

BOX 52 ASSOCIATION



THE LINE BOX



I.F.B.A MEMBER CLUB SINCE 1955!

Vol. 15 No. 2



As we prepared this issue of the Line Box, once again the month of December has claimed yet another member of the Worcester Fire Department in the Line of Duty. Firefighter Christopher Roy Ladder Company 4 made the Supreme Sacrifice battling a 5 alarm fire in an occupied apartment house in the early hours of Sunday December 9th, 2018. Firefighter Roy is the eight Worcester Firefighter to lose his life at a fire in December since 1999 and the tragic Worcester Cold Storage Fire. May Saint Florian watch over him and those he leaves behind.

Welcome to our annual "Trains and Hoses" Holiday edition of the Line Box. This is a jam packed issue. We have a story on the recent Wakefield Church fire. Vice President Rick Conway penned a great article on the Ahrens Foxes of the Lynn Fire Department. We are going to do a multi-part story on the Merrimac Valley gas explosions. Also, we have several historical fire stories and lots more for your enjoyment. So pour yourself a glass of Hood's Golden Eggnog grab some sugar cookies and enjoy!



Lawrence 3 decker burning during the natural gas emergency. Photo courtesy of WBZ News

**ARCADIA HOTEL
1202 Washington Street South End
Wednesday December 3, 1913
3-771**

In 1913 the South End was known for salons, bawdy houses, tenements and flop houses. The Arcadia Hotel, fell into this category. It was a lodging house for men where a bed could be had for 15, 20 or 25 cents. The building itself fronted on Washington Street. It was a 5 story ordinary construction with a Mansard roof and an L addition in the rear, which backed up to an alley. Its total footprint was 3,900 square feet. It had an 80 foot frontage on Washington Street. The first floor was occupied by a salon, a shooting gallery, bootblack stand and a tobacco shop. The four upper floors were occupied by the Hotel.

Before we get to the fire, let's take a tour of the flop house. We enter and climb a wide wooden circular staircase to the second floor. There is a small office and desk area. At the rear of the office is a reading room. If you are really hard up they will let you stay here for a nickel. At the very rear of this floor we find single rooms. As we climb up to the third floor we notice more single person rooms. On the fourth floor we see the 'rooms' or maybe a better term would be cubicles. Each has two narrow beds and are separated from each other by flimsy particle material and does not reach all the way to the ceiling. As we tour these floors we notice that the only way to reach the fire escape is via a small bathroom. There are signs on each floor with a red arrow pointing in both directions illuminated by a red light was over each sign saying two words 'Fire Escape'. We have also noticed that there were no fire escapes on three sides of the building and one balcony type escape at the rear of the building. We reach the top floor and we gag at the

stench. Here is a large dormitory type room with iron bunk beds placed as close together as possible. At the foot of each bed is a small locker where belongings are put and then locked. The building was equipped with soda acid type fire extinguishers. We learn from the desk clerk that the owner, Mr. Joseph Lyons of Lyons Hotel Corp owns a chain of this type of establishment, including eight other such hotels in the City and others all over the Country. The clerk proudly tells us that Mr. Lyons has recently spent \$ 5,000.00 in improvements to the hotel. We are hard pressed to find any such improvements. We thanks him for the tour and head for the fresh air of Washington St,

The Arcadia Hotel was able to accommodate 243 men. On the night of the fire 148 men were registered. Many of these patrons had poorly paying jobs. Many were destitute and suffered from chronic alcoholism. Many had used false names and were at best transients. Nineteen occupied the few single rooms on the second and third floor after paying 25 cents for their privacy. Forty men occupied the double rooms on the fourth floor at twenty cents for the night and eighty men had paid the sum of 15 cents for a bunk bed on the fifth floor,

A steady heavy rain had begun falling a little before eight o'clock it had continued into the early hours of Wednesday morning and the temps were hovering just above freezing. In the early morning hours of Wednesday December 3rd a fire started in a small closet under the stairs in a refuse barrel. The smoke was discovered by a man in the reading room who did not have the money for a bed. He went and alerted the night desk clerk and the watchman, both of whom were in the small office on the second floor talking. They sounded the alarm alerting everyone in the hotel. They both said that they also activated the local alarm system. None of the survivors reported hearing any type of alarm.

