

BOX 52 ASSOCIATION



THE LINE BOX



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

Vol. 16 No. 2

Happy Holidays to all of our members and subscribers. Welcome to the second edition of this seasons LINE BOX!

This is our annual 'Trains and Hoses' issue, we have some great content that we know you will enjoy!

Our fire feature takes us back to December 22, 1959 for the Ocean View Ballroom fire in Revere, which resulted in the loss of one firefighter.

We have an article on new LA County Type 6 Patrol Units along with several new Type 3 units placed in service. We also start a multi issue chart on the Divisions and Battalions of the LA County FD by station and units assigned.

So sit back, put one of Francis Albert Sinatra's Christmas albums on, get yourself a nice glass of Hood's Golden Eggnog and enjoy this issue of the Line Box!



**Ocean View Ballroom Fire
Tuesday December 22nd, 1959
Revere Box 49**

All photos from collection of late Member James Blomley

Three days before Christmas and it looked like Boston was going to have a White Christmas after all. Snow had been falling all evening and was picking up in intensity driven by a steady wind out of the north/northeast blowing at 25 mph and a temperature of 20 degrees.

Firefighters on the North Shore were hoping for a peaceful night. All the Companies had put the chains on earlier, boots were placed up off the cold cement apparatus floors and the radiators were hissing.

At the M.D.C (Metropolitan District Commission) Police Station at 220 Revere Beach Boulevard the 'Last Half' had just hit the street. As Sgt. Lester Snow made his way to his cruiser he thought he smelled smoke and headed up towards Elliot Circle. He spotted heavy smoke coming from the Ocean View Ballroom and quickly radioed in the alarm and the Revere Fire Department was notified. The warning blow hit, house lights snapped on and box 49 clanged out on the bells and tappers. As Engine 1 roared out of quarters, second due on the box, they had no idea they would return to quarters minus one firefighter, Melvin Cassie who would make the Supreme Sacrifice at box 49. It was 12:27 AM.

Revere Beach was formed in 1895 by an act of the Legislature which took three miles of private shoreline and created the Nation's first public beach. By 1900 many amusements sprung up along with ballrooms. The last of these was the Wonderland and it closed in 1994. The Ocean View opened along with other venues and dance halls that lined the Boulevard. Many top named acts and big bands played these ballrooms such as Jimmy and Tommy Dorsey, Duke Ellington, Louie Prima and Glenn Miller.

The Ocean View Ballroom was once known as the largest ballroom in the world. The building was 300 feet by 150 feet. In the front facing Revere Beach it was a 2 ½ stories, and in the rear on the Ocean Avenue side it was nearly 3 ½ stories. The structure was built entirely of wood and at the time of the fire there were two first floor occupants: The Coral Café and the Decker, an ice cream shop. A large foyer leading to the upstairs ballroom was located in the center of the building.

At the time of the fire the Boulevard was still a happening place and many of our Baby Boomer members can tell stories about spending summer days at the beach and then hitting the amusement parks.



Ocean View Ballroom in a color post circa 1939. Photo credit Card Cow.com

Arriving first due Engine 3 found the basement to be well involved and heavy smoke pushing from the upper floors. Without warning the entire building burst into flames. The cupola on the roof acted as a chimney and pulled the fire throughout the structure. Revere Deputy Chief Marden ordered the second alarm on his arrival at 12:34 AM. Within minutes the fire had taken full hold of the wide open and extremely dry wooden building. As the mutual aid tappers banged out the second alarm to all surrounding communities, everybody had the feeling that it was going to be a long miserable night! Chief Marden ordered the third alarm at 12:46 AM. It was 19 minutes since Sgt. Snow had radioed in the alarm and the building was fully involved! Deputy Marden pulled his crews from the building and started to set up a defensive attack, which was his only choice with the amount of fire, exposure problems and the weather. And as usual, in the fire service, Murphy's Law came in to play, Engine 3's pump was out of service that night and they were operating with Engine 2's pump. Engine Company 2 was running the Special Service unit. Engine 2 was assigned second due behind Engine 4. So right off the bat instead of six engine companies working he had only five until the third alarm was transmitted and a special call went out to Malden for Engine 2 to respond to the fire. The crew from Revere Engine 2 found themselves being used as a manpower squad where ever they were needed. Another special call went out to Lynn at 01:00 AM for an engine to the fire, Engine 7 rolled out of their Pine Hill quarters and started down through downtown, crossing the General Edwards Bridge, one look towards Revere and they knew where they were headed!

At 01:02 AM the fourth alarm was transmitted from box 49 on the orders of Revere Chief Vincent MacCaulley and at 01:07 he ordered all off duty members to return to duty. Revere signal 7-7-7-7 was blown on the fire house whistles. Firefighters at home were roused by wives who heard the whistle sounding.

The fourth alarm brought four additional mutual aid engines and two ladders to the fire. Special calls were also sent for two additional Boston Engines and a Lynn Ladder Company 2, operating their JOX American La France junior were soon joining the battle. Boston Car 12 the Special Service Chief was also dispatched by Boston Fire Alarm.

The wind was blowing the embers over homes in Revere, Winthrop and East Boston. The blanket of snow on the roofs was keeping the threat of roof fires to a minimum. Several engine companies were directed to brand patrol.

It is unknown when FF. Cassie was noted as missing. The inferno was too hot and prevented any rescue attempt. Master streams and big lines brought the fire under control by 04:00 AM.



The wind was coming off the ocean and pushing the flames back towards Ocean Avenue. Revere Engine 1 was forced to relocate several hundred feet back towards an open field due to the wind driven flames.

Chelsea Engine 3 who had responded on the second alarm was directed to lay to lines from Elliot Circle down Ocean Ave and set up a deluge gun and protect the La-Cesta Drive-In.

Elliot Circle saw Chelsea Engine 2, Boston Engine 5's pump and Everett Engine 4 all pumping from hydrants located to supply hand lines and master stream devices.

At 01:30 AM Revere Fire Alarm received a call from a night watchman at Suffolk Downs that embers were falling onto the stables. Malden Engine 4 was dispatched to the stables from their covering assignment at Revere Engine 4. They reported in service by radio at 03:15 AM and they were sent to cover Revere Engine 3's house and release Boston Engine 22 back to Boston.

An hour later a call was received from the Revere Police that a passerby was reporting a fire at the Wonderland Ballroom. Box 523 was transmitted at 02:47 AM the response was Boston Engine 22, Boston Engine 27, Lynn Engine 4 and Salem Ladder 1, all from their covering assignments. After arriving and finding nothing showing the Companies went all through the building while Salem Ladder 1 threw the stick to the roof and the crew checked the area. The alarm was classified as needless and the allout was struck at 02:56 AM.



