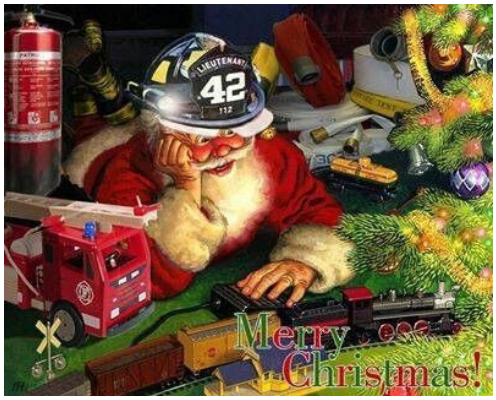
Box 52 Association



The Line Box

I·F·B·A· Member club since 1955!

Winners of the 2024 IFBA Newsletter of the Year Award

Vol. 22 No. 2

Welcome to our annual Trains & Hoses Holiday Line Box issue!

The staff has been hard at work and have produced multiple articles involving trains, MBTA Rapid Transit, Commuter Rail and a host of others that we know you will like.

We wish all our members and readers a very happy holiday season filled with peace and happiness. Let's all hope that 2026 is a much better year.

Everyone enjoy and stay safe!

Now pour yourself a Hood's Golden Eggnog, snatch up a few cookies, settle in and enjoy this issue!

AMTRAK ACELA FIRE

Sunday November 30th, 2025
100 Gaspe Street
Providence, RI

By Editor Frank San Severino
All photos courtesy of the Special Signal Association

Sunday November 30th another busy travel day on AMTRAK as people headed home after the Thanksgiving Holiday. Boston's South Station was hectic and crowded as passengers boarded ACELA trains to points south on the Northeast Corridor ending at Washington's Union Station. Every seat was booked. The slower Regional Service heading as far south as Norfolk, Virginia were standing room only. Crews worked to get everyone on board and stay on schedule.

Amtrak ACELA Train # 2263 was due to depart South Station at 0825 and arrive six hours and 43 minutes later in D.C at 1508 hours. They pulled out on the dot and headed for the first station stop at Back Bay and more passengers piled on.

As the train approaching Providence Station, with 220 passengers and six crew members, pulled into the station another crowd awaited. It pulled in on schedule at 0900 and was scheduled for a two minute station stop. As the crew opened the doors on several cars a strong odor of electrical burning was coming up from under the train. Crews called for Electrical and Mechanical crews to check the problem.

Providence Station is in a tunnel, much like Back Bay. It serves Amtrak Northeast Corridor service and MBTA Commuter Rail service and for added interest Track 5 is used by the Providence and Worcester freight trains east and west passed through the station with diesel power and often long drags of tank cars that were either returning or heading out of the Port of Providence.

Smoke and an electrical burning odor started to rise into the neighborhood above the station. A call was made to the Providence Fire Department for the smoke condition a still alarm was dispatched at 0931 hours for Francis St & Finance Way for a possible smoking electrical box. Batt. 3, Engine 7 and Ladder 1 responded at 0931 hrs. On board 2263 it was decided to evacuate the train and all platforms to the street level due to the increase in the smoke getting thicker from under the train. Battalion 3 arrived on scene and reported that they could see smoke coming up from the train tunnel at 100 Gaspe Street. Fire Alarm reported that they were filling out the assignment for the station and reported a locomotive was on fire. Rescue 3 was assigned, but Rescue 5 reported they were closer and would take it. Division 1 still enroute advised companies not to approach the fire until Amtrak confirmed that the train and power was de-energized.

On the street level station lobby it was starting to become hazy from the smoke coming up stairwells. Amtrak Police and the Companies started to evacuate all persons from the station to outside, this complicated matters for arriving companies as they had to force their way through the throng of passengers. Special calls were made for Engine 13 and the Foam Unit to respond. Companies were told to bring dry chemical and CO-2 extinguishers down to the platform.

Amtrak advised that all power was shut down and the ACELA set was de-energized. Division 1 and Battalion 3 conferred with Amtrak mangers on scene and a diesel rescue engine was summoned and coupled onto the stricken set and drag it out of the station to a side track off 115 Harris Avenue. Additional Companies along with Engine 13 and the Foam Unit were relocated to Harris Ave.

The fire was still burning as the train approached Harris Ave. It appeared to crews that most of the fire was around the front wheel set of the fifth car. Checks were again made with Amtrak who reported that the train was de-energized. The Foam Unit was advised to make ready their Purple K agent to use. Foam lines were also charged and put in place at track level if needed. Turns out that the lines were needed and foam was applied to cars 4 and 6 on their wheelsets. This operation was started at the 70 minute mark of the incident.

At the station, 1105 ACELA # 2253 was packed with its own passengers and then added the 220 from the stricken train made for sardine like conditions!

The fire was placed under control at 1144 hrs. Companies were still held at the scene, while Amtrak moved the train to a siding.

Time	Signal	Engine	Ladder	Chief	Comments
0931	Still	7	1	Batt. 3	Francis & Finance Way smoking electrical Box

Box and assignment filled out for 100 Gaspe Street Providence Station.

Time	Signal	Engine	Ladder	Spec. Hazards	Rescue	Chief
0940	Box	3, 9, 2 FAST	8, 7 FAST	1	5	Div. 1
0947	Spec. Signal	13 w/Foam Unit				
1006	Spec. Signal Re-locate to 115 Harris Ave	14, 15 13/Foam Unit	6, 8	1		Batt. 2

COMMUTER TRAIN CRUSHES FLATBED

By Staff Writer David Parr

All photos courtesy of the Associated Press by C.J. Gunther

Tuesday evening, January 16, 1996 was partly cloudy with temperatures in the 40's. There was snow covering the ground when at 5:15 PM a Massachusetts Bay Transportation Authority (MBTA) commuter rail train departed from North Station in Boston. The train consisted of one F-40 diesel-electric locomotive (MBTA # 1075), and 6 passenger coaches and was manned by three crew members: an engineer, a conductor, and a trainman. A company officer, a train master, was riding in the locomotive with the engineer. The train was northbound to Haverhill, Massachusetts, and was operating as an express train between Malden and Wakefield, Massachusetts.

At approximately 5:25 PM a flatbed trailer carrying a Komatsu excavator, pulled by a Mack tractor owned by P & L Construction of Concord, MA and operated by John P. Moncousky of Maynard, MA was departing a construction site in Stoneham. Being unfamiliar with the area and well before cellphone navigational aids, Moncousky ended up proceeding east on Spring Street Stoneham which turns into Forest Street in Wakefield. Forest Street in Wakefield is a steep hill that connects Main Street in the Greenwood section. The MBTA tracks cross Forest Street at the bottom of the steep hill at the Main Street intersection. When attempting to enter onto Main Street the flatbed trailer bottomed out and got hung up on the railroad crossing.

The grade crossing was equipped with an electronically operated warning system, which consisted of flashing red lights, gates, and an audible warning system. In addition, it had reflectorized crossbuck signs and a "two-track "warning sign. There was a crossing tender assigned to this crossing. He did not control the crossing signals or gates. His function is to keep vehicular traffic from blocking or stopping on the main tracks when the warning system is activated. The warning system consists of a buzzer that gives two warnings. The first one sounds about 1 ½ minutes before the crossing lights and bell are activated. The second buzzer sounds about 30 seconds before the lights and gates are activated.

The crossing tender stated he looked out at the crossing from a booth near the tracks and saw the vehicle stopped at the crossing but thought that it was waiting for traffic to clear Main Street so it could proceed across the intersection. A few moments later when he did not see any movement he walked over to the vehicle and told the driver to clear the tracks; however, the driver was making a radio transmission and did not immediately acknowledge him. The crossing tender stated that less than a minute later the first buzzer sounded, signaling an

approaching train, and at about the same time the truck driver informed the crossing tender that he could not move forward or backward.

The crossing tender rushed inside the booth to inform the dispatcher of the situation by telephone, but receiving no answer after the second ring, he hung up when the second buzzer sounded and the gates lowered. The crossing tender grabbed a lantern and red flag and ran toward the approaching train to flag the train down.

The engineer stated that as the train rounded the left-hand curve just south of Greenwood station (approximately ¼ mile south of the accident site), he saw something at Forest Street crossing but could not determine what it was. A few moments later he saw the equipment and realized an accident was about to occur and activated the emergency braking. A few seconds later at 5:34 PM the collision occurred. It is estimated that the train was traveling at 40 MPH when it collided with the flatbed. After the collision, the engineer made an emergency transmission over the radio and requested emergency services. Normally the train would have stopped at Greenwood Station just a few hundred feet south of the crash site, but this was a high-speed express train heading to Wakefield Station as its first stop.