Outside on Washington Street a passerby saw the smoke and pulled box 771 Washington Street near Cottage Street. At the same time, fresh oxygen swept up the stairs and the fire roared up to the 5th floor. Fire Alarm transmitted the box and the first alarm companies were on the way. Engine 3 and Ladder 3's quarters on Harrison Avenue literally backed up to the hotel across the alley way. As the Companies hit the street they turned down Laconia Street and the crews could see residents desperately trying to escape the fire and smoke. The crew of Ladder 3 readied their life nets. Within the first minute of arrival the crew had thrown 3 ladders up on the Laconia Street side. Engine 3's crew grabbed a hydrant on Washington Street and pushed a big line up the stairs. The line wasn't even charged yet when Ladder 13 and Engine 22 arrived and went to work. Ladder 13 wasted no time getting their ladders up and life nets ready. Engine 22 stretched another big lineup the stairs with 3's line the fire was knocked down in less than 10 minutes of the arrival of the Department. As second and third alarms were ordered. The arriving multiple alarm companies turned to making rescues.



It was too late, the smoke and fire had found the fifth floor and this is where many died. Others tried to make their way to the fire escapes but were confused by the arrows pointing in two directions. This accounted for more deaths. Some made it out of the L section to another roof but the skylight was locked. They opted to jump across the alley some made it and some fell to the alley suffering serious injuries.

Most of the residents had little clothing on or were naked as they tried to open the locked boxes and get their belongings. Those who were rescued suffered serious burns and smoke inhalation. The weather condition kept the smoke low and it swirled around the building. The Boston Police summoned all wagons and ambulances, but they were soon over whelmed by the number of dead and injured and police officers started to commandeer passing wagons and taxis.

Inside the building the companies were going floor to floor trying to remove both the dead and injured. This fire was the first use by the BFD of canvas body bags. These were used to remove bodies to the street. Another serious problem for the companies was trying to get the Boston Elevated Street Railway to shut the power down on the EL in front of the building.

In the days following the fire the Suffolk County Medical Examiner was only able to identify 21 of the dead. The human toll was 25 killed in the building, most on the fifth floor and three who died within the next 24 hours at the hospital.

Initial fire and rescue operations were under the command of Division 2 Deputy Chief Peter McDonough and District 7 Chief Peter Walsh who arrived on the first alarm and Chief of Department Mullen on the second alarm.

Over the following days the newspapers wanted answers and so did the BFD. How, they wondered, could such a fire cause so little damage to the building, but killed so many people. One of the first reasons was the lack of fire escapes. They then found that the wood work was coated with a highly flammable varnish that would ignite at 80 degrees Fahrenheit!

Several days later a mass burial for the victims was held at the Calvary Cemetery



Grand Jury Members viewing the ruins. Photo courtesy of the Boston Public Library.

Within several days investigations were launched by various city agencies in addition to the Fire Department. The Building and Health Departments held their own investigations and a Grand Jury was convened in Suffolk County on December 15th they released their findings. First was that the report stated that “fire cannot be charged to criminal negligence of any one person.” Here are more of the findings

- Do believe some negligence existed, but no one was named
- Some were lured to their deaths by the mis-leading fire escapes signs
- Doors that opened inward
- That the local fire alarm gong was not sounded
- No evidence found that fire was set
- Better State laws for lodging houses was needed
- No accumulations of sweepings , refuse or flammable deposited materials should be in cellars, and must be removed nightly
- Notify both Police and Fire Departments of any changes made to the building.
- Jury recommend that a sprinkler system would have saved lives and should be installed in all similar buildings.

Time	Box	Engines	Ladders	Other	Chiefs
0205	771	3, 22, 23, 26	3, 13	Chem. 4 W. Twr. 2	Division 2 District 7
0209	2-771	7, 13, 15	12. 17	Chem. 2	Chief Mullen
0211	3-771	1, 10, 33, 35	4		

From the above list of recommendations, some were ignored and 29 years and 5 days later another holocaust would erupt in Boston, This one would have a much higher body count of 492 persons. As the essayist George Santayana stated “Those who cannot remember the past are condemned to repeat it.”