The fight went on through the night and into the morning hours. By 06:00 most mutual aid had returned and by shift change at 08:00 AM Revere Engine 1 and Ladder 1 were in quarters and in-service. Covering still were Malden Engine 4 at Revere Engine 3, Lynn Engine 4 at Revere Engine 5, Lynn Engine 8 covering Revere Engine 4. Malden Ladder 2 was at the quarters of Revere Ladder 2. Cranes were brought in to remove debris to aid in the search for the missing firefighter.

The body of Firefighter Caissie was not located until December 24th in mid-afternoon. His remains were located in the basement. He left behind a wife and five children.

Eight firefighters were either injured or overcome by smoke and removed by ambulance to the hospital. Seven communities assisted in the fight.

The time line for the fire is below and was gleaned from a Box 52 Newsletter Special Report in the January 1960 edition.

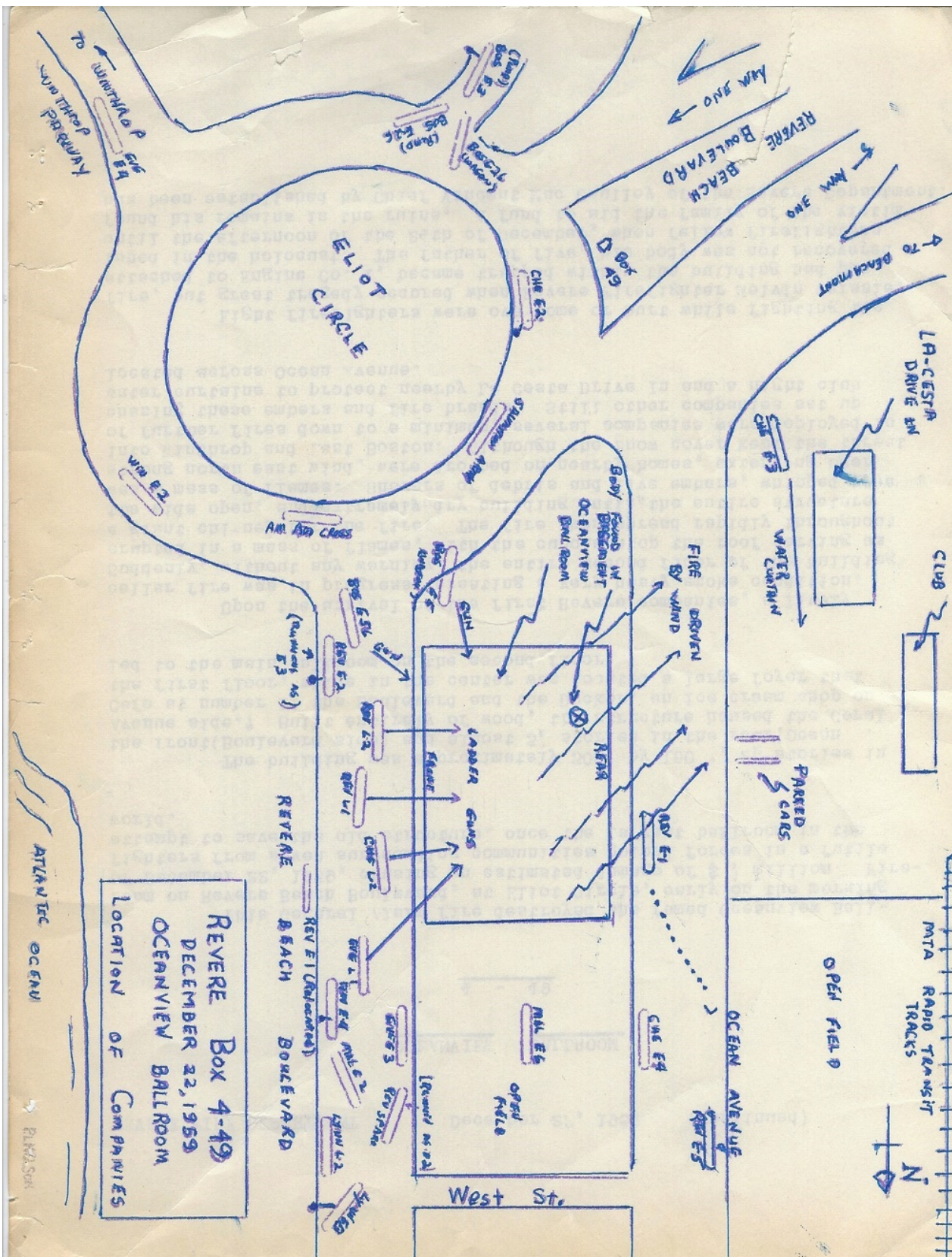
For the time line **ALL** times have been converted to 24 hour format



Boston Engine 5's Wagon in action

Time	City	Box/ Signal	Engines	Ladders	Comments
0027	Revere	49	3, 1, 5	1	
0034	Revere	2-49	4, 2, Che. E3	2	
0035	Chelsea Malden Everett	8214 9 7	Che. E3 Mal. E6 Eve. E4	Che. L2	E3 to the fire, L2 cover Revere L2 E6 cover Revere Engine 1 E4 cover Revere Engine 4
0046	Revere	3-49	Mal. E6, Eve, E4, Wint. E2	Che. L2	
0046	Chelsea Everett Som.	2-8214 2-7 Still	Che. E2 Eve. E3 Som. E2	Eve. L2	E2 cover Revere Engine 4 E3 cover Rev. E1, L2 cover L2 E2 cover Everett Engine 2
0047	Wint	Still	Wint. E2		E2 to the fire 3-49
0054	Malden	2-9	Mal. E3		Special called to the fire
0100	Lynn	Still	Lynn E7 Lynn E8	Lynn L2 Eve. L1	Special called to the fire E8 cover Revere E4 L2 cover Revere L2
0102	Revere	4-49	Che. E2, Lynn E8, Eve. E3, Bost. E56		
0102	Chelsea	3-8214	Che. E4		Special called to the fire
0104	Malden	3-9	Mal E4	Mal. L2	E4 cover Revere E4 L2 cover Revere L2
0105	Melrose Boston	6 8215	Mel. E1 Bos. E50		E1 cover Malden E2 E50 cover Chelsea E2
0107	Revere	Still		Lynn L2	Special Called to the fire
0107	Revere	7777			Off Duty Recall, all firefighter report
0109	Boston	8214-49	Bos E56		Special Called to the fire