During the collision, the tractor and semi-trailer separated, and the cargo (excavating machine) was displaced from the semi-trailer, landing on its left side on the adjacent inbound track leaking diesel fuel. The flatbed was pushed some 150 feet north of the crossing. The driver got out of the truck before the collision and was not injured. The lead truck on the locomotive derailed and remained upright. None of the coach cars on the train were derailed.

The six coaches were packed with passengers, many who were standing in the aisles and were tossed violently upon the collision. Of the estimated 500 passengers on the train, 36 passengers were injured. Some passengers had disembarked the train and were milling around the scene. Many passengers who were planning to depart at Wakefield were walking north on Main Street two miles to Wakefield Station. Firefighters and Police Officers worked to sort out the chaos. A triage area was established in the showroom of the Wakefield Subaru dealership located across from the crash. A multi casualty incident was declared bringing in ambulances from Stoneham, Melrose, Reading, Lynnfield and North Reading. The injured passengers were transported to several area medical facilities for treatment. Twenty-one were treated and released and the remaining fifteen were admitted for further evaluation purposes. None of the injuries were reported as life threatening. One patient complaining of head and neck injuries and numbness was transported to Boston City Hospital via a Med Flight helicopter, which landed at the Galvin Middle School parking lot. The engineer and the train master were not injured.

In retrospect, this incident could have been much more serious if the headend of the train was a coach / control car, as opposed to the locomotive that absorbed much of the impact.

The National Transportation Safety Board determined that the probable cause of this accident was the failure of the truck driver to recognize the danger of getting hung-up on the crossing and driving the vehicle onto the grade crossing without knowing he could safely traverse the tracks.

WAKEFIELD, MA

By: Line Box Staffers Dave Parr and Mark Roche

Photos courtesy of Mike Boynton

The Town of Wakefield, Massachusetts is located 10 miles north of Boston, near the intersection of Interstate Routes 93 and 95, with a population of 27,000 residing in the 7.84 square mile community. Wakefield has a built-up downtown commercial district, surrounded by two- and three-story residential structures as well as many large condominiums, apartment and office developments from two to twelve stories in height. Wakefield has two nursing homes, two assisted living facilities, eight public schools and three private schools. There are more than two dozen group homes in Wakefield serving various levels of developmentally and physically challenged citizens. Wakefield contains two large lakes, including Crystal Lake, which is utilized as a public drinking water supply. Wakefield shares responsibility, along with the Town of Saugus, Massachusetts and the Commonwealth of Massachusetts for the fire protection of Breakheart Reservation, a 1200-acre wooded area with numerous walking trails and ponds operated by the Massachusetts Department of Conservation and Recreation. Wakefield was the home of the very popular PLEASURE ISLAND AMUSEMENT PARK from 1959-1969. It was once known as the "Disneyland of the Northeast". The land of the park covered nearly 100 acres is now the site of the Edgewater Office Park, the former location of the annual MAFAA Muster & Flea Market.

Wakefield is bordered by Melrose, Stoneham, Reading, Saugus, & Lynnfield. Wakefield has a long stretch of Interstate 95 passing through. This busy interstate handles thousands of vehicles transporting hazardous materials to the surrounding area including New Hampshire and Maine. A major commuter rail line running between Boston and Haverhill runs through Wakefield serving thousands of commuters. Wakefield has a major electrical power station within its jurisdiction that controls the power supply to the Metropolitan Boston area including Logan International Airport. Wakefield also shares primary fire protection responsibilities, along with the Town of Reading, Massachusetts for the Camp Curtis National Guard Base located on the Wakefield-Reading town line.

Wakefield is also home to perhaps the largest airplane manufacturing plant in the USA, the P.K. Guillow Company on New Salem Street that produces balsa wood model planes and gliders that are sold all over the world.

Wakefield is experiencing a construction boom. Several large condominiums and apartment buildings have been constructed and are now fully occupied. A 130-unit assisted living facility is now fully occupied and generating at least 350 emergency responses annually. A 5-building, 400-unit apartment complex is currently under construction at the north end of town adjacent to Lake Quannapowitt and Interstate Route 95. Traffic congestion in town has increased considerably, causing an increase in the number of motor vehicle accidents handled by the department.

The Wakefield Fire Department is a full-time career fire department under the command of Chief Thomas Purcell and Deputy Chief John Walsh. Fire Chief and Box 52 member Mike Sullivan retired from the department in November after serving for 41 years, 17 as Chief.

The department works a 42-hour week working using 4 work groups or platoons. Suppression personnel work 24 hours on, 24 hours off, 24 hours on, and 5 days off. Firefighters are represented by Local 1478 of the International Association of Firefighters. (IAFF).

The four duty shifts are comprised of: (1) Captain serving as the Shift Commander, (3) Lieutenants and (9) firefighters for a total of (13) members per shift. (1) Fire Prevention Officer (a Captain), the Deputy Chief and the Chief of Department complete the compliment of 55 uniformed members. The department operates two engine companies, two reserve engines, and one aerial ladder company responding from two fire stations with a minimum staffing level of 11 firefighters per shift. The department responds to over 4,700 incidents annually including emergency medical calls augmented emergency by Cataldo Ambulance contracted by the town. The department provides fire suppression, basic level EMS, hazardous materials and technical rescue capabilities to the Town of Wakefield. It also conducts fire prevention, code enforcement and fire investigation duties for the community.

The mission of the Wakefield Fire Department is to provide a high quality, comprehensive fire and emergency rescue service as well as fire prevention and code enforcement services. The department will accomplish this mission while providing a high standard of occupational training, maintaining the apparatus and facilities and interacting professionally with other town departments.

Wakefield operates a Gamewell Class B - 100 mil fire alarm box system. Wakefield is one of the very few fire departments in METROFIRE that still maintain their own in-house fire dispatch staffed by firefighters. 911 emergency calls are received by Police Officers at the Police dispatch center located in the same Public Safety Building, and 911 calls for the fire department are transferred to fire dispatch. Wakefield operates on a radio frequency of 483.4375 with a PL code of 146.2. Wakefield belongs to both the Metrofire District 13 and Essex County – District 5 mutual aid networks.

Typical response to alarms is 1 engine or 1 ladder to still alarms: 2 engines, 1 ladder and the Captain Shift Commander (Car 3) to street or master box alarms, and to structural fires.

DEPARTMENT LOCATIONS AND APPARATUS ROSTER

HEADQUARTERS – 1 Union Street – Public Safety Building (Built 2002)

- Engine 1 – 2017 Seagrave 1250/750/30F
- Engine 5 – 2006 Seagrave 1250/750/30F - RESERVE
- Ladder 1 – 2013 Seagrave 100’ RM Aerial – (Rescue Tools)
- Car 1: 2018 Ford Explorer AWD Utility Vehicle, Fire Chief
- Car 2: 2015 Ford Explorer 4WD Utility Vehicle, Deputy Fire Chief
- Car 3: 2018 Chevrolet Tahoe 4WD Utility Vehicle, Shift Commander/Captain
- Car 4: 2014 Ford Explorer AWD Utility Vehicle, Captain/Fire Prevention Officer
- Car 6: 2011 Chevrolet Silverado 4WD Utility Truck

GREENWOOD STATION – 5 Oak Street (Built 1963)

- Engine 2 – 2021 Seagrave 1250/ 750 / 30
- Engine 4 – 2000 Seagrave 1250/750/30 (RESERVE)

ON ORDER

- Seagrave Pumper 1250/750/30 which will be assigned to Engine 1,

replacing Engine 4

- 2025 Chevrolet Blazer to be assigned to Car 4 – Fire Prevention
-

Engine Co. 2

Engine 5 reserve, named after L. Murray Young

This profile is dedicated to the memory of departed
Box 52 Member L. Murray Young.

Busy 36 Hours in the Apple!

By Frank San Severino Line Box Editor

Rundowns courtesy of NYCFire.net

It has been many a year since the FDNY dealt with two fifth alarm fires in the same day. November 8th would also become a dark day as FF. Patrick Brady of Tower Ladder 120 made the Supreme Sacrifice at Brooklyn Box 2202. He became the 1,165th FDNY Firefighter killed in the line of duty. Fire duty continued into the next day with a third alarm in Brooklyn.

With the removal of fire audio from multiple computer apps it is very difficult to get times and to go back and listen to the jobs to pick out highlights. These fire reports will look different from those done in the past. We present them to keep the readership informed.