First due Ladder 3 Turns out circa 1901. Photo courtesy of Boston Fire Historical Society

Lynn's Foxes

By Vice President Richard Conway

All photos from author's collection

The year was 1910 and the Lynn Fire Department was beginning its motorization. A Chalmers car was bought for the Chief and a couple of Pope-Hartford Chemical and Hose trucks were also purchased. In 1913 the City began mounting the 1909 Kress hose wagons onto Federal truck chassis, powering the steamers with American & British tractors, and equipping the ladder trucks with the infamous three-wheeled Knox-Martin tractors.

But Engine Co. 2 in Glenmere would be different. Engine 2 had the longest runs of all the engine companies. They covered up Lynnfield St. to the Lynnfield line, out Broadway to the Peabody line, up Western Ave. to the Salem line, the northwest side of the Highlands, and down Boston St. to Pine Grove. Although there were several Chemical companies in these areas, there were no engine companies. Engine 2 needed a motorized piece of apparatus that was specifically designed for over the road travel. In 1913 they were assigned a Robinson pumper of 750 gpm capacity. This truck did not work out and in 1914 the company was assigned a 750 gpm Ahrens Fox pumper. This was a unique truck, as it was one of the few Fox pumpers that had twin pressure domes on the pump.



Engine 2's 1914 Fox

In 1917 a new firehouse was constructed on Woodlawn St. in the Pine Hill section of the city. Because of the outbreak of World War I and a lack of manpower, the company would not be organized until 1919. In that year, a new 750 gpm Ahrens Fox pumper was purchased and assigned to the newly organized Engine Co. 7.

The next large apparatus purchase came in 1924. The department purchased 3 engines and an aerial ladder. Two of the engines were American LaFrance 750 gpm pumps. One was assigned to newly organized Engine Co. 8 and the other replaced the 1914 Ahrens Fox at Engine 2 after only 10 years. The third engine was a 750 gpm Ahrens Fox that was assigned to Engine 6 on Franklin St., replacing the 1914 A&B/1906 American LaFrance Metropolitan steamer and 1914 Federal/1909 Kress hose wagon. The ladder was a 75 ft tractor drawn aerial ladder and assigned to Ladder 4 at Glenmere, replacing a 1914 Knox/1902 Seagrave city service ladder.



Ladder 4 above and Engine 6 below



The following year, 1925, another 75 ft tractor drawn aerial ladder was purchased and assigned to Ladder 2 on Federal St., replacing a 1913 Knox/1902 Seagrave city service ladder. This purchase now equipped all four ladder companies with aerial ladders.

Two more Ahrens Fox pumpers were purchased in 1927. These were both 1000 gpm pumps. One was assigned to Engine 3 on Federal St., replacing a 1913 A&B/1883 Amoskeag steamer and a 1913 Federal/1909 Kress hose wagon. The other was assigned to Engine 4 on Broad St. downtown and replaced a 1913 A&B/1903 Amoskeag steamer and a 1914 Federal/1909 Kress hose wagon.

Another 1000 gpm pump was purchased in 1928 for Engine 5 on Fayette St. in Wood End. This piece replaced a 1914 A&B/1908 American LaFrance steamer and a 1914 Federal/1909 Kress hose wagon (owned by the author). A similar pump was purchased in 1929 for Engine 1 on Commercial St. in the Brickyard. It replaced a 1914 A&B/1906 American LaFrance steamer and a 1914 Federal/1909 Kress hose wagon. Squad A, a combination Chemical and chief's car at Commercial St., was also changed to a straight chief's car. This purchase removed the last of the steamers and hose wagons from front line service. All seven engine companies were now equipped with single unit pumps.