0110	Boston	2-8214-49	Bos. E5		Special Called to the Fire
0111	Boston	3-8214-49	Bos. E26		Special Called to the Fire. Car 12 Special Service Chief to fire
0112	Everett	3-7	Eve. E2		E2 cover Revere E4
0112	Som.	Still	Som. E3		E3 cover Everett Engine 4
0114	Everett	Still	Eve. E1		E1 cover Everett Engine 2
0122	Wake	Box 7	Wake. E1		E1 cover Melrose Engine 1
0123	Salem	Still		Sal. L1	L1 cover Revere Ladder 1
0126	Wake	Box 7	Wake. E1		Returned enroute, allout box 7
0130	Revere	Still	Mal. E4		Suffolk Downs Brand Patrol
0136	Lynn	Still	Lynn E4		E4 cover Revere Engine 5
0139	Boston	Still	Bos. E22 Bos. E27 Bos. E9		E22 cover Revere Engine 3 E27 cover Revere Engine 1 E9 cover Boston Engine 56
0235	Boston		Bos. E26		Returning from the fire
0247	Revere	523	Bos. E22, E27, Lynn E4	Sal. L1	Wonderland Ballroom reported fire.
0248	Lynn			Lynn L2	Returning from the fire
0256	Revere	523			Needless alarm, allout 523. Comps return to cover
0315	Revere	Still	Mal. E4		Returning from Suffolk Downs, directed to cover Revere E3 and relieve Bos. E 22
0324	Som.		Som. E3		Returning from Everett
0326	Everett	Still	Eve. E3		E3 cover Everett Engine 4
0336	Salem			Sal. L1	L1 returning to Salem
0341	Boston		Bos. E22		Returned from Revere
0349	Boston		Bos. E27		Returned from Revere
0358	Melrose		Mel. E1		Allout box 6, E1 returned from Malden
0438	Boston		Bos. E50		Returned from Chelsea, allout 8215
0459	Everett		Eve. E2 Eve. E1		Returned from Revere Returned to quarters
0502	Everett Som.		Eve. E4 Som. E2		Returned from Revere Returned from Everett
0503	Everett		Eve. E3		Returned from Revere, allout box 7
0503	Revere		E1	L1	Returned to quarters
0511	Boston		Bos. E56		Returned from Revere
0538	Chelsea				Allout 8214
0553	Boston		Bos. E5		Returned from Revere, allout 8214
0848	Lynn		Lynn E7		Returned from Revere
1702	Revere	49			Allout box 49



MELVIN CAISSIE
May 18, 1922
95 Beachland Ave

PERMANENT RESERVE APPOINTMENT DECEMBER 20, 1953
Permanent Appointment : May 27, 1956 Ladder 1 Group 2
June 17, 1956 to Ladder 1 Group 6
Oct 14, 1956 to Fire Alarm
Feb 3, 1957 to Engine 1 Group 4
December 22, 1959 ****KILLED IN ACTION**** at OCEAN VIEW BALLROOM



Firefighter Caissie left behind a wife and five young children. This photo ran in one of the Boston papers showing his niece with three of the children.

Thanks to member and Revere Chief Chris Bright for spending time up in the RFD attic to find these two items for this article.

2019 Hallmark Fire Brigade Christmas Ornament

1958 Dodge Power Wagon

The 17th model in the Hallmark Fire Brigade Christmas Ornament Series is a 1958 Dodge Power Wagon Brush truck from Mendon, New York. This ornament is representative of the many Massachusetts Departments that had such apparatus. As in keeping with past Association traditions, this ornament will be raffled off at the December meeting. Even if you don't win, you should grab one for the tree. I am sure they will go fast around here!

The rig has been restored by the Mendon Fire Department and is used in parades and community events.





We are sure that the member who wins this ornament will be thrilled with its detail.



Thank you to all who contributed the information listed below, members Edward Morrissey, Mark Roche along with Somerville District Chief Frank Lee.

METRO FIRE REPORT

SOMERVILLE Monday October 28th Box 342 35 & 37 Jackson Rd. Report of a car fire in between the two three deckers. Rescue 1 arrived first due reporting fire showing and ordering the second alarm on arrival.

0301	342	2, 3, 7	L2, Twr 1	R1, C2
0308	2-342	1, 6, Camb. E5, Eve. E1	L3	C3
0324	3-342	Med. E5, Bos. E32, Camb. E4	Camb. L1 Med. L-1	
0341	4-342	Che. E1, Bel. E1, Mal. E	Che. Twr 1	

CAMBRIDGE Sunday November 10th Box 13 151 Cambridge St. Several calls received reporting smoke in the building. Fire was in a duplex three decker housing six apartments. Ladder 2 arriving first due reported smoke showing.

0832	13	3, 5, 2	L2, L1	R1, Sq. 2, Div. 1
0836	W.F. 13	1	L3	Sq. 4, Div 2
0852	2-13	6, 4	L4	C1
0935	Sp. Call	Som. E1		
0942	3-13	8, 9	Som. L1	For relief purposes

NEWTON Tuesday November 12th Box 732 251 Grant Ave. Single family 2.5 story wood frame dwelling.

2256	732	3, 7, 10	L2, L3	R1, C2
2305	W,F			C1
2313	2-732	1, 4		A.S.U.
2332	3-732	2	L1	
2352	Sp. Call	Need E4 (from Cover) RIT		

QUINCY Friday November 22 Box 1742 207 Winthrop St. Large 2.5 story wood frame dwelling with four apartments.

1528	1742	6, 8, 1	L1, L2	R1, C2
1536	2-1742	4, 3	L5	
1538	3-1742	2, 5, Bost. E-16		



APPARATUS UPDATE

By Member Michael Boynton
All photos by the Author

As we wrap up 2019 (that sure went by fast!), let's take a look at some of the new apparatus that have been delivered over the last few months to Boston, Metro, and beyond.

Boston – Ladders 4, 6, 9, 14 and 23 – 2019 E-One Cyclone Metro 100' RMAs. The first of the three new E-One pumpers are set to arrive in Boston between November and January 2020.





Braintree - Ladder 2 – 2019 E-One Cyclone Metro 100' RMA



Squad 1 – 2018 Ford F-550/Maintainer Custom Bodies/CET 4x4 300/300/10A



Cambridge – Engine 5 – 2019 Pierce Enforcer

OUTSIDE METRO



Bellingham – Engine 2 – 2019 KME Panther PRO 1500/750/25A

Fall River – Engine 12 – 2019 Ferrara Cinder 1500/500/75A



Fitchburg – Engines 2 & 4 – KME Panther 1750/750/20A

Lakeville – Engine 2 – 2019 Spartan ERV S-180 1500/1000



Littleton – Tower 1 – 2019 Rosenbauer Commander 2000/500 101' RMA



Marshfield – Ladder 1 – 2019 E-One Cyclone Metro 100' RMA



New Bedford – Crash 8 – 2019 Oshkosh Global Striker 1500 1500/1500/210F/500lbs Dry Chem.

New Bedford – Engine 6 – 2019 Pierce Arrow XT 1500/500



Provincetown – Engines 190, 193 & 195 – 2019 Ferrara Igniter 1500/500/20A/30B



Rochester – Tanker 198 – 2019 International/E-One 1500/3660/40F



Sherborn – Engine 2 – 2019 Rosenbauer Commander 2000/500/30F w/ 5,000' of 5" LDH. Also received for Engine 6 – 2019 Freightliner/Rosenbauer Timberwolf AWD 1250/1000/30F



Springfield – Engine 1 – 2019 Pierce Enforcer PUC 1500/750/25F



Walpole – Engine 4 - 2019 E-One Typhoon eMax 1500/500/30F. The Department has also taken delivery of a new 2019 E-One Cyclone 2000/270/30A 100 foot rear mounted tower for Tower 1.



