 95 foot Tower
Boston	L-1	1962 Seagrave 100 foot	2018 E-One 100 foot RMA
	L-2	1949 Pirsch Hydromechanical 85 foot wooden aerial	2018 E-One 100 foot RMA
	L-4	1968 American La France 100 foot	2019 E-One 100 foot RMA
	L-7	1970 American La France 100 foot	2016 E-One 100 foot RMA
	L-8	1968 Diamond Reo Tractor/1956 Seagrave 100 foot trailer	Deactivated
	L-9	1949 Pirsch Hydromechanical 85 foot wooden aerial	2019 E-One 100 foot RMA
	L-10	1968 American La France 100 foot	2019 E-One 95 foot Tower
	L-11	1968 American La France 100 foot	2016 E-One 100 foot RMA
	L-13	1968 Diamond Reo Tractor/1958 Seagrave 100 foot trailer	Deactivated
	L-14	1962 Seagrave 100 foot	2019 E-One 100 foot RMA
	L-15	1968 Diamond Reo Tractor/1957 Seagrave 100 foot trailer	2017 E-One 100 foot RMA
	L-16	1962 Seagrave 85 foot	2014 KME 100 foot RMA
	L-17	1956 Seagrave 100 foot	2016 E-One 100 foot RMA
	L-18	1969 Diamond Reo Tractor/ 1944 American La France 100 foot trailer	2016 E-One 100 foot RMA
	L-19	1949 Pirsch Hydromechanical 85 foot wooden aerial	2016 E-One 100 foot RMA
	L-20	1968 American La France 100 foot	Deactivated
	L-22	1948 Mack Tractor/1950 American La France 85 foot wooden aerial trailer	Deactivated
	L-23	1968 American La France 100 foot	2019 E-One 100 foot RMA
	L-24	1962 Seagrave 100 foot	2018 E-One 100 foot RMA
	L-30	1970 American La France 100 foot	Deactivated
Brookline	L-1	1952 Pirsch 100 foot	2017 KME 109 foot RMA
	L-2	1955 Pirsch 100 foot	2016 KME 109 foot RMA
	L-3	1960 Mack C95 Tractor/1965 Pirsch 100 foot trailer	2015 Pierce 107 foot RMA (reserve)
Cambridge	L1	1965 I.H. Tractor/1942 Pirsch 100 foot trailer	2018 Pierce 107 foot RMA
	L-2	1963 Pirsch 100 foot	2001 Pierce 95 foot Tower
	L-3	1963 Pirsch 100 foot	2013 Pierce 105 foot RMA
	L-4	1959 Pirsch 100 foot	2009 Pierce 105 foot RMA
Chelsea	L-1	1966 Pirsch 100 foot	2001 Pierce 95 foot Tower
	L-2	1950 American La France 100 foot	2017 Pierce 105 foot RMA
Everett	L-1	1957 Seagrave 100 foot	1996 Pierce 105 foot RMA
	L-2	1962 Seagrave 85 foot	2017 E-One 100 foot RMA
Lynn	L-1	1970 Mack CF Tractor/Maxim 100 foot trailer	2001 E-One 100 foot RMA
	L-3	1964 Mack C95 Tractor/Maxim 100	1996 E-One 100 foot RMA