Engine Company 1

The 1930s would see a change in apparatus manufacturers for the department. Five Buffalo pumpers, a Maxim chemical, and an American LaFrance aerial ladder would be purchased. The only piece of apparatus purchased in the 1940s would be a single American LaFrance aerial ladder. This truck was originally slated to be assigned to Ladder 1 on Fayette St., but because it was purchased for the wartime effort it had to be assigned to protect the General Electric plants in West Lynn. It was, therefore, assigned to Ladder 2 on Federal St. and their 1925 Ahrens Fox 75 ft aerial was reassigned to Ladder 1, replacing a 1919 White/Dahill 85 ft aerial.

By the time the nation was recovering from World War II and the 1950s rolled along, the apparatus was in deplorable condition. There hadn't been a pumper bought since 1936 and the newest ladder truck was a 1943. Department SOPs required the members to run their hose lines direct from the hydrants and not to use the pumps unless absolutely necessary. Seagrave was the new manufacturer of choice in the 1950s. A total of 8 pumpers and 2 aerials would be bought over the next ten years. The first of the Seagraves purchased was an 85 ft aerial ladder that was assigned to Ladder 1, replacing the 1925 75 ft Ahrens Fox that was originally Ladder 2. In 1954, a 1000 gpm Seagrave was purchased and replaced the 1919 Ahrens Fox at Engine 7. This truck served for 35 years of front line service! Another 1000 gpm Seagrave was purchased in 1957 and assigned to Engine 4. This piece replaced the 1927 Ahrens Fox in service there after 30 years of service. The winter of 1958-1959 would be very tough on the apparatus of the Lynn Fire Dept. Several fires over the winter caused the mechanical failure of several pieces of apparatus and the fly section of Ladder 4's aerial snapped at one fire. New apparatus was a must. The City ordered 2 more pumpers and an aerial ladder. Another severe fire in April of 1959 caused the failure of even more apparatus and 2 more engines were added to the order. The 5 pieces of apparatus arrived in late 1959. The ladder, which was supposed to go to Ladder 4 to replace the cracked aerial, was instead sent to Ladder 3 because of a mechanical failure of the tractor. Ladder 4 was assigned the 1935 American LaFrance 85 ft trailer formerly assigned to Ladder 3 and repowered by a 1944 American LaFrance tractor that was purchased from Rochester, NY. This piece replaced the 1924 Ahrens Fox with a 75 ft aerial. Of the four engines ordered, three would replace Ahrens Fox pumpers at Engines 3, 5, and 6. Engine 3's 1927 pump was reassigned to Engine 11 on Lynnfield St. at Lynn End, replacing the 1931 Buffalo. Engine 5's 1928 pumper was reassigned to Engine 13 on Hollingsworth St. in the Highlands, replacing

the 1936 Buffalo. That piece was reassigned to Engine 12, replacing the 1931 Buffalo. Engine 6's 1924 pumper was disposed of after 35 years of service.

The year 1963 would be the end of the Ahrens Fox apparatus. The department was beginning a reorganization effort with the building of several new firehouses and the proposed purchase of several pieces of apparatus. In 1963 a new firehouse was completed on Western Ave. The Federal St. firehouse was abandoned, and Engine 3 and Ladder 2 moved into the new quarters. Engine 1, a 1929 Ahrens Fox pumper in service for 34 years, was disbanded and the Commercial St. firehouse was abandoned. The pump was retained as a spare for a short time until it became unreasonable to spend more money on it. Also in 1963 the City purchased 3 pumpers and a ladder truck, all from Mack. One of the pumpers, a 1250 gpm, was assigned to Engine 4. Their 1957 Seagrave was reassigned to the Highlands, replacing the 1928 Ahrens Fox that was formerly Engine 5. At this time Engine 13 was renumbered as Engine 1. A second Mack pumper, a 1000 gpm, was assigned to Engine 11, replacing the 1927 Ahrens Fox formerly in service as Engine 3. This was the last of the Ahrens Fox apparatus. After nearly 50 years of service, there was no longer a Fox on the apparatus roster.