Worcester – Ladders 1 & 4 – 2019 E-One Cyclone Metro 100' RMA

Railroad Fires, Hazmat, Trestle Fires.....Oh my!



Dupo, Illinois Train Derailment and Fire Tuesday September 10, 2019

On Tuesday afternoon just about 1230 hours a switch crew in Union Pacific's Dupo Yard, just across the Mississippi River from St Louis was going about the business of making up a train. According to reports they were switching out cars, when ten of the cars derailed. These consisted of loaded Ethanol tank cars and loaded coal hoppers. The cars tipped over after leaving the track and a fire immediately broke out, sending up a thick oily black smoke plume visible for miles.



Photo courtesy of Monroe County News Net

St. Clair County Fire Dispatch toned the first alarm companies out at 1230 hrs. This was followed by an immediate second alarm and a request for a Haz-Mat response at 1232 hours. The county makes up MABAS (Mutual Aid Box Alarm System) Division 32, which includes, St. Louis, MO., Scott Air Force Base and the St. Louis Downtown Airport.

A Crash rig was requested from the Airport and mandatory evacuations were ordered for both schools and residents in the area. By 1500 most of the fire had been extinguished by the ARFF unit that was continually refilled by district tankers with both water and foam.

In addition to the train fire, a large brush fire was also started. A staging area was set up for incoming companies at Dupo High School.

One interesting note is that the Haz Mat team deployed a drone to fly over the scene for aerial observation.

As the fire was still burning, Command requested tankers and aerial ladders to the scene. A unified command post was quickly established involving all agencies.



Photo courtesy of KSDK.com

The cause of the accident is under investigation by the NSTB. Union Pacific crews assisted by Hulcher Rail Service were able to have the Yard back in full operation by Thursday afternoon. No injuries were reported and the evacuation order was lifted at 1600 hours.



Photo courtesy of Cherokee Tribune



Fire on Amtrak Work Train

Wednesday July 3, 2019

Service on Amtrak's Northeast Corridor between the Trenton and Jersey Avenue stations in New Jersey was suspended today because of a fire aboard an Amtrak work train located not far from Hamilton Station, just east of Trenton.

Commuters on both NJ Transit and Amtrak were delayed nearly two hours as a result of the Amtrak maintenance car fire that occurred on Monday, July 1 in Hamilton, New Jersey. Fortunately, there were no injuries resulting from the fire.

Train service was resumed at 5:15 pm EDT, but the nearly two-hour delay caused major disruption for commuters that lasted for hours into Monday night. Penn Station was filled with commuters, and police were called in to keep people off of the tracks and remove some people from trains that were able to arrive due to overcrowding.



As of approximately 2:49 pm, a catenary car east of Hamilton (NJ) Station caught on fire while performing maintenance work. At around 3:01 pm, power was removed proactively on all tracks between Monmouth Junction and Hamilton. At around 3:08 pm, a hold was placed on all Amtrak and commuter trains traveling both directions between Trenton and New York Penn Station. This included Amtrak train 2121, Amtrak trains 184 and 2166 (which were held in Trenton Station), and Amtrak Trains 19, 93, 173, and 647, which were being held east of Monmouth Junction. At approximately 3:48 pm, power was restored on Track 3, allowing train 2121 to move east, and at around 4:09 pm, train 173 was released on the hold to go as far as Monmouth Junction, while all other trains continued to be held. At approximately 5:06 pm, there was a requested hold in all the New York Penn Station tunnels in order to resolve the issue, and at approximately 5:15 pm, the hold in the tunnels was lifted. By approximately 5:22 pm, all holds were released, and train movement resumed with some restricted speeds, and at 5:29 pm, the hold on NY travel was released as well. Finally, at 5:34 pm, the temporary speed restrictions were removed, and trains began operating at typical speeds. Delays continue with some trains running on a modified service schedule due to some cancellations. No injuries have been reported from the fire."



Photo courtesy of Michael Mancuso



Photo courtesy of Hamilton NJ Professional Firefighters



Parker, Arizona Railroad Bridge Fire September 15, 2019

All photos courtesy of Parkerlive.com

A historic railroad bridge over the Colorado River could see a complete repair within the next two weeks, but the town of Parker on Saturday has lost more than a simple structure, according to residents.

The FBI is now investigating the area surrounding the 111-year-old Arizona & California Railroad bridge, according to railroad officials. The bridge became engulfed in a fire spanning the bridge's entire length, and was still smoldering by Sunday afternoon. The fire was first reported at about 10:45 p.m., according to Buckskin Fire Officials, encompassing the bridge's support structure, railroad ties, and brush growing beneath the bridge itself.

No injuries were reported.



Mike Williams, of A&C parent company Genesee & Wyoming Railroad Services, said Monday morning that railroad officials are awaiting a chance to assess damage to the bridge, once federal agents clear the scene.

"Pending a damage assessment, the initial estimate is for a two-week outage for repairs, but we're hopeful it could be less," Williams said Monday morning.

According to Parker Town Manager Lori Wedemeyer, the loss of Parker's railroad bridge comes as a blow not only to the community, but to commerce for the town itself.

"People don't understand how much the railroad is used in our small community," Wedemeyer said. "It's a cheaper, faster way to bring things in from all over – our rail line isn't for passenger trains, but strictly for consumer goods. The last I heard, (the bridge) is still burning, but people are saying it could be up and running in the next two weeks. A lot of people take the perspective that we've just lost a big piece of our history. But we as consumers are going to get hit. We're a major thoroughfare for these trains, and it's going to cost more to ship cargo without the bridge."



The Arizona & California Railroad has been headquartered in Parker since 1991, and until this weekend made routine use of the bridge, which was built nearly four years before Arizona achieved statehood. No estimate for repair costs will be given until A&C officials are able to survey the scene.

According to Parker Chamber of Commerce Executive Director Mary Hamilton, the bridge represents a loss for Parker residents as well as businesses.

"It's going to have an economic impact," Hamilton said, "With the commerce that comes through, it's significant. And historically, it's a huge loss for our town."

Until the bridge is repaired, Williams says railroad traffic will be rerouted east of Parker.

Buckskin Fire Chief Troy Maloney said the wooden support structures on the Arizona side of the bridge were heavily involved in fire and a brush fire had started below the bridge. These were quickly extinguished, but the fire had spread to railroad ties further out in the steel sections of the bridge. Maloney said firefighters couldn't reach these sections with their water streams.

Early in the morning of Sept. 15, Maloney said the decision was made to have Parker and Buckskin firefighters use chainsaws to remove ties to make a fire break. The other ties would be allowed to burn out. He said the bridge would be monitored by the railroad.