		foot	(reserve)
Lynn	L-4	1960 Seagrave 100 foot	2016 Seagrave 106 foot Tower
Malden	L-1	1959 American La France 100 foot	2014 Pierce 105 foot RMA
Medford	L-1	1963 Pirsch 100 foot	2020 Seagrave Tiller 100 foot To delivered in the fall
Melrose	L-1	1970 Pirsch 100 foot	2007 Seagrave 100 foot TDA
Newton	L-1	1969 American La France 100 foot	2013 E-One 100 foot RMA
	L-3	1957 American La France 100 foot	2009 Pierce 105 foot RMA
Quincy	L-1	1970 Maxim 100 foot	2012 E-One 110 foot RMA
	L-2	1949 Seagrave 75 foot	2019 KME 101 foot TDA
	L-5	1954 Seagrave 85 foot	2014 KME 109 foot RMA
Reading	L-1	1965 American La France 100 foot	2008 Seagrave 100 foot RMA
Revere	L-1	1948 American La France 85 foot	2008 Pierce 100 foot TDA
	L-2	1965 Seagrave 100 foot	2018 KME 100 foot TDA
Somerville	L-1	1957 American La France 100 foot	2013 Pierce 95 foot Tower
	L-2	1935 Pirsch 100 foot 1953 Pirsch 85 foot	2007 Seagrave 100 foot TDA
	L-4	1953 Pirsch 85 foot 1970 Maxim S 100 foot	1995 Pierce 100 foot RMA (reserve)
Wakefield	L-1	1955 American La France 100 foot	2014 Seagrave 100 foot RMA
Waltham	L-1	1964 Pirsch 100 foot	2017 Seagrave 95 foot Tower
	L-2	1959 Pirsch 85 foot	2008 Seagrave 100 foot TDA
Watertown	L-1	1965 Maxim 100 foot	2005 E-One 95 foot Tower

Total TDA's 1970 = **53**

Total TDA's 2020 = **7**

Thanks to the following members who assisted with this list: John Galla, Mark Roche, and Michael Worley .Friend of the Association Frank Lee.



**CAMBRIDGE RECLAMATION SYSTEMS INC.
&
THE PRISON POINT BRIDGE FIRE
Wednesday July 7th, 1971
Box 3-121
29 East Street**

Wednesday July 7th 1971 had been another perfect summer day, blue skies, temperature in the upper 80's and not too humid. Winds were from the north/northwest at 10-15 mph.

Demolition crews working on the old Prison Point Bridge had shut down the equipment for the night and would be back in the morning. The bridge was being torn down as part of the I-93 project. A new bridge was to be built after the elevated highway structures were in place.

Below them at 29 East Street Cambridge in the Boston & Maine Railroad the sprawling freight yard, crews at the Cambridge Reclamation facility were in the process of shutting down for the day. With the closing of the Somerville Incinerator, both Cambridge and Somerville had been forced to ship their refuse out in railroad cars for proper disposal. Combustible materials of all types were around the metal clad building, built nearly directly under the Bridge. The area was packed with freight cars, bundled and loose combustibles, along with trucks, and various other equipment used by the facility.

With one hour and four minutes till shift change, the day crews in area fire houses were waiting time for the night crew to arrive. In Cambridge the crews had no idea they would not be relieved until nearly midnight: exhausted, reeking of smoke and with aching muscles.





Photo of the early stages of the fire, photo taken by member Bill Noonan while responding

Cambridge crews had been busy all day chasing brush fires, outside rubbish and even piles of railroad ties burning.

Just before 1700 hours a fire started in the outside yard of the Reclamation plant. Fire Alarm received several calls for the fire and struck box 121 for 29 East Street. Engine 3 responding first due reported smoke showing. As per procedures, the pump stopped at a yard hydrant and tied in as the wagon dropped a line and headed off towards the fire. There are many stories about what happened in the next few minutes. Suffice to say that the wind gusted and shifted and the fire took off!

The second alarm was ordered at 1702 hours followed by a third alarm at 1710 hours. The geography of the area was about to come into play with limited access, and water supply issue, all typical of fires in a rail yard. Long lays of supply lines were needed coming off City hydrants.

As the third alarm companies were fighting their way through rush hour traffic and spectators drawn to the huge loom up, Fire Alarm received a call for a building fire at 1052 Cambridge Street at 1719 hours for a fire in the rear. Cambridge Engines 8 and 9 along with Somerville Ladder 1 were redirected into this fire. Companies found a shed and rear porches going and went to work on the fire in the three story residential building with commercial occupancies on the first floor. Companies made fast work of the fire, made up quickly and were immediately sent to the fire.

On top of the Cambridge third alarm, which had summoned all 9 engines, 4 trucks and the Rescue to the fire, the location also saw Somerville strike a box after Engine 1, Aux. Engine 9, Ladder 2 and Lighting Plants 1 and 2 were dispatched. Before the box, SFD had sent Engines 3, 5 and Ladder 1.