Saturday November 8th

A little after 1130 hours Bronx fire communications started receiving multiple calls for a fire in an auto repair shop at 1740 East Tremont Avenue. The building was a one story class 3 50 feet x 100 feet. The first floor was the repair facility and the basement was used for auto storage. The fire extended to the #3 exposure a row of three story wood frames. During the fire the roof came in on the original fire building and some sections of wall fell into the street. The fire was placed under control at 1430 hours. Watch lines were used for several hours for stubborn pockets of fire.

Responding the 18th Battalion gave the 10-75 signal a few blocks out due to the heavy loom up at 1127 hours. Upon arrival on scene the second alarm was ordered two minutes later at 1129 hours. Placed under control@ 1430 hrs.

Time	Alarm	Engines	Ladder	Rescue/Squad	Other	Chiefs
1126	3072	90, 45, 79/96, 64, 88	58, 41, 38, 47(Fast)	3 Sq. 61	RAC-3	Div 7 Batt 18, 20
1129	22-3072	82, 48, 50 72 w/ Sat. 2	31, 33		F.C. Tac-1. RM-1 CTU	Batt. 26, 19, 27, RB, SB
1136	33-3072	97,89,72,62, 35 Comm	27, 17/54		RAC-1 MSU	Batt. 3, 13
1213	44-3072	93/90, 91/45, 295/64, 263/82	46/41, 48, 44			Batt. 53
1319	55-3072	22/90, 295/45, 96, 305/64	54, 127/41			Batt. 46

The second fifth alarm took place in Manhattan at 106 Fort Washington Avenue off W. 163rd Street. Heavy clutter condition in the fire apartment delayed operations and the fire was doubtful when Battalion 16 ordered the second alarm at 2108. The building is a 6 story class 3 'H' shaped OMD. The fire was placed under control at 2348 hours.

Manhattan phone alarm box 1688 for reported smoke in apartment 4E. Box was loaded up. Two extra Trucks were special called above the second alarm

Time	Alarm	Engines	Ladder	Rescue/Squad	Other	Chiefs
2049	1688	84, 67, 76/93, 80, 69	34, 24/45, 40, 28 FAST	3 Sq. 41	RAC-3	Batt. 16, 13
2108	22-1688	92, 62/42, 47 72 w/Sat. 2	56/34, 45, 55		F.C, Tac-1, RM-1, CTU	Div. 6 Batt 14, 19, 26, RB, SB
2135	33-1688	88/67, 93, 83/69, 26/37, 35/95 Comm.	42/36, 56		RAC-1 MSU	Batt. 7/16, 14, 17. 43
2147	44-1688	59, 42, 16/47, 46	25/40, 44,			Batt. 49
2156	Sp. Call		12/23 , 33,14 27 FAST			
2208	55-1688	54/80, 8/84, 75/93, 43	151/34, 49, Sp. Call 140/45, 21/23, 142/28, 3/30			Batt. 9, 13

A mere ten minutes before the first alarm was transmitted in Manhattan, the Bronx transmitted a phone alarm for box 2202 9407 Kings Highway between East 94th & East 95th Streets for a reported fire in apartment 6H. The fire was on the top floor of a 6 story class 3 OMD 75x100. Firefighter Patrick Brady of Ladder Company 120 while working on the roof went into cardiac arrest. Ladder 123 the FAST truck was deployed and removed Brady from the roof to FDNY Paramedics. He was transported to the hospital and succumbed to his injuries. FF. Brady was appointed on July, 14, 2014. He is 1,163rd member to make the Supreme Sacrifice.
The fire was placed under control in 40 minutes.

Time	Alarm	Engines	Ladder	Rescue/Squad	Other	Chiefs
2039	2202	283, 310, 227, 231, 234	174, TL-120	2 Sq. 252		Div. 15 Batt.44, 38

Sunday November 10th

Less than 16 hours would pass and another multiple alarm would be sounded in Brooklyn for a fire in a laundromat on the first floor of a 3 story wood frame mixed occupancy 25x60. Box 0043 was transmitted and loaded up due to numerous calls being received. The fire would extend to exposure 4, a one story mercantile occupied as a bar. Fire was placed under control at 1442 hours.

Address of 995 Manhattan Avenue at Huron Street

Time	Alarm	Engines	Ladder	Rescue/Squad	Other	Chiefs
1236	0043	238, 229, 259, 216, 206	106, 146, 128. 115 FAST	4 Sq. 288	RAC	Div. 11 Batt. 45, 35
1238	22-0043	260, 211, 221	104		F.C., TSU-1 RM, CTU	Batt. 28, 57, 37, RB, SB
1304	Sp. Call		108, 147/106			
1310	33-0043	219/238, 202/229, 325, 237, 263 Comm	11/104, 116, 167/128, 163		RAC-1	Batt. 49, 31

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2025 Hallmark Fire Brigade Series Ornament
1968 Chevy C-50 Pumper

The 2025 Hallmark Fire Brigade Series Ornament is a 1968 Chevy C-50 fire pumper. This is the 23rd rig released in the series and the Hallmark artist was Timothy Bishop,

The rig is based on the Chev medium duty C-50 cab and chassis, which came in 24 different models. The load rating started at 10,000 pounds and extended to 25,000 pounds. Three choices of gasoline engines were available starting with the 292 cubic inch inline six cylinder, two other motors were available both V8's at 327 and 366 cubic inches. The chassis was a rear wheel drive, and was equipped with a manual five speed transmission.

After checking Member John Galla's website, I found only three serving in the state: Sudbury, which was upgraded to a four-wheel drive unit. Truro and Tyngsborough. All had body work done by Farrar.

Our resident modeler extraordinaire, Charles Tentas has made one up for the Tyngsborough Engine 2 for the annual drawing at the December meeting.

Another great job by our Modeler-in-Residence…Charles Tentas!

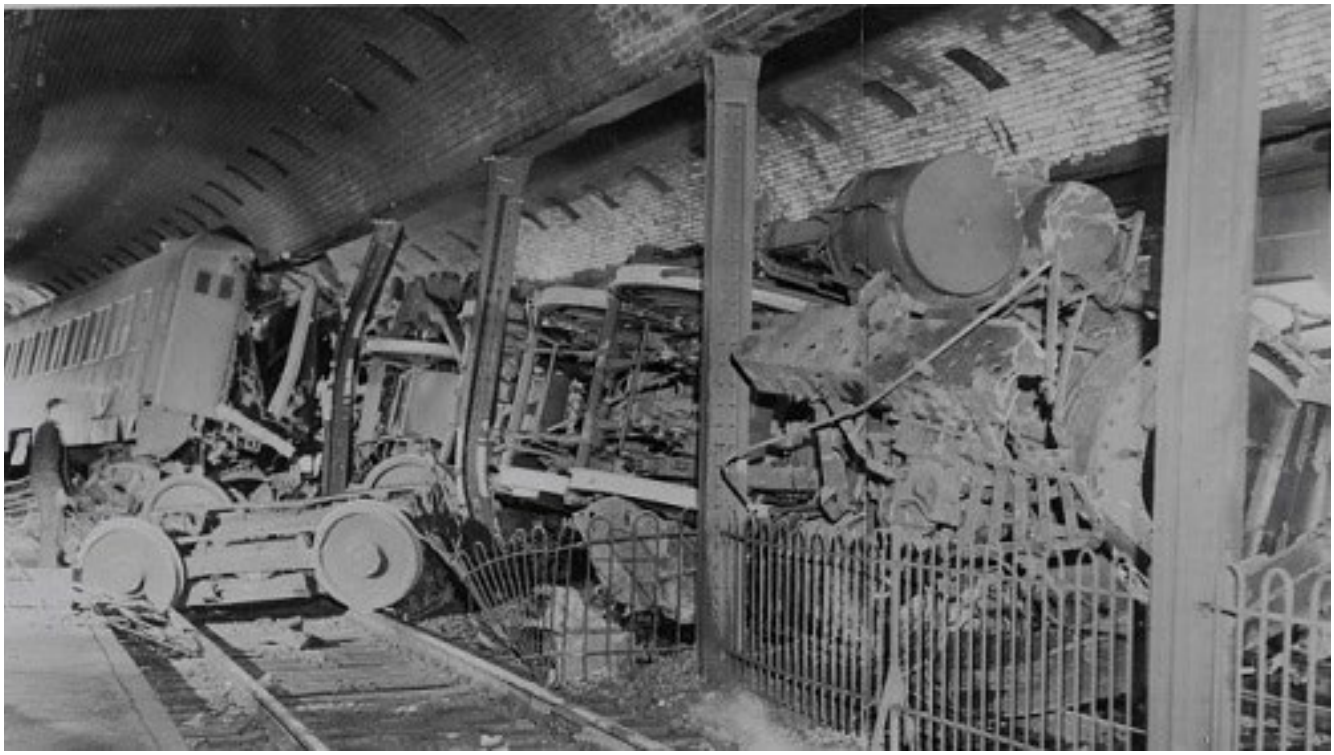
Back Bay Station Derailment
Saturday Jan. 10th, 1948
Box 12-1546