Maloney said motorists, boaters and others are advised to use caution when near the bridge.

"People in the area are highly recommended to stay out from under the bridge as large pieces of burning railroad ties will continue to fall into the water," Maloney said.

Maloney added no cause has been determined.

The Arizona & California Railroad's bridge over the Colorado River caught fire late Saturday evening, Sept. 14. The bridge caught fire sometime around 10:45 p.m. The fire burned the southern end of the bridge (the Arizona side) near the entrance to BlueWater Lagoon. The bridge deck and pilings were both burned, and vegetation along the banks of the Colorado River was burned as well.



Among the emergency agencies that responded to the blaze were the Colorado River Indian Tribes, Parker, and Buckskin Fire Departments, San Bernardino Fire, Quartzsite Fire, and Bureau of Indian Affairs Wildland crews.

The A & C is a short line based in Parker. They operate a main line from Cadiz, Calif. to Matthie, Ariz., with trackage rights over the Burlington Northern-Santa Fe into Phoenix. They had a line from Rice, Calif. through Blythe to Ripley, but that line has mostly been abandoned. They interchange with the BNSF at Cadiz and Matthie and Union Pacific in Phoenix.

According to the Genesee & Wyoming website, the A & C's principal commodities are agricultural products, construction products, lumber and petroleum products.

The largest shipper on the A & C is Rose Acre Farms' Lone Cactus Egg Farm south of Bouse.

The bridge was completed in 1908 as part of building the original Arizona & California Railway, which took place from 1903 to 1910. The line was a subsidiary of the Atchison, Topeka & Santa Fe, or as it was commonly known, the Santa Fe. The Santa Fe was looking for a shorter route between Phoenix and the big markets of California.

The railroad played a key role in the development of Parker. The Santa Fe needed an operations center for the line, and the most likely place was where the line would cross the Colorado River. This point was in the middle of the Colorado River Indian Reservation. Congress deeded one square mile of CRIR land to the railroad. This became the site of the Town of Parker.

The Santa Fe operated the line until 1991. Seeking to cut many of their secondary lines, the line between Matthie and Cadiz was sold to ParkSierra Railgroup and the newly reconstituted Arizona & California Railroad began operations in May 1991. ParkSierra was sold in 2002 to RailAmerica, which was sold to Genesee & Wyoming in 2012.



Halifax, Nova Scotia Canadian National Railway

Vacant Warehouse Fairview Engine Yard

Halifax Regional Fire and Emergency crews responded to a call for a fire in a vacant warehouse on the property of the Canadian National Fairview Engine Terminal off Chisholm Avenue late Saturday afternoon November 9th, 2019. The alarm was called in by railroad workers shortly before 1730 hours.

Arriving crews found the one story ordinary construction warehouse fully involved. A second alarm was transmitted and Companies went into defensive operations.

HRFE District Chief Mike Blackburn said the building has been sitting empty for a few years. He said their major concern was a diesel fuel filling station located at the backside of the building that's still in operation and contained a significant amount of fuel.

Companies had to deal with a significant hazard on the "Charlie" exposure. A fuel tank containing 40,000 litres (*10,566 US gallons – Editor*) of diesel fuel which is used for the engines that are serviced in the yard.

Master streams were employed during the fire and Companies were rotated in for relief throughout the weekend.



Arrival photo courtesy of HRFD



Photo courtesy of Halogonian.CA Sean Dewitt



Photo courtesy of HRFD



20th Anniversary of the Tragic Worcester Cold Storage Fire

December 3rd, 1999 5-1438

I don't think anyone of us can't remember back to that night without recalling where we were and what we were doing. None of us could have anticipated the changes that this fire would bring to the fire services all over the world.

I was working on the fire side in Lexington when the Headquarters line rang asking me if I knew Worcester's frequency. I said no, and they were too far out to pick up on a scanner antenna and I asked why. I was told they had 6 guys trapped and it was all over the news and click went the phone.



Worcester Cold Storage Fire, Photo courtesy of the Telegram & Gazette

I started scrolling through my pager getting sick to my stomach as I read of the unfolding tragedy in Worcester. The fire was all over the news and by the time I left at 2300 hrs. The news was grim indeed, six firefighters were missing and presumed dead. I was stunned as I am sure many of you were.

The next day on the way in for the day shift, I had the scanner on in the car and I heard Metro Fire announce that Task Force 13-E was going to Worcester at 0800. Lexington was going, I dispatched Engine 1 to the staging area and they went off to cover vacant Worcester stations while the search went on for the bodies of the fallen.

20 Days before December 3rd

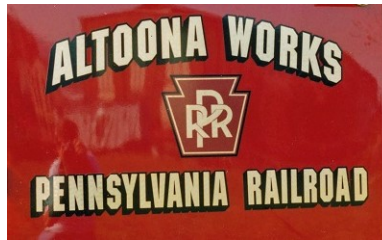
During the early morning hours of Wednesday, November 13th I was working on this issue and I just happened to take a break and checked my Twitter feeds, saw a second alarm had been transmitted in Worcester for a house fire on Stockholm Street. I brought up the live feed on Broadcastify and listened in. I was not prepared for what I heard. I was trying to piece together what was happening and it didn't sound right. Next thing was the MAYDAY call from Ladder 5. Any time any of us hear a MAYDAY we instantly know that a company is in trouble. The radio messages went from bad to worse. The transmissions made my blood run cold. The silence from Ladder 5 was thunderous. Ladder 4 who was the RIT then called another MAYDAY. I said a silent prayer that everyone was ok and that it wasn't going to be a repeat of the WCS fire.

The autumn has not been kind the last 20 years to the WFD. Lt. Jason Menard of Ladder Company 5 made the Supreme Sacrifice in doing so he saved the lives of the members of his Company pushing one out a window and another down a flight of stairs.

His actions were in the highest traditions of the Fire Service



Photo courtesy of the Telegram & Gazette



PENNSYLVANIA RAILWAY FIRE PROTECTION

Fire & Water Engineering Issue 12 Volume 46

September 6, 1909

To determine the efficiency of its own system of fire protection, the Pennsylvania Railroad has undertaken a thorough test of its firefighting facilities in Altoona, where there has just been finished a new and unique high-pressure water system, for fire protection purposes only, and without connection with any other distribution pipes.

That it is of great importance that this system should have been developed he realized in the fact that a conflagration in Altoona would seriously interfere with the operation of the entire Pennsylvania system, because Altoona is the mechanical center of it. Besides, the insurable value of the machine and car shops at Altoona, with the equipment in adjacent yards, is more than \$6,000,000: not to speak of the large Juniata shops, where the company builds many of its locomotives.

Gridironing the expensive machine and car shops at Altoona are more than seven miles of large water mains, with 72 two and three-way hydrants, supplying 184 streams of water. These afford a protection, which from exhaustive tests has been shown to make very remote the possibility of a serious fire.