The fire was extending faster and was now involving the bridge and other buildings. Water supply issues forced companies to draft from the Charles River. Boston Engine 10's 1957 B Mack 1250 gpm pump was put to hard use drafting and was able to supply several strong lines (*9 days after the fire on July 16th, Engine 10 would place a 1971 Hahn pump in-service rated at 1500 gpm –Editor*). The drafting operation was successful and with relay pumping established water pressure issues were resolved and master streams now started to tear into the fire. It was unfortunate that this was too little too late and the fire continued to consume its way through the combustibles in the area.

A special call was made for Chelsea Engine 2 to respond to the fire. At the time it was the only engine company in the Metro District that was equipped with the then new four inch large diameter supply hose.

Despite the efforts of companies, the bridge which connects Charlestown to the Monsignor O'Brien Highway was now heavily involved and the weight of the heavy equipment on the decking caused the bridge to collapse into the main fire.

CFD requested that the Boston & Maine attempt to pull a string of cars away from the fire. A yard switcher crew arrived, coupled on and pulled these cars, loaded with waste paper about a quarter mile away. They were safe for a few minutes but soon were heavily involved.

All commuter trains into and out of North Station were stopped as hose lines covered most of the tracks in the area. Service resumed after 2100 hours on a very limited basis. Above the fire on the MBTA's Lechmere Line viaduct continued to operate during the fire at reduced speed.

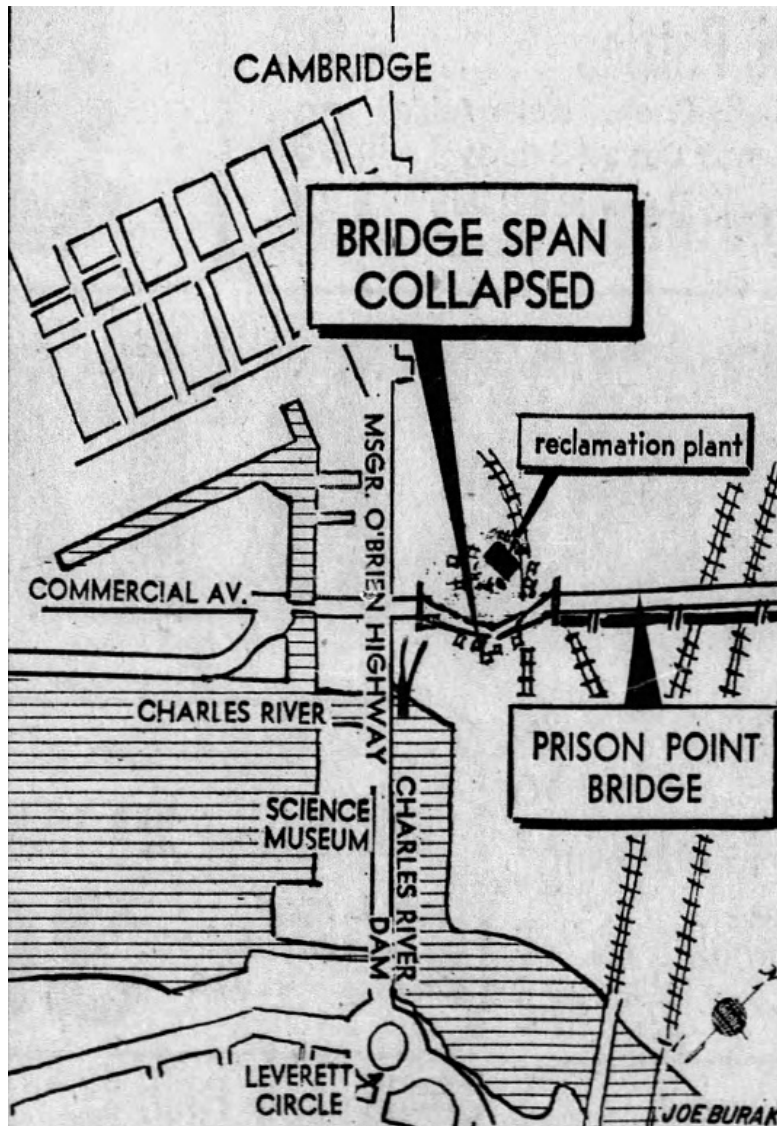
Just after 1900 hours a fire broke out on the MBTA's Everett to Forest Hills elevated structure and this fire required a second alarm and destroyed 250 feet of trestle. At the time of this fire Everett had several pieces in Cambridge at the fire.