To the best of my knowledge several of the old Ahrens Fox engines are still around. Engine 1's 1929 was in Arizona, but its owner recently passed away. One of the 1927s, Engine 3 or 4, was seen on an auction site a few years ago. Engine 5's 1928 is locally owned but not on the road. Engine 6's 1924 had been kept at the Exeter, NH fire museum for many years. It was owned by a Nashua, NH businessman. He passed away last year and the whereabouts of the truck are unknown.

Lynn Ahrens Fox Apparatus by Year

1914	750 gpm	Engine 2	1914-1924
1919	750 gpm	Engine 7	1919-1954
1924	750 gpm	Engine 6	1924-1959
1924	75 ft TT	Ladder 4	1924-1959
1925	75 ft TT	Ladder 2	1925-1943
		Ladder 1	1943-1951
1927	1000 gpm	Engine 3	1927-1959
		Engine 11	1959-1963
1927	1000 gpm	Engine 4	1927-1957
1928	1000 gpm	Engine 5	1928-1959
		Engine 13	1959-1963
1929	1000 gpm	Engine 1	1929-1963

Los Angeles *City* Fire Department

APRU Ambulance Program

Los Angeles Fire Department (LAFD) Chief Ralph Terrazas joined local hospital officials and the LAFD Medical Director to launch the expansion of the successful Advanced Provider Response Unit (APRU) program.

Two and a half years after establishing the first APRU pilot program, the LAFD added three new APRUs to its fleet on July 23, offering an innovative solution that provides direct, advanced on-scene medical care to patients who may not require immediate transportation to the emergency room.

Thanks to the support and public-private funding from Cedars Sinai, Kaiser Permanente, Providence Health & Services Southern California, and the Los Angeles Fire Department Foundation, the three new APRUs began serving the communities of Arleta, Hollywood and Pico-Robertson/Mid-City. Later this year, two additional APRUs will begin covering Downtown and Woodland Hills. The new units join an APRU already operating in a large area of Central and South Los Angeles.

The APRUs are staffed with an LAFD Firefighter/Paramedic and an Advanced Provider (Nurse Practitioner or Physician Assistant) and offer a broad range of capabilities outside of the traditional paramedic scope of practice. The APRU offer three distinct services:

- Mobile urgent care with on-scene treatment and release of low-acuity patients.
- Comprehensive assessment of 911 super-users and vulnerable patients who can be linked to follow-up non-emergency care and needed services.
- On-scene medical clearance of mental health and intoxicated patients who can be transported directly to a mental health facility or sobering center, without burdening a local emergency room.

“The APRU program represents our continuing effort to better serve the community, meet the challenges our increasing EMS call load and enhance the delivery of emergency medical services in the City of Los Angeles,” said LAFD Chief Ralph Terrazas.



GRAND CENTRAL TERMINAL FIRE BRIGADE

89 E. 42nd Street @ Park Avenue Manhattan



This New York City icon was built by the New York Central Railroad in 1903. Over the years it has served several railroads, starred in many motion pictures. And, today after 115 years it is still thriving.

The only railroad that calls it home today is Metro-North Commuter Railroad, although Amtrak does have trackage rights for some of its trains. Commuter trains are dispatched north towards Albany, run along the Hudson River and eastward to New Haven. The station had 56 tracks, 30 on the upper level and 26 on the lower level. Today, 43 tracks are in service and passengers board from 44 high level platforms.

700,000 people a day commute into and out of New York via G.C.T. It is estimated that another 10,000 people come into the station just to have lunch. So you can meet friends in front of the famed information booth and then head to the Oyster Bar for lunch! G.C.T. is a city with-in a city boasting 35 places to eat and 68 shops.

To protect the station and its patrons Metro-North has its own Fire Department. The 19 members are all volunteers and have other railroad jobs, until summoned for an alarm via radio or beeper. The firefighters are all certified New York State firefighters. They undergo 150 hour firefighting course at the New York State Fire Academy in Valhalla. They also take a 170 hour EMS certification course.

The Brigade averages about 1,500 calls annually and like any other fire department, the brunt of the calls are for medicals.

The Brigade has two important additional functions, the first is to train other railroad personnel and City first responders on the stations and the tunnels. The other is to provide a fire watch for all welding or 'hot' work anywhere in the facility.