In addition to two fire engine companies, chemical extinguishers are distributed through the shops, while sand and water pails, hose racks, chemical engines, water casks and ladders add to the equipment with which these railroad firefighters are armed. Some 31,000 feet of cotton rubber-lined hose are available for utilizing the water from the hydrants, which, owing to the unique arrangement of the mains, and valves cannot be shut off from their water supply by breaks in the pipe lines.

To guard against breakages in the mains, clogs from mud, and similar troubles experienced so frequently by municipal fire departments, the company has, in its system of fire protection, adopted the method of laying parallel mains under its shops and equipment yards, so that by the use of gate valves, any part of a broken main can be cut off to itself, and in no way interfere with the flow of water to the different hydrants.

On account of the congested areas in the machine shops, the railroad has found it necessary to erect four-story buildings. These structures are more than 100 feet high, and

an important part of the test was to determine if the recently installed high-pressure system would throw a stream of water on the top of these buildings.

By the use of what is known as a “Deluge set” —which is nothing more than two lines of hose siamesed at one nozzle—a 2-inch stream of water of 400 gallons a minute was thrown on the top of the machine shops.

A further unique feature of the Altoona fire system is that by means of a reservoir in the Pottsgrove Hills, back of Altoona, there have been dammed some 180,000,000 gallons of water, which, even in event of a severe drought, will be available for firefighting purposes. The high elevation of the reservoir gives to the system a static pressure which cannot be interrupted by a breakdown of a pumping station or fire engine.

In the same way as at Altoona has the Pennsylvania Railroad established its fire protection at every large and small terminal and stations along the right of way. At the more important points, such as New York, Jersey City, Philadelphia, Pittsburg and Baltimore, systems proportionately as elaborate have been installed to protect the property of the company. Networks of fire mains with pipes at convenient places, make it very unlikely that the company will suffer serious loss from fire.

At the test in Altoona, a number of “suspicious” fires were started in different parts of the railroad shops, and firemen, with their helpers responded to fight imaginary flames. Some 32 regular firemen, and a score or more of the auxiliary force directed the streams of water, while inspectors checked up the results.

To make the test thorough, seventeen streams were brought into service. At intervals of two minutes streams were turned on, and, after all of them were throwing water on the buildings, readings were taken of the pressures. The test continued for one hour and a half, during which time some 185,000 gallons of water were used.

Not only have these exhaustive precautions been taken at Altoona, but in the realization that fires are liable at any time to occur at places which cannot be reached by ordinary extinguishing apparatus, the Pennsylvania has equipped 423 locomotives with firefighting apparatus. These locomotives are used continually in yard service at various points on the company’s lines and are available at all hours of the day and night. On a given signal, their crews, all of which have been trained in firefighting, hurry their engines to the scene of the fire, and all tracks are cleared that no time be lost enroute. So successful has this method of protecting property at out-of-the-way places proved, that an additional number of yard engines are being similarly equipped.

Exactly 1,397 fires occurred in 1908 on Pennsylvania railroad property valued at more than \$200,000,000. It was damaged only to the extent of \$340,149. Of these fires, 27 were extinguished by the railroad’s employees with the company’s own apparatus with slight loss. The reduction of its fire loss to such a minimum means that the railroad has had to make it practically impossible for a conflagration to start in its yards and terminals. It has been working to this end for thirty odd years, and to-day its system of fire

protection represents the most extensive and comprehensive undertaking of its kind as yet made by any private corporation.

Chief Fire Marshal Herbert Heston, has been for 30 years in the service of the Pennsylvania Railroad in building up the system of fire protection now brought to such high efficiency by that Road, Chief Marshal Heston says when he looks back a third of a century ago to the meager beginning of the present fire protective system, and notes the growth, he is gratified, as well he may be to have been a factor in this upward climb toward efficiency.



Altoona Shops Station circa 1920. Photo via the Internet



PRR Altoona Works station as photographed in 2016. Photo by member Frank San Severin

By the dawn of the early motorized era, two engine companies on the property for additional protection beyond what Altoona Bureau of Fire could provide. The units were numbered as Engines 7 and 8 to fit in with ABF's Engines 1 through 6. No. 8 was this 1923 Ahrens-Fox Model N-S-4 piston pump (registry no. 1605) that remained in service into the 1960s. PRR Engine 8 at the SPAAMFAA National Convention Muster at Harrisburg PA in July of 1982.

Engines 7 and 8 were carried on the Altoona Run Cards and moved for either coverage or to the fire on multiple alarms. The PRR Companies worked at some of the largest fire during the 20th century in Altoona. Their old station is still in use today as the home to the Greater Altoona Visiting Nurses offices.



PRR Engine 8 at the 1982 SPAAMFA National Muster. Photo collection of John Schmidt, Royal Blue Archives

**Member Chris Bright Honored
By Peter Aloisi, photo by the author**

The Horse and Heroes Foundation today honored Revere, MA Fire Chief Christopher Bright by naming a horse "Chief Bright" who will be donated to The United States Park Police in Washington DC. to serve in its mounted unit. He is the first firefighter so honored in this capacity.



Horse mounted patrols are assigned to Federal Parks in Washington, DC, New York City, and San Francisco. These nationally acclaimed officers and mounts are highly respected for crowd management techniques. They also function to maintain order during major demonstrations and special events and have been transported to other sites in the National Park system to control demonstrations.

The United States Park Police Horse Mounted Unit is one of the oldest established police equestrian units in the United States. It was established in 1934 with one horse that was rented from a local stable. However, as the value of the mounted unit was proven, it was expanded to an operational strength that patrols and provides protection in the Washington metropolitan area.

The Nation's Capital hosts many civic functions each year. Some of them are annual events and some have a national and international character, such as the National Cherry Blossom Festival, the Christmas Pageant of Peace, and the Presidential Inauguration. During the 1960's and the 1970's, the horses, in addition to being an attractive unit for display in parades, were found to be highly effective in crowd and traffic management at these functions. The horses were properly trained and conditioned to maneuver in crowds of people and through heavily traveled roadways so they would not endanger the public, themselves, or other riders.

City of New Haven, Connecticut

Restructures Department by Adding Heavy Rescue Company

At 0800 hours on Wednesday November 20th 2019 the New Haven Fire Department placed Rescue Company No. 1 in service at the quarters of Engine Company 8 350 Whitney Avenue. The rig is a 2018 Spartan chassis with a Rescue 1 body. It is staffed by an officer and four firefighters. On the same day Squads 1 and 2 were disbanded.



Also placed in service was Emergency 3 staffed by a Paramedic and an EMT to provided Advanced Life Support service. It is housed with Eng. 6 and Truck 4 at the Dixwell station on Goffe St.



Photo Courtesy of NHF

F.D.N.Y. Rescue Co. No. 2

Moves to its new Quarters.