All photos courtesy of the Lesile Jones Collection Boston Public Library

Saturday Jan. 10th was a bitterly cold winter's day. At the New York, New Haven & Hartford Railroads Providence station commuters waited for the 07:53 AM train to Boston. Many women awaited the train for a day of shopping in Boston. Among those waiting was the Brown University Hockey team who were headed for an afternoon game against Colby College in Waterville, Maine (*Brown won the game 7-0 – Editor).*

The train had steam locomotive # 1383 a "Pacific" type built by Baldwin Locomotives in 1913 with four of the New Haven's "American Flyer" style coaches. The train was carrying a total of 332 passengers. In the cab of the locomotive was engineer Daniel Norton, fireman Norman Hurst and engineer John Moorehead who was doing a familiarization check ride. As the train was entering the station limits Moorehead took the fireman's seat on the left side of the locomotive.

At 08:40 AM the train was approaching the station at slow speed with the bell ringing per rules and regulations, when for an unknown reason either the locomotive or its tender jumped the track and rolled over on its left side. The first coach did not 'telescope" into the overturned tender, but rode up and came to a stop upright on top of the tender. The second coach derailed, but remained upright. The last two coaches did not leave the rails.
As the engine was sliding along its steam lines broke shrouding the area in steam, but the boiler would not be able to explode causing much more injuries and damage. As it skidded along pushing up rails, ties, and rocks, it sheared off fourteen support columns for the Dartmouth Street Bridge, which formed the roof of the station. Police rushed to the bridge and stopped traffic fearing a collapse,



Passengers were thrown about the cars. Passengers on the platform ran upstairs in panic. People upstairs thought an explosion had occurred. Off Duty Boston Fire Lt. Edmund Haggerty of Ladder Co. 15 saw the commotion and pulled the box 12-1546 located on the side of the station. He then began to assist some of the injured.

Arriving first due were Engine 33 and Ladder 15. They arrived to people yelling that there had been an explosion on the lower station tracks. 33 dragged a line down fighting there way against the mob of people coming up and out to street level. Ladder 15 grabbed their rescue and first aid gear and followed right behind. Beat officer called in and reported a major emergency and to send all ambulances to the station.

Norton and Hurst had managed to climb out the engineer's window of the engine suffering minor injuries. Moorehead was pinned under the turned over locomotive and was being burned by the steam from the boiler. Two passengers had raced to the engine moments after the crash. They put the fire out on the heavy canvas curtain and tried to lend aid to Moorehead.

Rescue Co. 1 had arrived and was in the cab with Moorehead, they sent word up for a police surgeon to respond. Dr. Joseph Pandolfino arrived and climbed in the cab and went to work rendering aid as Rescue 1 started to cut the heavy steel with their acetylene torch. Engine 33's line was used to cool the area. As the rescue work went on with Moorehead still conscious, Father Rudolph Deizel from Our Lady of Victory church in the Back Bay climbed into the cab and administered the Last Rites of the Catholic Church to the trapped engineer.

The other first alarm companies and numerous police officers summoned from all over the City were rendering aid to the injured. The lessons learned from the Coconut Grove fire of not flooding one hospital's emergency room was followed as victims needing hospital care were split between the Boston City and Mass. General Hospital. Of the injured transported many were treated and released with only five others held overnight.

By now the Railroads wreck train crew had arrived from the Dover Street Yard. The wrecker crew foreman conferred with Rescue 1 and an additional two torches and refill bottles for the Rescue's torch were brought into the cab. After an agonizing 65 minute extrication of the seriously injured Moorehead was completed, he was rushed by ambulance to Boston City Hospital where his name was put on the Danger List. He suffered steam burns to his back, neck, and legs. Fractures of his left wrist and arm along with fractured leg and hip.

By late morning all the injured had been removed. The fire companies had returned to quarters. The station re-opened to rail traffic using Track 3. The investigation began. Speed was ruled out as a factor as were track

conditions. To a man the 3 crew members riding in the cab stated that the tender started to roll first. The Division Foreman after surveying the wreck thought the locomotive rolled first.

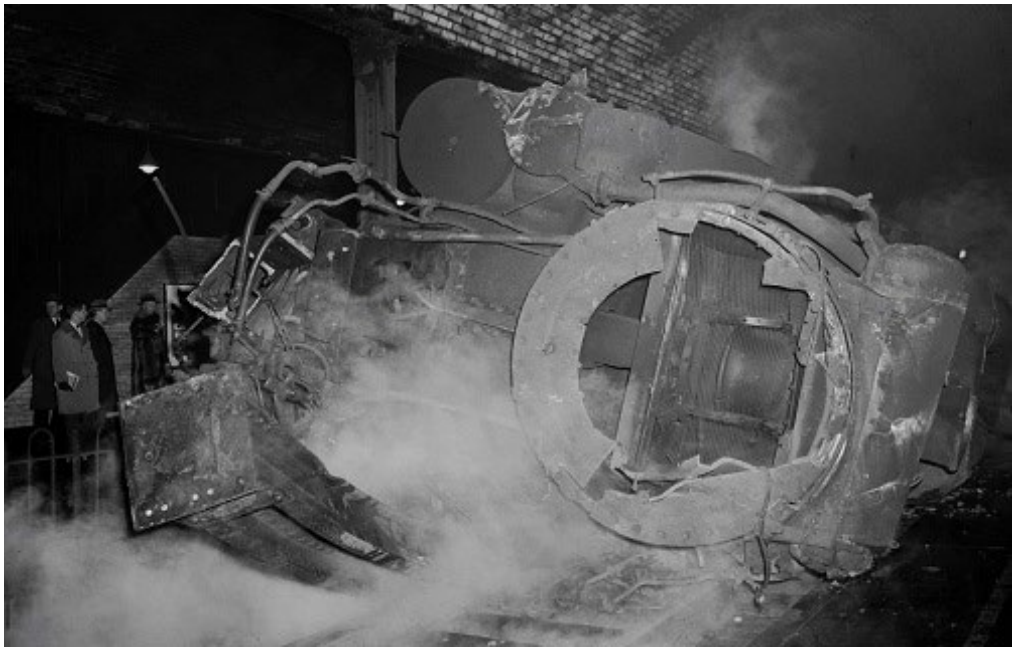
The wreck crews now had a major problem. They could not use the heavy steam wreck crane as the booms could not be extended in the narrow confines of the station and tunnel. The number 3 and 4 coach were pulled out followed by the re-railed number 2 coach.

It was early Sunday morning before Coach 1 sitting atop the tender was pulled off and placed back on the tracks using much manpower. The overturned locomotive weighing in at some 250 tons would be dragged out still on its side to an area where the cranes could be extended. The tender was the first righted and re-railed followed by the locomotive. All were taken to the Railroad's Readville Maintenance Shops where according to Boston Division Superintendent William Carr "all will be gone over with a fine tooth comb". The coaches were rebuilt and placed back in service. No information is available on deposition of # 1383.

Seventy people were injured, no deaths were reported.

Box 12-1246 @ 08:40 AM

Engines	Ladders	Rescue	L.P.	Div. Chief	Dist. Chief
22, 23, 26, 10	13, 15	1	2	2	7



Special thanks to honorary member Paul Christian and member Robert Washburn for their assistance with this article

Kenmore Down Under Fire
July 2nd, 1975
Boston Box 2312

By Staff Member John Pozark
All photos by member William Noonan

It was early in the morning of February 27th, 1975. Just 25 minutes after Midnight in "The Big Apple". The Manhattan Central Office sent 66-465 over the Bell Circuit for a straight pull on a Street Box at 2nd Avenue & 13th Street. Engine #5, just cleared from another run, started into the Box.