In the days before Metro and the 10 alarm running cards, a move up system was in place where communities would keep moving up either to cover or to the fire. Most mutual aid was summoned

from surrounding communities via the municipal fire alarm system and in some cases via telephone.

Nine departments responded to the fire for a total of 36 engines, 6 ladder trucks, one rescue and other support units. Boston dispatched 10 engines to the fire. Seven firefighters were injured; five from Cambridge 1 from Boston, 1 from Revere who was member John Corregio!

This article was prepared with assistance from Members David Parr, Bill Noonan, Bill Wilderman, Gerry Mahoney and Ed Morrissey. Retired Cambridge Deputy John Gelinas and Somerville District Chief Frank Lee.



Map of the fire area courtesy of Deputy Gelinas

All photos next few pages by late member L. Murray Young, collection of David Parr

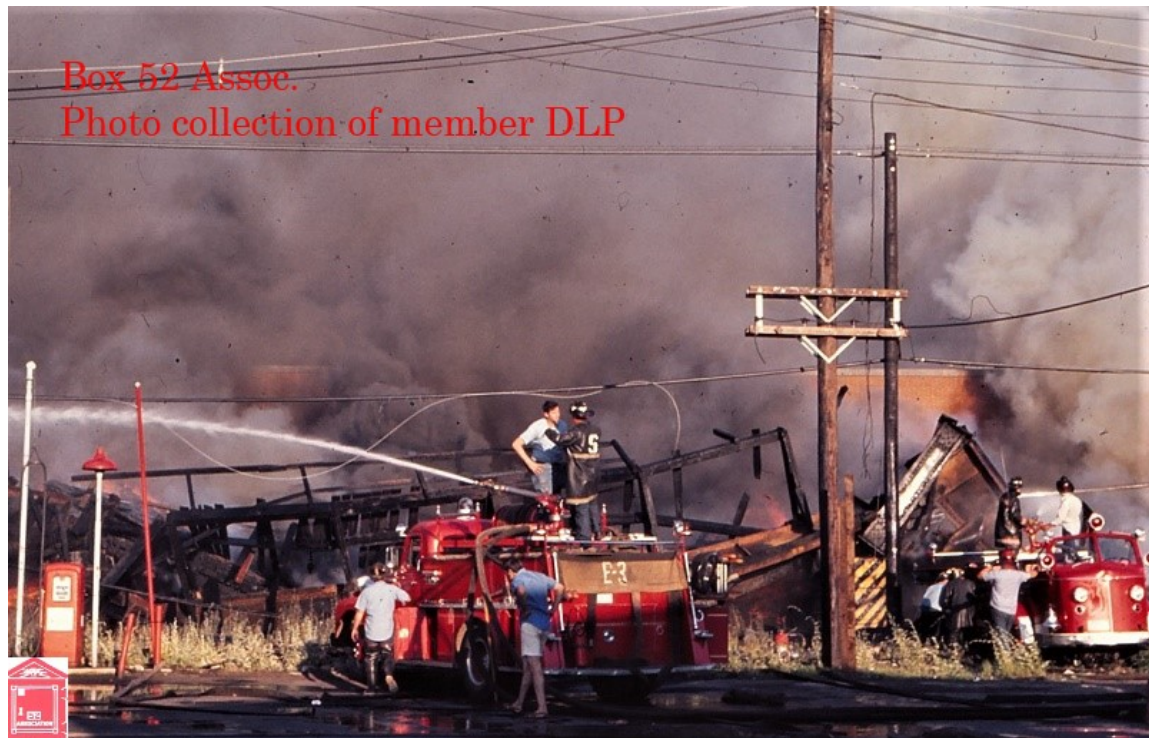




Box 52 Assoc.
Photo collection member DLP



Box 52 Assoc.
Photo collection of member DLP





Box 52 Assoc.
Photo collection of member DLP

All photos next several pages by member Bill Noonan





Box 52 Assoc.
Photo by member WFN



Box 52 Assoc.
Photo by member WFN





Box 52 Assoc.
Photo by member WFN



Box 52 Assoc.
Photo by member WFN



APPARATUS UPDATE

Article and all photos by author Michael Boynton