By Peter Aloisi, photo by the author

Brooklyn's famed Rescue 2 moved into its new station located at 1815 Sterling Place in the Ocean Hill neighborhood. The station is a three-story, 27,114-square-foot station. The exterior is clad in precast concrete panels and red-glazed terra cotta. The facility will include dormitories, a kitchen and dining area, offices and storage space, a gym, and third-floor will feature outdoor space.





Jim Regan sent along this photo of the new CFD Scuba Dive Team rig, 6- The rig is named after FF/PM Juan Buccio who was killed in the Line of Duty in 2018.

Way Back When Before Radio

F.D.N.Y Bell Signals Circa 1934 via Fire Engineering

In a general order to the various companies of the New York Fire Department, Commissioner John J. McElligott issued the following table of preliminary and miscellaneous signals in use by the Department and sounded over the telegraph system

Bell Code	Description of Bell Code
2	Time signal transmitted at 12:00 PM
2-2	Second Alarm
2-2-2(a)	Pay Signal
2-2-2(b)	Out-Of-Service
2-2-2(c)	Company stops to extinguish fire responding to another location
2-2-2-2	Response of pumper of Engine Company
3	Special Building Box
3-3	Third Alarm
3-3-3	Call for Men Only
3-3-3-3	Response of Fuel Wagon
4	Response Chief of Battalion
4-4	Fourth Alarm
4-4-4	In-service Signal
4-4-4-4	Restoration of Two Platoon System
5	Response Engine Company
5-5	Fifth Alarm
5-7	Response of First Due Engine Company, Hook & Ladder Company and Battalion Chief
5-5-5	Sappers and Miners
6	Response of Hose Wagon

6-6	Preliminary Signal Boro of Manhattan and The Bronx
6-6-6	Response of Department Ambulance
6-6-6-6	Recall of Off Duty Platoon
7	Response of Hook & Ladder Company
7-7	Preliminary Signal Boro of Brooklyn and Queens
7-7-7	Response of Public Ambulance
8	Increase, Reduce or Shut Down High Pressure System
8-8	Preliminary Signal Boro of Richmond (Staten Island)
9	Response of Water Tower
9-9	Simultaneous Call
9-9-9	Restoration of High Pressure System
10	Response of Rescue Company
10-10	Call for Police Emergency Squad
11	Telegraph Test
12	Response of Fire Patrol
12-12	Police Riot Call
13	Break down of Apparatus responding to alarm, or unable to leave quarters
13-13	Break down of High Pressure System
14	Relocation of Battalion Chief
15	Relocation of Engine Company
16	Relocation of Hose Wagon of Engine Company
17	Relocation of Hook & Ladder Company
18	Response of Searchlight Company

You Never Can Go Home Again

By Anonymous Member

How do fellow Box 52 Members and Line Box subscribers. Sorry I haven't sent along anything in a while, but the older you get the more parts tend to wear out.

The title of this article comes from the Thomas Wolfe novel of the same name which was published in 1940, two years after his death in 1938. This is a story of my trip down memory lane a few months ago.

Just before the Memorial Day weekend I was doing the cemetery runs, you know the drill planting fresh flowers, cleaning the stones etc. When I left the main family plot I decided to drive by the old neighborhood and check out the house I grew up in. Found the street changed and most of the houses had been converted into condos. The fire station still stood watch over the area, except that the 1952 L Mack had given way to an E-One pump. I thought about the guys stationed there who let a kid hang around. I remembered hearing that only a handful were still alive. I have been to a lot of wakes and funerals over the years. They were all great guys and taught me a lot.

Still feeling nostalgic, I decided to cruise past stations that I begged my parents to drive by whenever we were out. First up was West Medford Engine 2, long gone was the 700 Series ALF pump. Then by Medford HQ and remembering Saturday night dinners at Carrol's and me always begging for a window table so I could check if the Companies were turning out. I can still smell and taste the hot dogs, baked beans and brown bread!

Headed over to Somerville, came into Union Square, station still stands. No more American La France tiller for Ladder 1. Up Somerville Ave passing what used to be the quarters of Engines 4 & 5 shaking my head at cutting of companies. Onto Mass Ave and up to Porter Square. I looked in the bay hoping to see 4's 66 IH/Farrar wagon, nope it was gone to. Made the loop and headed

down to Harvard Square. Never a good idea to drive in that mess. Headquarters had the doors open but alas no Sutphen Tower or Rescue 1's 69 Mack CF/Gerstanslager. With a deep sigh I headed towards Lafayette Square and remembered my father bringing me with him when he stopped in to visit a buddy. Engine 3 and Ladder 2 were both running Pirsch's, but I always loved the spare 30's vintage pump that was stored there. I loved climbing all over that rig, almost as much as I loved sitting in Ladder 3's tiller seat. I always dreamed a box would come in and I would have to tiller the truck. Some dreams of little boys just never fade away!

I continued on my trip down memory lane and found myself in front of my old station, the one I retired from. The guys were out on the ramp washing the rig a massive Pierce pump. I didn't recognize a soul, or they recognize me. It was then I realized that a dozen years had passed since I walked out those doors for the last time after 32 years!

I got home and my dear wife asked "where the hell have you been?" "I was learning that you really can never go home again!"



Los Angeles County Fire Department New Brush Units

All Photos courtesy of BME Fire

Over the late spring and into the fall BME (Boise Mobile Equipment) Fire delivered nine new brush trucks to the LA County Fire Department. The first three were model 34 based on a International 7500 4 wheel drive chassis, equipped with a 1,000 gpm single stage pump 600 gallon poly tank, 30 gallons of foam.



They also received six Type 6 units based on Dodge Ram 5500 Heavy Duty chassis with sedan cabs. The units are equipped with 300 gallon tanks 20 gallon foam tank, 2 1 ½ discharges, and one 2 ½ intake.



Our LA contact and subscriber, Derek Cutler sent along this update on the rigs.

As the week of November 18th, none of the Type 6 patrols or Type 3 brush engines have entered service. There are actually 10 patrols and 6 brush engines. There was one of the patrols numbered up for Patrol 128 at the fire shops. I have heard some of the other assignments, but 3 have already changed, so nothing is for sure till the numbers are on the side of the rig (and I have seen those pulled off and renumbered before. Lol). I have not even heard any rumors about the assignments for the Type 3s. I wish I had better news for you. The last of the 2018 KME engines have entered service and the first few of the 2019 engines have been placed in service as well.