When a fire call comes in the GCT Department is dispatched and the Fire Command Center notifies the FDNY to respond. Most fires are caught early and are usually out prior to the arrival of the first alarm companies.



Quarters of the GCT, photo courtesy Jon Harper

The Department quarters are tucked in a small garage adjacent to track 15 and operate three pieces of apparatus. All are built on Taylor-Dunn B-248 Electric carts with body work by Danko. The first two rigs were built in 2013. One is a pump and carries, dry chemical agent along with 200 gallons of water with booster line and 300 hundred feet of 2 ½ inch hose line. Next up is the Rescue and it carries high volume fans, various hand tools, extrication tools, stokes basket and other equipment. It also carries two SCBA sets with spare tanks.



GCT Pump, photo courtesy of BOS-Fahrzeuge.info



GCT Rescue, photo courtesy of Internet

The ambulance is a 2014 Taylor-Dunn/Danko ambulance body. It carries the same equipment as any NY state regulated ambulance.



GCT Ambulance, photo courtesy of DANKO



FDNY working on a New Haven EP-5 Electric locomotive fire in GCT on March 28, 1967

German high speed train catches fire in transit

Friday October 12th 2018

FRANKFURT, Germany — Around 500 passengers and train crew had a lucky escape Friday morning when the 188-mph high speed train they were travelling on caught fire. The train was travelling on the high speed line between Cologne and Frankfurt, ultimately bound for Munich when the fire started in a car that had already been restricted from passenger use due to “technical problems,” officials say. Passengers were in adjacent cars in the 16 coach train formed of two German Railways ICE3 Class 403 trains which date from the early to mid-2000s. The train stopped in open country and not one of 30 tunnels on the 112-mile-long high speed line. The train stopped near the small village of Giershofen, Germany, and near to the main A3 Autobahn — as the highway and rail line share the same corridor. An evacuation was organized with Passengers and crew all safely evacuated thanks to retractable emergency steps fitted to trains which use this line. The A3 highway was closed during the evacuation and passengers were later taken by bus to a station further south where an alternative train was provided. Three passengers reported minor injuries.

German Rail has said the high speed line will remain closed until Saturday at earliest while the damaged train is removed and repairs made to the track.

Follow-up story, Oct. 15: National railway operator Deutsche Bahn began clearing parts of the badly damaged train on Saturday night and hoped to have the train removed by Sunday, but said it will Take the rest of the week to repair the route. In the meantime, trains are being diverted to another route which adds up to 80 minutes to the journey.





From The BFD Archives

GENERAL ORDERS No. 137

HEADQUARTERS FIRE DEPARTMENT
BOSTON, 10 DECEMBER, 1915.

I. RAILROAD LOADING STATIONS FOR FIRE APPARATUS

1. Apparatus ordered to other cities for service at big fires will be loaded on trains at the following stations:

2. BOSTON AND MAINE RAILROAD:

Rutherford Avenue, for all points.

Apparatus to drive in at main Rutherford avenue driveway near the Prison and go to the platform alongside the derrick.

Notify by telephone: Yardmaster, Rutherford Avenue, Haymarket 3000, call 64.

3. NEW YORK, NEW HAVEN and HARTFORD RAILROAD:

West First Street platform.

Notify by telephone: Train Dispatcher, Oxford 965.

4. BOSTON and ALBANY RAILROAD:

Kneeland Street yard; oil platform at foot of South Street,

Huntington Avenue yard: platform reached by driveway at the east end of Mechanics building.

Brighton; wharf between station and freight house accessible from Market Street

Brookline Junction; storage tracks foot of Butler Street or perhaps sidetrack of Goodyear Impr. Co.,

Beacon Park yard; gas track reached from Cambridge Street Alston.

Notify by telephone: Chief Train Dispatcher, Oxford 1029.

At Kneeland Street yard, Huntington Avenue yard, and Brighton, apparatus can be loaded into cars without trouble. At Beacon Park and Brookline Junction arrangements will have to be made to load from the ground into cars.