As wacky as 2020 has been for all of us, at least one thing has remained relatively normal.....yours' truly has been taking fire apparatus pictures. And, thankfully, Boston, Metro and many communities are taking deliveries of new rigs that need their pictures taken. Beyond those listed here, several other departments are awaiting new units, including Lynn (2 E-One engines), Malden (E-One pumper & ladder), Medford (2 Seagrave aerials), Somerville (Toyne pumper), and Billerica (E-One pumper) to name a few. What happens after 2020 remains to be seen, however, as Cities & Towns across Massachusetts await the budget fallout that COVID-19 is causing with State revenues and expenses, reductions in state aid may certainly have an impact on future orders. Stand by for further details!

Here is what is new since our last update:

BOSTON FIRE

Engine 20, Engine 49, & Engine 56 – 2020 E-One Typhoons 1250/560/30A



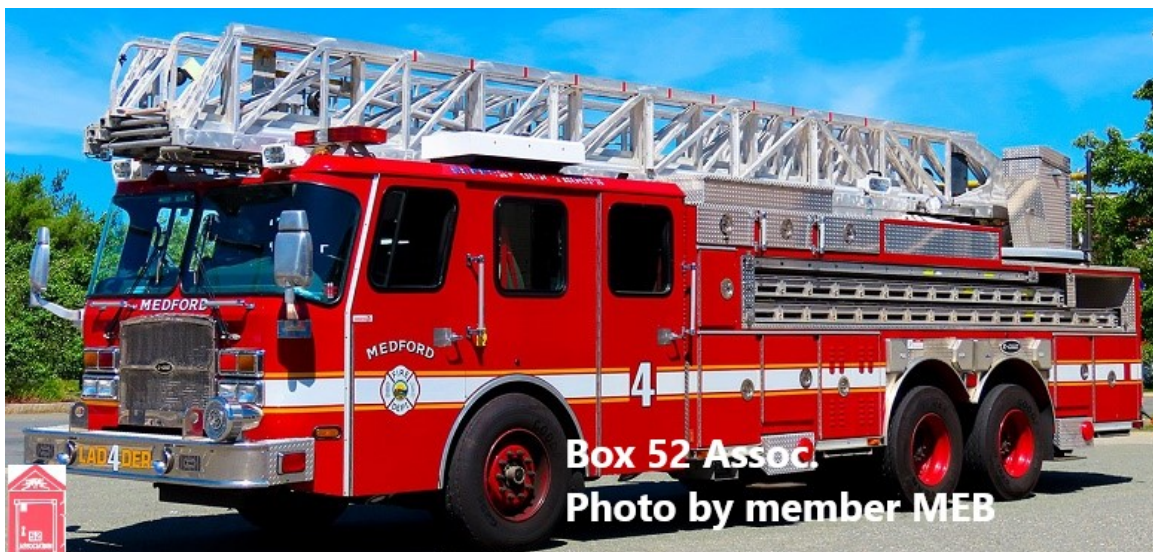
Boston Collapse Unit – 2020 Freightliner M2/1997 Hackney Remount

Boston Dive Unit – 2011 International/2020 Hackney Remount

METROFIRE



Cambridge Engine 2 – 2020 Pierce Enforcer 1250/500 (former E-2 became Engine 1)



Medford Ladder 4 – 2009 E-One Cyclone II 110' RMA (former Boston L-6 – Acquired 2020)
(Running as L-1)



Needham Engine 2 – 2020 E-One Typhoon 2000/750/30A



Quincy Rescue 1 – 2020 KME Severe Service Walk-In Heavy Rescue



Quincy Engine 8 – 2007 Pierce Saber 1250/500 (former Cambridge E-1)