Arriving at 0027 Hours, Engine #5 was met by a Telephone Company employee. He had pulled the Box to report a fire in the phone company switching center at that location. All the phones had already failed due to a fire in the switching center. Engine #5 transmitted a Signal 10-75. First arriving Truck, Ladder #3, was informed that two employees were missing. Ladder #3 made entry to the cellar to begin a focused Primary Search. Engine #5 stretched a handline via Stair "A" to the cellar. Ladder #9 was ordered to make entry to Floor 1 and conduct a Primary Search of the upper floors and report on conditions found. Engine #33 was instructed to standfast and prepare to take over Engine #5's Line when they need to be relieved. Engine #14 was directed to perform a Primary Search on Floor 1, check for extension and ventilate where possible.

Ten minutes later, Battalion Chief #6 Special Called an additional Engine and Truck. The Deputy Chief of Division 1 also arrived at the fire.

At 0050 Hours, 66-22-465 was transmitted. Rescue #1 had joined Engine #14 and forced entry so Engine #14 could bring a handline via the alley on the Exposure 3 Side to the yard on the Exposure 4 Side and make entry at the cellar level. Twenty minutes later, First Water was on the fire. Engine #14 needed relief and Rescue #1 took over the handline. But, Rescue #1 required relief shortly after and Engine #10 took over the handline from Rescue #1. Conditions were brutal. High heat from miles of burning copper cable in racks and tiers that went up several stories made it like climbing inside a toaster to fight the fire.

A 3rd Alarm was transmitted at 0130 Hours. At 0140 Hours, Engine #1 and Squad #3 began Hi-Expansion Foam Operations. After nearly an hour this foam operation was shut down. It was not working.

The standard solutions had been tried. There would be no easy answer. And so, extended operations began at one of the longest jobs the F.D.N.Y. ever fought. The fire at the Manhattan Phone Company Central Office. At least 72 Companies and over 700 Firefighters would operate for 16 hours before the fire was Under Control. At times 300 members would be operating at the same time. An estimated 1050 Air Mask Cylinders would be used. Two hundred thirty-five members would require medical treatment from the scene. This would become a landmark fire as the effect from the burning PVC insulation would have a long-lasting effect. Hundreds of members would be followed for decades to study the damage caused by these chemicals.

Nearly five months later Boston would see its own, tough, PVC Job. But this fire didn't get the same recognition as the NYC Ma Bell Fire and is nearly lost to history. This fire, the fire at Kenmore Down Under.

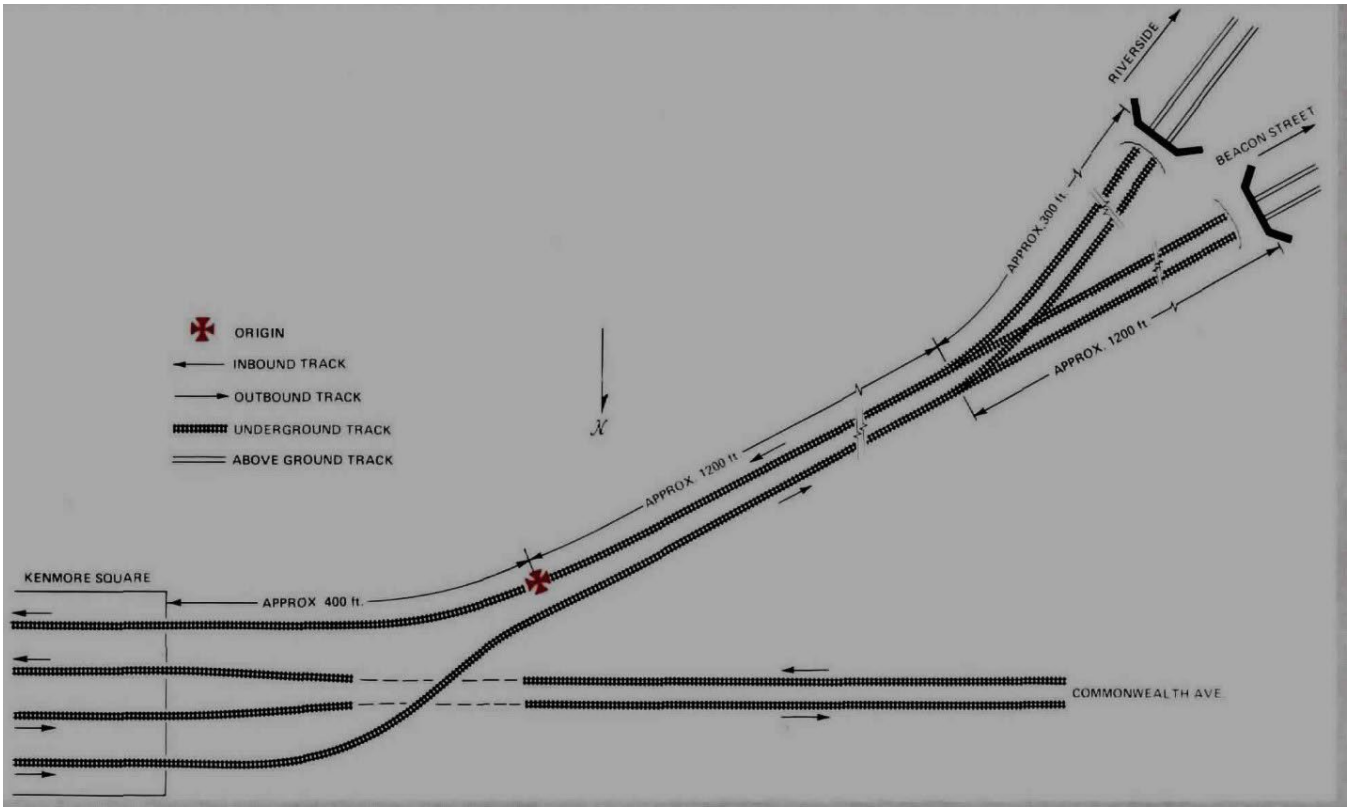
The Massachusetts Bay Transportation Authority or MBTA was voted into law on August 3rd, 1964. The MBTA was a public takeover of the predecessor Metropolitan Transit Authority. The MTA itself had joined a variety of private rail and bus service companies into a public corporation to provide service to Greater Boston as the world changed after World War 2. The MBTA assumed running ferry services in 1963.

Boston is home to the oldest subway passenger rail service in the United States. The Tremont St. Subway opened on September 1st, 1897. In 1914 the Massachusetts Legislature authorized an expansion of the system by adding an underground section known as the Boylston St, Subway. In 1932 an underground extension to Kenmore Square went into service and new portals to the surface at St. Mary's St. on the Brookline Town Line near Park Drive/Audubon Circle and Blandford St. in Boston opened. In the 1967 the MBTA rebranded/relabeled the subway system using colors to designate different routes. The lines serving the Back Bay and west to the Allston/Brighton section of Boston and the communities of Brookline, Newton and Watertown, were called the "Green Line".

The Green Line consisted of a number of surface Streetcar Trolley lines which merged as they approached Boston and united underground to a single line to connect with the downtown hub of The Hub. At the time of the fire there were 3 lines passing through the Kenmore Station. The "B" Line came in from Commonwealth Ave. from Allston Brighton. The "C" Line served Beacon St. through Brookline from Cleveland Circle, and the "D" or Riverside Line which followed the route of the old Boston & Albany Railroad Highland Line Passenger route from the City of Newton. Today the MBTA Green Line is one of the highest volume Light Rail Systems in the United States.

The primary rolling stock serving the Beacon St. and Riverside Lines in 1975 was the Pullman Standard/GE Picture Window Presidential Conference Car or "PCC". In 1951 the MTA had purchased 50 cars numbered #3272 through #3321. These cars were 46'6" in length, 8'*' wide, and 11'1" high. These cars weighed 16 tons and were driven by four GE electric motors and had 3 doors, Right Front, Right Center and Left Center. *(Editors Note: Two of these cars, Number #3274 & #3293 remain extant at the Seashore Trolley Museum in Maine.*) The car's exterior was steel, but the interior of this shell was covered in a sound insulation material that resembled automobile undercoating. The interior of the cars was a hard fiberboard material similar to kitchen countertops. The seats were made of fiberglass reinforced plastic, and the floor tile was a vinyl/asbestos composition. Car windows were mostly of glass, but some had been replaced with an unidentified plastic. Power for the electrically driven cars came from a single 600V DC overhead power line.

The "D" Line was the last route to go into service opening in 1959. From Kenmore Station "West" the facilities were built at different times, with varying economic conditions and funding limitations. The Federal monies allocated for modernization starting in 1965 provided for improvements at Kenmore Square Station starting in 1969 and completed in 1970. Unfortunately, this program did not include improved firefighting facilities. There were no: Sprinklers, Standpipes, Manual Fire Alarm Pull Stations or Heat Actuated Alarm Devices. There were no tunnel exit stairways either. They could have put up a sign that said, "Attention! All Firefighters Who Enter Here, Tough Job Ahead!". But they didn't part with the coin to do that either.