II. LOADING APPARATUS ON TRAINS

1. The railroad employees will direct the work of fastening the apparatus on the cars.
2. In cold weather engineers must take precautions against freezing, and, if necessary, drain the water from all parts of their engines and boilers.
3. Horses will not be taken unless specially ordered, and one man will be left to care for them.
4. The Fire Alarm Office will communicate with the train dispatchers, and will notify Company commanders where apparatus is to be loaded on the cars.
5. They will also communicate with the city to which the apparatus responds as to whether or not horses will be required for the apparatus, and if so, the number and kind of teams needed.
6. The Train Dispatchers are to be notified of the exact number of cars required, and to what point the train is to be sent in order that they may give advance notice to that point and so expedite the unloading as well as the loading of the apparatus.

By order of the Fire Commissioner:

John A. Mullen
Chief of Department

In just about six months to the day that this order was issued, Boston dispatched five companies via two special Boston & Maine trains. The first train was ordered and Engine Companies 6 and 27 departed for Salem at 2:25 PM. At 4:40 PM three additional engines were dispatched. Engine Companies 8, 26, and 39 were loaded on a second special train to Salem.

The trains were given 'special' status and were flying white flags on the engine and caboose. The trains were made up of flat cars and a coach for the crews. The trains were given priority over all other rail traffic and were able to "high ball" all the way to Salem.

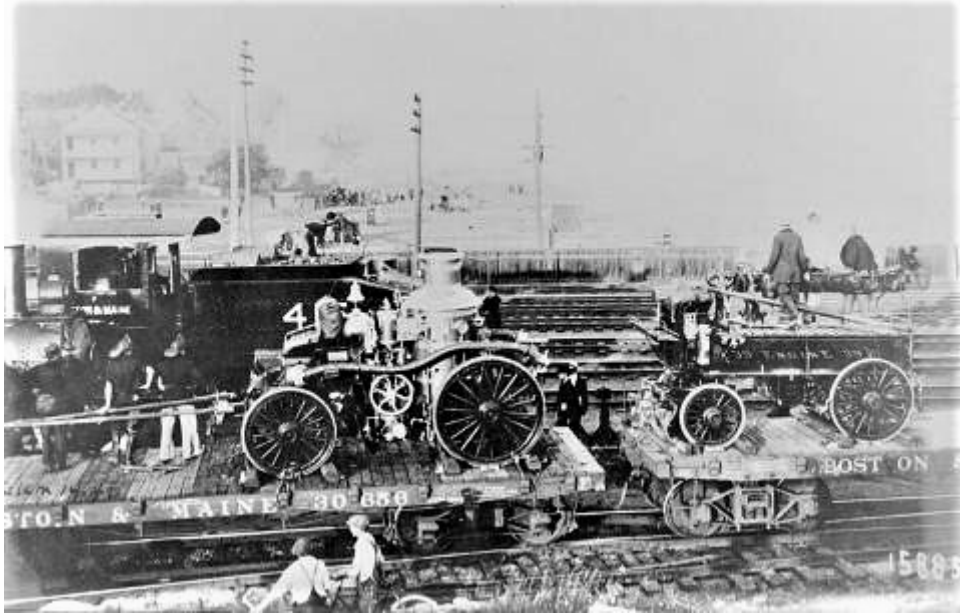


Photo courtesy of the Boston Public Library Collection

MERRIMAC VALLEY GAS EXPLOSION

Thursday September 13, 2018

Part 1

All Photos by Member Kevin White

A private utility contractor working on gas lines in area caused an over pressurization of the gas mains around 1615 hours. With in a few minutes Lawrence, Andover and North Andover were all faced with multiple structure fires. Normal mutual aid went out the window as each community was own their own trying to find mutual aid to respond. Over the next few issues of the Line Box we will explore the fires, and the response. In this issue we present a photographic album by several of our members.



21-23 Brookfield Lawrence Working Fire



60 Jefferson Street Lawrence.





First responders working to extract a party on Chickering Road, trapped in a vehicle crushed by falling chimney when the house exploded. The victim was the only fatality