Weston Engine 1 – 2020 E-One Typhoon 1500/750/30B

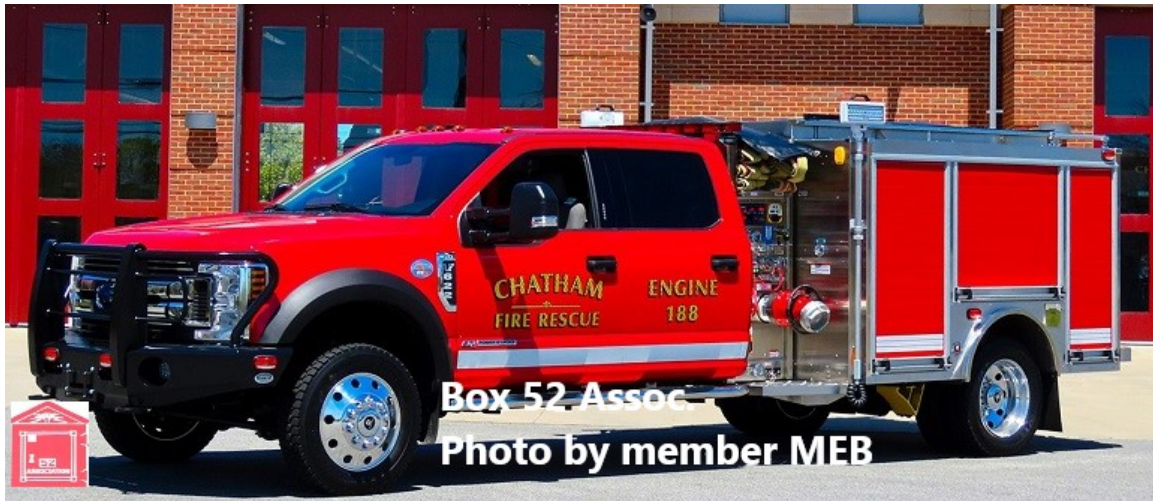


Woburn Engine 5 – 2020 Pierce Arrow XT 1500/750

MASSACHUSETTS APPARATUS UPDATES



Bridgewater Engine 4 – 2020 Ferrara Igniter 1500/750



Chatham Engine 188 – 2019 Ford F-550/Ahrens Fox Mini-Evo 4x4 1500/400/15F



Dartmouth District #2 – 2020 E-One Typhoon 1250/990/40A



Edgartown Squad 230 – 2020 Ford F-550/Bulldog/CET Utility 4x4 250/300/10F



Gardner Engine 3 – 2019 Sutphen Monarch 1500/1000/30F



Georgetown Engine 2 – 2020 KME Panther 1500/750/30A



Grafton Engine 3 – 2019 Seagrave Marauder 1500/750/30A



Hanson Engine 2 – 2020 E-One Typhoon eMAX 1500/780



Holliston Engine 1 – 2019 Pierce Saber 1500/1000



Holyoke Engine 5 – 2020 KME Panther 1500/500 79' RMA



Holyoke Truck 2 – 2020 KME Severe Service 1500/500 103' RMA



Lawrence Engine 7 – 2020 Pierce Enforcer 1500/500



Medway Brush 1 – 2020 Ford F-550/Specialty Vehicles/CET 4x4 300/300



Millbury Engines 1 & 3 – 2020 Ferrara Cinders 2000/1000/20A



North Andover Engine 1 – 2020 Pierce Enforcer PUC 1500/750/40B



Norwell Engine 4 – 2020 Pierce Enforcer 1500/750



Norwood Engine 5 – 2020 E-One Cyclone 1500/730/30A



Norwood Squad 1 – 2019 Ford F-550/BRAT 4x4 125/300/30F



Peabody Engine 1 – 2020 KME Severe Service 1500/750



Pembroke Engines 2 & 4 – 2020 E-One Typhoons 1500/750



Pepperell Ladder 1 – 2020 Spartan/Smeal 1500/500/20A 105' RMA



Shelburne Tanker 1 – 2020 Freightliner/Dingee 500/2200



Stoughton Engine 2 – 2020 Pierce Enforcer PUC 1500/750/30A



Sunderland Engine 2 – 2019 Rosenbauer Commander 1500/1000/30A 4x4



Templeton Engine 3 – 2019 Spartan/Toyne 1500/1000/25F



Upton Engine 2 – 2018 Spartan/Toyne 2000/1000/25A Rescue Pumper



Walpole Brush 3 – 2019 Ford F-550/BRAT 4x4 125/300/30F



Worcester Engine 3 – 2020 E-One Cyclone 1500/500/30B



FEMA

Member David Parr sent along the latest FEMA AFG Grants that are effective on Friday August 20th, 2020. Yellow highlights indicates apparatus purchase, Green denotes Metro Departments.

Connecticut

- EAST HARTLAND, CT – East Hartland Volunteer Fire Department – Federal share of \$94,761.90 for firefighter breathing apparatus.
- MIDDLETOWN, CT – South Fire District - Federal share of \$53,950.26 for technical rescue training & equipment.
- MOODUS, CT – East Haddam Fire Department – Federal share of \$904,761.90 for a quint pumper / aerial ladder truck.
- NEW HAVEN, CT – New Haven Fire Department - Federal share of \$836,727.27 for firefighter breathing apparatus.
- STAFFORD, CT – West Stafford Fire Department – Federal share of \$81,642.86 for vehicle extrication equipment.