Los Angeles County Fire Department

Divisions and Battalion Organization November 1, 2019

Division 1: Battalions 7, 14, 18

Battalion 7

Station	Area	Engine	Quint, ESU,	Squad	Patrol	Other
Light Force						
10	Carson	10		10		Batt 7
36	Carson	36, 236		36		
95	Gardena	95				
105	Rancho Dominguez	105				Haz-Mat 105
116	Carson	116	Quint 116	116		
127	Carson		Quint 127			Foam 127

Battalion 14

2	Palos Verdes	2		2		
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	Estates					
6	Lomita	6		6		
53	Rancho Palos Verdes	53				
55	Avalon	55, 255			55, 255	Command 55, Heli-Tender 6
83	Rancho Palos Verdes	83			83	
106	Rolling Hills Estates	106	Quint 106	106	106	Batt 14
155	Two Harbors	155			155	

Battalion 18

21	Lawndale	21	ESU 21	21		
100	Hermosa Beach	100		100		
158	Gardena		158	158		
159	Gardena	159				
160	Hawthorne	160				
161	Hawthorne		Quint 161	161		Batt 18 Utility 18
162	Hawthorne	162				

Division 2: Battalions 2, 16

Battalion 2

62	Claremont	62			62	
64	San Dimas	64	Quint 64	64		
85	Glendora	85				EST 85
86	Glendora	86, 286			86	
101	Claremont	101		101		
102	Claremont	102			102	
151	Glendora	151		151		

Battalion 16

Station	Area	Engine	Quint, ESU, Light Force	Squad	Patrol	Other
29	Baldwin Park	29	Quint 29	29		
32	Azusa	32		32		Water Tender 32
44	Duarte	44, 244			44	
48	Irwindale	48				
97	Azusa	97			97	
152	Corvina	152				Emerg. Support Unit 152
153	Corvina		Quint 153			
154	Corvina	154		154		

Division 3: Battalions 4, 6, 22

Battalion 4

11	Altadena	11		11		
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12	Altadena	12				
19	La Canada Flintridge	19		19		
63	La Crescenta	63				
66	Pasadena	66		66		
73	Newhall	73		73	73	
82	La Canada Flintridge	82	Light Force 82		82	

Battalion 6

73	Newhall	73		73	73	Foam 73
75	Chatsworth	75			75	
76	Valencia	76			76	
77	Gorman	77			77	Heli-Tender 77
124	Stevenson Ranch	124		124		
126	Valencia	126	Quint 126			Utility 6 RAC 126 Incident CP
143	Castic	143				
156	Valencia	156				Water Tender 156 Heli-Tender 2

Battalion 22

81	Aqua Dulce	81		81		
104	Saugus		Quint 104			
107	Canyon County	107		107		
108	Santa Clarita	108				
111	Saugus	111		111		
123	Santa Clarita	128			128	Water Tender 128
150	Santa Clarita	150				Batt 22 Haz-Mat 150, Haz-Mat Tender Utility 22

Division 4: Battalions 8, 9 21

Battalion 8

17	Whittier	17				
25	Pico Rivera	25				
28	Whittier	28	Quint 28	28		Batt 8
40	Pico Rivera	40		40		
59	Whittier	PAU 59				
96	Whittier	96				
103	Pico Rivera	PM 103				Heavy Rescue 103 Rescue Tender 103 U.S.A.R. 103 Swift Water Res. 103

Battalion 9

23	Bellflower	23				
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30	Cerritos	30	Quint 30	30		Batt 9
31	Paramount	31	Quint 31	31		
34	Hawaiian Gardens	34				
45	Lakewood	45	Quint 45	45		
60	Signal Hill	PM 60				
94	Lakewood	94				
98	Bellflower	98		98		
122	Lakewood	122				

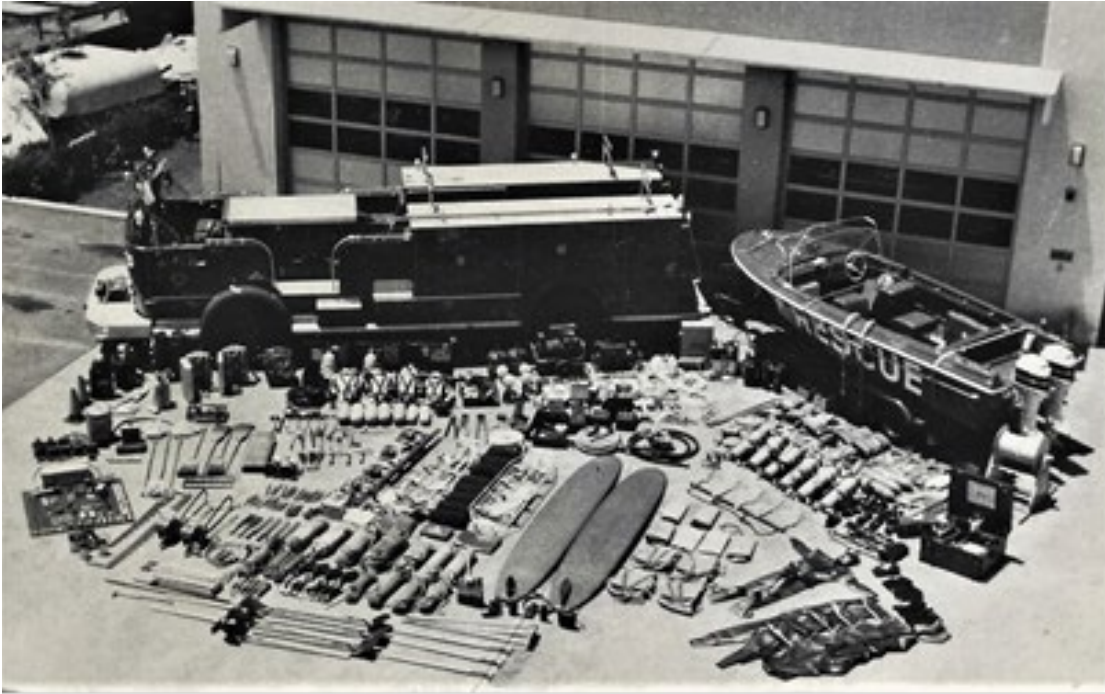
Battalion 21

15	Whittier		Quint 15			
20	Norwalk	20	Quint 20	20		
35	Cerritos	35				
49	La Miranda	49		49		Batt 21
115	Norwalk	115		115		
191	La Habra	PAU 191		191		La Habra Amb. No. 1
192	La Habra	PAU 192				La Habra Amb. No. 2
193	La Habra	PAU 193				
194	La Habra	PAU 194				

Winter is Coming!

Another New England winter is upon us. The report is for a snowy winter according to the Old Farmer's Almanac. I love the snow around the Holiday's just for that perfect New England picture. By mid-January, I and many of my generation are looking to beat feet to someplace warm!

So, in that spirit I present a photo of Honolulu's 1965 Crown Rescue Company 2. I have had this photo since grade school when writing for some info on the HFD. The rig is long gone, but the warm waters and sun drenched beaches of the Pacific beckon us. But I'll settle for a run to my sisters-in-law house in Florida!



Official HFD Photo, collection of member Frank San Severino

*Happy Holidays to our
Members and followers, and
best wishes for a happy 2019!*

The Line Box Staff

*Frank, Mark, Dave, Jay, Michael and
John*



Cambridge Headquarters all decked out. Photo by member Doug Boudrow