It was the end of the morning Rush Hour on July 2nd, 1975, a very hot and humid day.
The quarters of Engine 20 and Ladder 27 at 301 Neponset Ave. in Dorchester was also home to the Fire Department Photo Unit. On this morning, Department Photographer, Firefighter William Noonan was “in the soup” making pictures.

Nearing the end of the morning rush hour, a Green Line Train, which usually consisted of three cars, was, heading inbound to Boston. About 400 feet from the Kenmore Square Station, some type of electrical malfunction occurred in the last car of the train. The train came to a stop. After checking on the problem, the crew decided to deenergize the last car and use the remaining cars to pull the whole train into the station.
According to newspaper reports:

The next train, a 3 Car Consist was being operated by MBTA Motorman Paul McGuire, as he approached the station noted a haze in the tunnel. Slowing the train he continued with caution. He stopped because of the haze but received a signal to proceed to the station. Suddenly there was smoke and noise and fire. The tunnel began to fill with smoke. The first car of the train had struck a live, dangling, 600v overhead power cable dangling about four feet above the track which had apparently broken or weakened during the malfunction. The line was still live because power was fed from both directions of the line. When the first car of the train hit the line the wire arced and then jumped up in the air and landed on the lead car as it came to a stop. When the cable came in contact with the roof of the grounded car it arced and burned an 18” wide hole in the roof. The arcing ignited the sound insulation inside the shell of the car body.

The train was packed with passengers, estimated at 400. Train Operator McGuire noticed the passengers beginning to panic. McGuire told them, “Don’t Panic”. McGuire and the two other Motormen of the Train Crew opened all the doors and began leading the passengers through the smoke-filled tunnel toward the station. A distance of about 500 feet. It was 0908 Hours. There were two other trains in the tunnels at Kenmore Station. In the confusion, no one called the Fire Department.

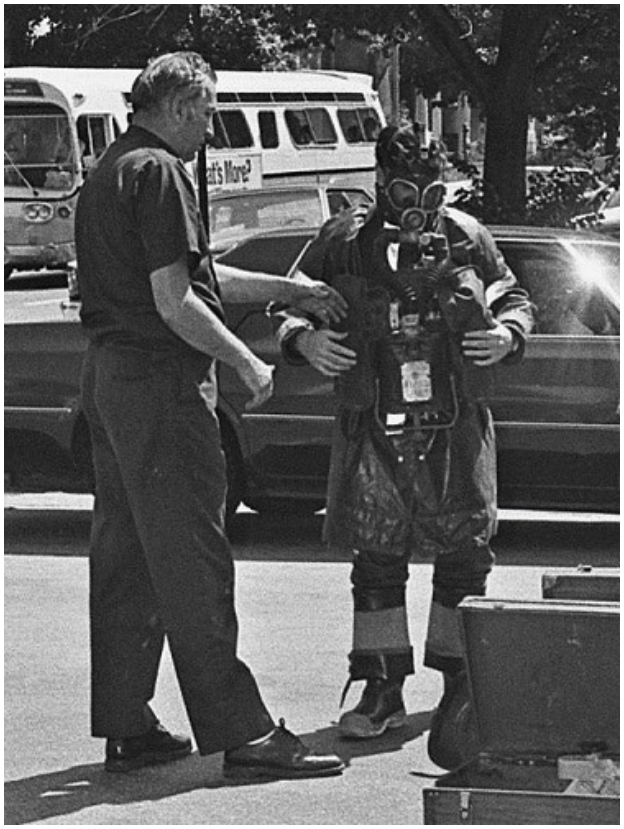
The first call was received at the Fenway Fire Alarm Office at 0931 Hours. Box #2312 Commonwealth Ave and Deerfield St. for 499 Commonwealth Ave. Kenmore MBTA Station.
0933 Hours: Box #2312
Boston: Engines: 33-37-22 **Ladders: 15 & Aerial Tower 2** **Rescue 2** Car 5 District Fire Chief Kennealy C-7 Deputy Fire Chief Hamilton
Brookline: Engines: 3-5 **Ladder 2** C-2 Acting Deputy Fire Chief Spillane

Unfortunately, specifics of operations are lost to history but as a general overview…

The first job being Search, Evacuate, and Rescue, wasn't going to be easy. While some companies responded direct to Kenmore Square, others responded to the Tunnel Portal at Blandford St. Brookline companies responded to the Beacon St. at St. Mary's St. Portal. The two tubes merged underground about 1200 feet from the trains location. The burning train was beyond the merge about 500 feet west of the station. There wasn't a lot of space in these tunnels beyond what was needed for the train to travel. There were no exit stairs to the surface. This meant that the Boston companies entering from Blandford Portal would have to walk about 1500 feet to make their search. The Brookline companies would have to go 2500 feet to make their search. If anything went wrong, it would mean hundreds of feet back to the Portal or passing through the fire.

It's important to put this into context. The PPE in use at the time consisted of three-quarter fire coats (or maybe the famous "Dungaree Coat") and fire boots. Photographic evidence shows Brookline companies equipped with first and second generation, demand type, compressed air breathing apparatus (pressure-demand type was a few years away). The Air-Pak Model I and II from the Scott Aviation Co. These had a nominal duration of 30 minutes (according to the U.S. Mine Safety and Health Administration) and used steel air cylinders. As anybody who ever used one knows that duration was "optimistic". Boston companies also had 30-minute demand type SCBA but in addition they had a longer duration type for use in these situations. Boston used the Chemox SCBA manufactured by the Mine Safety Appliances Co. also known as MSA. This was a device that used a canister of chemicals to generate oxygen to breath from a reservoir of chest mounted rubber bladders. Nominal duration was 45 minutes. Despite the best efforts of MBTA personnel, not everyone had been evacuated. Companies searching the station found passengers groping their way in the heat and smoke and removed them to the surface. No details about the searches from the two Portals is available. When these companies completed their assignment, all companies reported to Kenmore Square to continue working.

Brookline crews having relocated to Kenmore Square take a break, note the Scott SCBA's



BFD member getting Chemox Mask ready for entry.

0943 Hours 45-2312 Boston: Engine 10 **Ladder 13** **Rescue 1** Car 13 District Fire Chief Stanley Car 2 District Fire Chief Houghton G-1 Deputy Fire Chief McCarthy K-7 Department Photographer Noonan

The location of the burning car required all firefighting operations to take place from Kenmore Station itself. With no standpipes in the tunnel all lines had to be stretched from the surface. Photographic evidence shows three charged lines going down one entrance to the station. It was a slug fest. Companies rotated throwing water at the burning cars. The underground fire and ambient weather conditions were brutal.

Special Calls brought additional units to the scene. Times are unavailable.
Additional equipment note, while the fire department was still using the famous Wheat Light portable lights for individual wear, lighting equipment wasn't as convenient as now. With no emergency lighting in the tunnels, getting enough cable and portable floodlights brought the Special Call for Lighting Plants.
XXXX Hours: Special Calls *(The author uses the X's to indicate that no time information is available – Editor)*
Boston: Lighting Plants 1 & 2 Brookline Car S-1 (Lighting Plant)
Boston Engines: 26-50-43-28 **Ladders: 8-29**

After the fire was knocked down, the train was pulled out of the tunnel and into the station and opened up for hot spots. It was at this point an additional Engine and Truck were Special Called.
1423 Hours: 2-2 -2312, The All Out was transmitted.

Crews taking a break from the brutal conditions in the tunnel.