- WATERBURY, CT – Waterbury Fire Department - Federal share of \$185,916.36 for fire officer training.

Massachusetts

- ANDOVER, MA – Andover Fire Department – Federal share of \$336,666.67 for firefighter breathing apparatus.
- ATHOL, MA - Athol Fire Department - Federal share of \$591,613.33 for a fire pumper truck.
- BOSTON, MA - Boston Fire Department - Federal share of \$200,001.16 for fire officer training.
- BOXBOROUGH, MA - Boxborough Fire Department - Federal share of \$9,296.19 for firefighter training.
- BRIDGEWATER, MA - Bridgewater Fire Department – Federal share of \$28,699.09 for firefighter cancer screenings.

- NEWTON, MA – Newton Fire Department – Federal share of \$164,863.64 for firefighter training.
- NORTH ATTLEBOROUGH, MA – North Attleborough Fire Department – Federal share of \$49,091.91 for thermal imaging cameras.
- OAKHAM, MA – Oakham Fire Department – Federal share of \$61,904.76 for an air compressor / breathing apparatus refill system.
- OXFORD, MA – Albion Fire Department – Federal share of \$200,000.00 for firefighter breathing apparatus.
- PLYMPTON, MA - Plympton Fire Department - Federal share of \$230,476.19 for a brush fire truck.
- SOMERSET, MA - Somerset Fire Department - Federal share of \$45,820.95 for firefighting hose.
- STOW, MA – Massachusetts Firefighting Academy – Federal share of \$400,000.00 for a mobile protective gear washing unit.
- WAREHAM, MA - Wareham Fire District - Federal share of \$909,090.91 for an aerial tower truck.
- WATERTOWN, MA - Watertown Fire Department - Federal share of \$181,818.18 for portable radios.
- WOBURN, MA – Woburn Fire Department - Federal share of \$545,454.55 for a heavy rescue truck.
- WORCESTER, MA – Worcester Fire Department – Federal share of \$332,282.73 for firefighter training.

New Hampshire

- TAMWORTH, NH - Tamworth Fire Department - Federal share of \$179,937.42 for a brush fire truck.

Rhode Island

- CENTRAL FALLS, RI – Central Falls Fire Department - Federal share of \$209,809.52 for firefighter breathing apparatus.
- CUMBERLAND, RI – Cumberland Fire District - Federal share of \$921,363.64 for fire hose, nozzles, and firefighter training.
- WOONSOCKET, RI – Woonsocket, RI - Federal share of \$226,922.73 for chest compression devices and fire officer training.

Vermont

- MIDDLETOWN SPRINGS, VT – Middletown Springs Fire Department – Federal share of \$114,857.14 for firefighter breathing apparatus.
- SOUTH STRAFFORD, VT – Strafford Fireman's Association – Federal share of \$79,523.81 for firefighter breathing apparatus

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