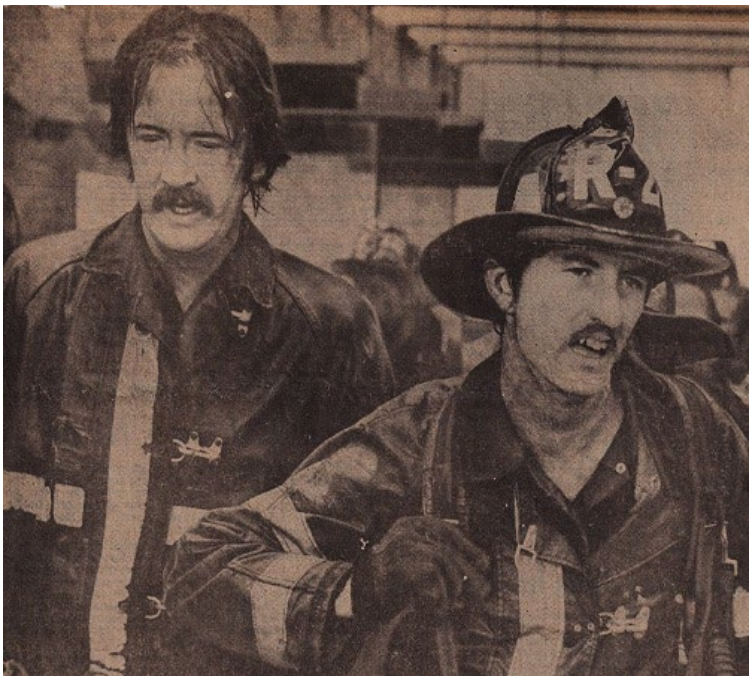
While today this fire, with so many civilians exposed to toxic inhalation would generate a Multiple Casualty Response, we have no information regarding EMS operations. If EMS in Boston can be divided into 3 Eras, The BCH Days, the H&H Days and the BEMS Days, this would still have been on the BCH Days. Deadline for implementation of the new EMS Law in Massachusetts was December 1975. It was still common for people to be transported to the hospital in Police Wagons or Cruiser Ambulettes or any other vehicle. Newspapers reported that one passenger was treated for bruises and one Motorman was treated for smoke inhalation. However, a total of seven MBTA personnel were admitted to St. Elizabeth's and Beth Israel Hospitals for observation and in stable condition the next day.

Newspaper reports indicated that one firefighter was treated for smoke inhalation. However, as a precaution, 62 Boston and 13 Brookline Firefighters were brought to the Boston City Hospital for evaluation of toxic smoke from the plastic burning in the car and the insulation on cables in the tunnel. Twenty-one Boston and 13 Brookline Firefighters were admitted overnight for observation. Most were transported by Fire Department vehicles and not by ambulance. All were released the next day. Boston Fire Department records indicate that 39 Boston Firefighters were injured.

Service was disrupted for about three hours and buses were used to shuttle around the obstruction.
The lead car was completely destroyed. The second car was extensively damaged. Approximately 200 feet of signal cable had to be replaced. Boston Fire Department estimated the dollar loss at $100,000.00 in 1975 Dollars. It was fortunate that the fire developed slowly. This gave the passengers and crew more time to evacuate. Igniting at the top of the car the fire burned slower but the components of the car and installations in the tunnel generated a dangerous mix of products of combustion.

The MBTA had begun improvements in its fire protection systems. They had begun the installation of Dry Standpipes. Ironically, on the day of the fire a new Radio Console was installed in the Fire Alarm Office, the beginning of an In-Tunnel Radio System to support firefighting operations.

This fire would be one of the “Last Hurrah’s” for the Chemox Masks. Within the next couple of years, the Boston Fire Department would set a precedent with the issuance of a Mandatory Mask Rule and the issue of the new NASA influenced Scott Aviation Co., 4.5 Lightweight Firefighter SCBA



Members of R-2 operating at the scene. Collection of Retired Brookline Chief John Spillane

Brookline Jakes still at the BCH the next day. Collection of Retired Brookline Chief John Spillane

This author is unable to find any information on studies similar to the ones conducted in the New York City Fire for this incident. Many years ago I did hear of a cancer cluster in the Brookline Fire Department that may have included these companies. It's unfortunate, that we don't know more.

Thanks to the following for assisting with the preparation of this article: Retired Brookline Chief John Spillane, members Paul Christian, William Noonan

Heavy and Light Rail Transit Emergency Vehicles.

By Editor Frank San Severino

All Photos by Staff Photographer Michael Boynton, unless otherwise noted

Through the years the MTA and its successor the MBTA have used a variety of heavy duty trucks to perform needed emergency repairs, tows and services. Most were based on Walters heavy duty truck chassis. Two of these veterans are now on display at the Seashore Trolley Museum in Kennebunk, Maine.

However, these emergency crews were not near the site of an incident and Dispatchers needed time to get all the different crews to respond. If in the subway system you needed the electrical crews for work on the third rail or overhead wires, track crews to repair damage and repair crews to work on the involved rolling stock. If people were injured and or trapped in the wreck, they certainly couldn't wait this long. So, it fell on the local community's public safety departments to arrive first and begin operations. None had all the equipment needed to handle the job. Yes, those cities and towns that had lines running through them may have 3rd rail testers, and one or two MBTA jacks capable of lifting sections of subway cars.

After years of not having the proper equipment and making do with what they carried on the apparatus, Fire Chiefs realized they would need a lot of specialized lifting, jacking and cutting equipment to handle a wreck.

During the mid-1990's the METRO-FIRE Chiefs realized this and designed and equipped a heavy rescue to meet these specialized incidents. In 1998 METRO-FIRE took delivery of an Emergency-One Heavy Rescue S/N 19109. It was equipped with specialized lifting, cutting and other tools to handle incidents involving the subway system, or the commuter rail system. The rig is based in Braintree and known as Rescue 2 with the notion on the rear sides of the rig as "Heavy Transportation Rescue. This rig is brought to the scene by Braintree Firefighters and then the equipment is used by the community who made the request.

The MBTA in 2024 purchased two additional smaller units for the opening of the new South Coaster Commuter Rail service to Fall River and New Bedford.

Fall River Brush & Rescue 2024 Ford F-550 4X4/Bulldog 225/300 with Rescue Enclosure

New Bedford Squad 2 Rail System Tech Rescue. 2022 Ford F-550 4X4/ MCB Ward

Below is the METRO-FIRE call out procedure for Braintree

METRO-FIRE RESOURCE ACTIVATION
TITLE: MBTA/Braintree Fire Heavy Rescue NO: 810.00
Agency: Braintree Fire REV: 1.01
Resource: Heavy Duty Rescue Date: 05/04/2023

PURPOSE:
The purpose of this procedure is to establish within METRO-FIRE the use of the MBTA/Braintree Fire Heavy Duty Rescue Vehicle.

THE UNIT
The MBTA/Braintree Fire Department Heavy Rescue (the Rescue) is available to Fire Departments in METRO-FIRE, Norfolk County, and Plymouth County. It is equipped with Heavy Duty Rescue equipment and special Heavy Rail Transit Rescue equipment. Maintenance of the Unit will be provided by the Braintree Fire Department. It will be delivered, and special equipment operated by a three person crew of the Braintree Fire Department trained in its' operation. Local personnel will use the equipment and will be responsible for returning it to the Rescue truck.

ACTIVATION PROCEDURE:
The activation of the MBTA/Braintree Fire Department Heavy Duty Rescue will be initiated by the Chief of Department. the Incident Commander or their designee. The Rescue may be activated for an incident that may require the use of heavy duty rescue equipment and its specialized transit equipment within the designated response area.
All requests for Rescue will be made contacting **METRO-FIRE Control Center** and requesting the "**MBTA/Braintree Heavy Rescue Unit"**. METRO-FIRE will contact Braintree Fire (do not contact Braintree Fire directly).
Requests will require the following information, from the Community requesting:
1. Location of Incident
2. Requesting Department and Contact Number
3. Name of the Incident Commander
4. Nature and/or extent of the incident
5. Staging area or reporting area for the Rescue

COMMUNICATIONS
The unit's radio call sign will be "MBTA/Braintree Heavy Rescue" and will operate on the respective District Radio Channel when operating in the METRO-FIRE District.

MTA/MBTA Emergency Vehicles

Walter Emergency Truck equipped for towing. Note large emergency bell above the cab.

MTA 1949 Walter towing crane. Now preserved at the Seashore Trolley Museum at Kennebunk Maine.

1962 Walter Snowplow and sander on display at the Seashore Trolley Museum.

August 1942 Park Street Under. Man killed by subway. Note Rescue 1's 1930 Federal in foreground with BPD Wagon and MTA Walter Emergency Truck. Photo Lesile Jones Collection Digital Commonwealth.

CAMBRIDGE
CLASS 1 DEPARTMENT

New Dive Team Truck

By Staff Member Edward Morrissey
All photos by the author, or Cambridge Fire Department

On November 20th, 1998 Cambridge Fire established the Dive Team. The Team consisted of 15 members and was commanded by Deputy Thomas Stack. The Department assigned a 1992 Ford Econoline ambulance that was donated by Professional Ambulance Company and refurbed by the CFD shops.

In 2006, the 1995 Freightliner/ Eone former Rescue 1 was redone at the shops and reassigned as Dive 1. The Rig was lettered Rescue 3 and the former 1992 Ford Econoline was donated to the Boston Sparks to be used for Canteen Service.

In 2013 the 1994 Ford / 3D former Hazmat Unit was assigned as Dive Unit 1. In September of 2025 a 2017 Ford Road Rescue was refurbished by the CFD shop for Dive 1. Replacing the 1994 Ford /3D. The Old Rig was sold to the Stoneham Fire Department to be used for their Dive Team.

2017 Ford / Road Rescue. Dive 1
Some of the Equipment carried in Dive 1: SCUBA Equipment, spare cylinders, Dry Suits, Comms, Decon equipment, generator and lights.

The Dive Truck is Quartered at the Hovey Ave Station, temporary home of Engine 1Ladder 1 and Rescue Co. as the refurbishment of Headquarters continues.

Members are assigned to units throughout the city. The Commander of the Unit is Captain Steve Capuccio of Engine 1.

APPARATUS UPDATE

By Staff Member Michael Boynton
All photos by the Author

There is no better way to get the holiday season off and running than to check out a number of Santa's new Medical Sleds (aka Ambulances) delivered in 2025. Featured are those in Metro as well as a few other unique sizes and colors from across the Bay State.

Billerica – Ford F-550/Osage 4x4 (One of two Police operated ambulances left in MA)

Burlington – Ford F-550/Horton 4x4

Canton – Ford F-550/Horton 4x4

Charlemont – Ford F-550/Life Line 4x4

Dalton – Ford F-450/Road Rescue 4x4

Fall River EMS – Ford F-550/Wheeled Coach 4x4

Franklin – Ford F-550/Horton 4x4

Gloucester – International MV/Horton

Holbrook – Ford F-550/Life Line 4x4

Lexington – Ford F-550/Horton 4x4

Lunenburg – Ford F-550/Horton 4x4

Mansfield – Dodge Ram 5500/Horton 4x4

Boston MedFlight – Freightliner M2/Life Line

New Bedford EMS – Chevrolet C5500/Wheeled Coach 4x4

Reading – Ford F-450/Horton 4x4

Rockland – Ford E-450/AEV

Tewksbury – Ford F-550/Braun 4x4

Westwood – Ford F-550/Braun 4x4

Woburn – Ford F-550/Horton 4x4

FIREHOUSE CHRISTMAS TRAIN GARDENS

A BALTIMORE TRADITION

By Editor Frank San Severino

Christmas Gardens originated from German immigrants who settled in the Lehigh Valley around Bethlehem, Pennsylvania. They brought the tradition of making “Putz” crèche nativity scene outside their homes. Whole families worked on their display and soon the Putz’s were brought inside the home and children added toys to the scenes. Many featured carvings of their own homes, barns or other buildings.

One of the best known Gardens was located in Shartlesville, PA. just feet off Interstate 78 and known as Roadside America was created by Laurence Gieringer, who hand crafted the buildings on the layout and it filled an 800 foot space. It opened in 1960 and Mr. Gieringer passed away in 1963. The Garden was right out of 1960 America with Lionel Trains running over the entire model. Roadside America was open for 57 years closing in March of 2020 due to the pandemic. In 2021 all of the trains, model building and the land parcel were auctioned off.

(A stop here was mandatory when coming back from Hershey Park, Strasburg RR, York Train Show, or railfanning in Altoona. I loved and miss it! – Editor)

In 1917, Baltimore Captain Eugene Daly of Engine Company 28 started the first Train Garden with hand crafted buildings and added a Lionel Train. Lionel had been in business for only 16 years. This sparked a city wide trend. By the mid-1930's most, if not all, Baltimore fire stations had their own elaborate train gardens, featuring miniature landscapes, tunnels, and O-scale trains. Department Brass put the kibosh on the tradition which was temporarily stopped in 1939 it was felt firefighters were spending too much time on the gardens, with visitors impeding duties.

The tradition came back in the mid-1950's and becoming a cherished Maryland holiday phenomenon, that still going strong.

Baltimore City Engine Company 45 is one of two City stations with a train gardens and there are always long lines to get in. Volunteer Companies in the surrounding counties have picked up the tradition along with the Fire Museum of Maryland and the Baltimore & Ohio Railroad Museum.

Baltimore Engine Company 45

Baltimore Engine Company 41 – Highland Town

Wise Avenue Volunteer Fire Company

White Marsh Volunteer Fire Company

Ellicott City Volunteer Fire Company

Fire Museum of Maryland – Lutherville
(*Note the 'job' in the center of the layout! – Editor)*

I am sure many of our members make their own train gardens around their trees! If any member would like to send me a copy of their Putz, I will feature them in the next Trains & Hoses issue.
Special thanks to Donald Crusse and Ted Heinbach III for their assistance with this article.

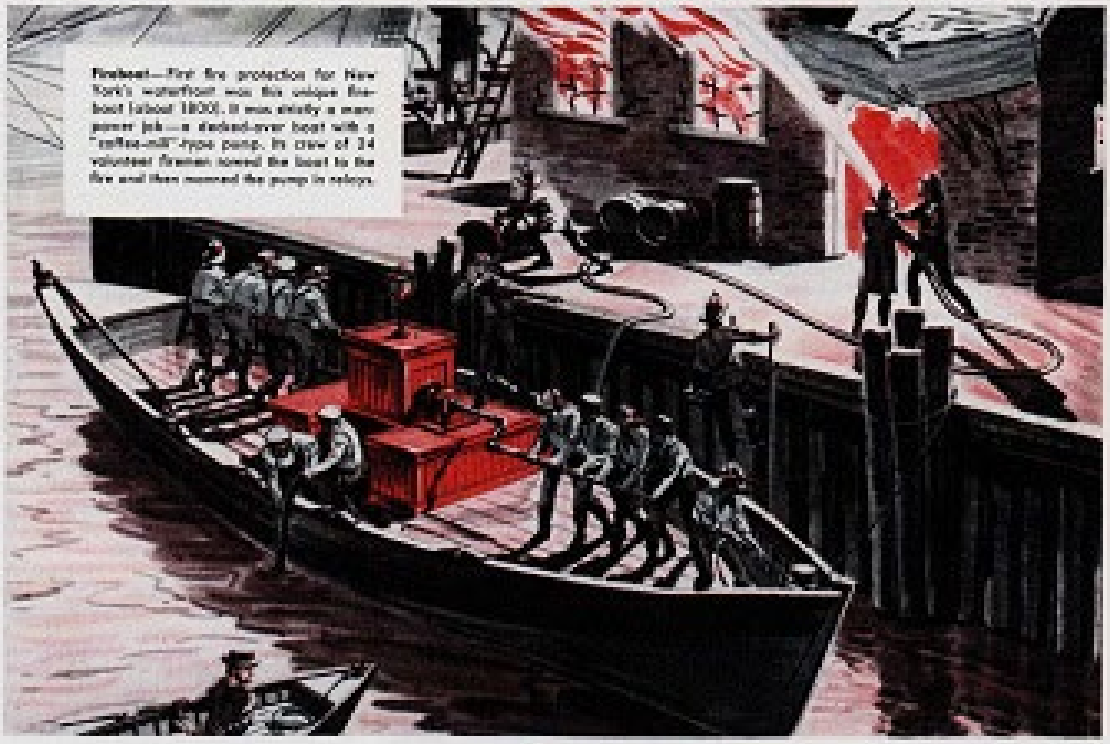
Wellesley Station 1
Photo by member Mark Roche

The Line Box Staff wishes all members and readers a very Merry Christmas, Happy Hanukah, a safe and happy holiday season and our best wishes to all for a Happy 2026!

Editor: Frank San Severino

Staff Writers & Photographers: Michael Boynton, Paul Christian, Edward Morrissey, William Noonan, David Parr, John Pozark, Mark Roche.

FAMOUS "FIRSTS" in American FIRE PUMPS



America's First and Finest FUEL PUMP

Equipment on 9 out of 10 cars on the road

New York's first fireboat was a major advancement in waterfront fire fighting—just as the AC Fuel Pump was a major advancement in providing automobile carburetors with an efficient and adequate fuel supply system.

All the fuel you need—all the time—automatically—through an amazingly long life—that's what America's "first" and "finest" fuel pump has contributed to better motoring for 115 million motor vehicle owners.

Few, if any, other items of equipment mean so much to car operation, yet receive so little attention. If your fuel pump is several years old, replace it with a new AC and make sure of continued, carefree service. It's a wise precaution.

AC SPARK PLUG DIVISION — GENERAL MOTORS CORPORATION