

BOX 52 ASSOCIATION



THE LINE BOX



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

Vol. 15 No. 3

Welcome to our third edition of the 2018-2019 season. This issue is an action packed issue full of great photos and articles, that we know you will enjoy reading!

The staff would like to take a moment to thank all of our members and followers who took the time to send comments on how much they enjoyed the December issue. These comments were most welcome and we will continue to make each edition interesting and informative.



Photo courtesy of QFD Facebook page, photo by Robert Stella



Boston Companies operating in brutally cold weather 113 Harold St. a church fire.
6 alarms box 2196. Tower Ladder 10 operating. Photo courtesy of the BFD



Brooklyn Companies battled a fifth alarm in a one story Tax Payer on a bitterly cold Jan. 31, 2019 at 376 Vernon Street 77-55-779. Photo courtesy of NYCFirewire.

Cambridge Fourth Alarm Box 21
6 Hunting St. @ Cambridge St.
All photos by Member Edward Morrissey

On Monday Jan. 14th Cambridge E.O.C received calls for smoke coming from a building at 6 Hunting St at the corner of Cambridge St, The fire was in a 3 story wood frame and it extended to the 'D' exposure, a 3 story brick building.

Time	Alarm	Engines	Ladders	Rescue	Chief	Other
0541	21	5, 3, 2, Som. E-3	2, 1	1	Div. 1	Squad 2
0549	45-21	1	3		Div. 2	Squad 4
0556	2-21	6, 4	4			
0609	3-21	9, 8, Som. E-1	Som. Tower		C-1	
0634	4-21	Watertown E-1, Belmont E-2, Brookline E-2	Boston 15			





Photo by member Peter Aloisi

Cambridge 3rd Alarm Box 742
8 Van Noden St.
All photos courtesy of Ted Pendergast

On Sunday December 23rd the Cambridge EOC received a single 9-1-1 call reporting smoke in the building at 8 Van Norden Street. Division 1 arrived and reported smoke showing from a 2.5 story wood frame 25x50 dwelling.

At 0631 hours Division 1 reported heavy fire on the first floor extending up, and a third alarm was ordered.

Time	Alarm	Engines	Ladders	Rescue	Chief	Other
0617	742	4, 8, 9*, 1	4, 2*, 1	1	Div. 1*	Squad 4
0622						Squad 2
0623	2-742	9, 5, 6	2, 3		Div. 2*	
0637	3-742	3, 2, Som. E-6	Som. Twr. 1		C-1	

On first alarm Div. 2, Engine 1 and Ladder 1 were all operating at a run on Brattle Street. On the box Ladder 1 cleared and Ladder 2 was cancelled. A few moments later Engine 1 cleared and responded and Engine 9 was cancelled. Division 2 was tied up at the incident and did not respond to the 3rd alarm until later in the fire. Division 1 was assigned on the box. Editor





Newton 3rd Alarm Box 175
Wednesday Jan. 23, 2019
44-46 Cook Street

Time	Alarm	Engines	Ladders	Rescue	Chief	Other
0134	175	4, 1, 2	3, 1	1	C-2	
0142	2-175	3, 7,			C-1	ASU
0150	3-175	10, Brookline E-1	TL-2		Bkln-2	

Newton 9-1-1 received a call from a resident of the building reporting smoke in the house. Police were reporting possible of one resident trapped. Arriving first due, Engine 4 reported fire showing. This was followed moments later confirming that all residents were out of the house. Engine 4 ordered the second alarm and reported heavy fire on the second floor of a 2.5 story wood frame duplex dwelling. C-2 transmitted the third alarm and reported heavy fire through the roof and 3 lines stretched and in operation. The decision was made to pull the Companies out of the building and go to a defensive attack. A collapse zone was set up at the C/D corner due to the chimney being compromised.



Photo courtesy of Newton Patch.com

MULTIPLE FIRES NORTH OF BOSTON TAX MUTUAL AID SYSTEM

By Member David Parr

Photos from collection of late member L. Murray Young

No fire department can survive without a good system of mutual aid with its surrounding communities. This was so very true on Tuesday afternoon, July 12, 1960 when two major fires in the suburban communities of Melrose and Wakefield, just north of Boston, erupted simultaneously taxing mutual aid resources on the north shore.

At 4:09 PM Melrose transmitted box 312, Main and Grove Streets, for a fire at Hugo's Appliance Store located at 412 Main Street. Responding companies included Melrose Engines 1 and 3, Ladder 1 and the Rescue, along with Chief Sidney Fields. Upon arrival firefighters found heavy smoke showing from the one story brick "taxpayer", a fire that was started by a welder doing renovations at the rear of the store that quickly extended into the cockloft and towards the front of the building. Conditions were such that Chief Fields skipped the second alarm and ordered a third alarm on his arrival at 4:11 PM, bringing Melrose Engine 2's Maxim QUAD, Wakefield Engine 1, Malden Engines 1 and 4 and Stoneham Engine 3 to the fire. Malden Engine 3 and Ladder 2 covered Melrose HQ., Reading Engine 2 covered Melrose Engine 2 station, and Everett Engine 2 moved up to cover Malden Engine 4 on Ashland Street.



While all companies were heavily engaged fighting the third alarm plus in Melrose Center, a few miles to the north in Wakefield at Hill's Boat House on Lake Avenue another "job" was in the making.

Hills Boat House was a large 2 ½ story wood frame structure on the shore of Lake Quannapowitt adjacent to the Wakefield Town Common. The first floor was used for storage, repair and rental of

boats, and the second floor was a large, open dance hall that was the center of recreational activity on weekend nights in Wakefield!!



Bruce Baldwin and Lawrence Freethy were working in the boat shop on the first floor, filling an outboard motor with gasoline when the air compressor kicked on, starting a flash fire in the boat shop. They grabbed a garden hose to try to control the fire to no avail, and word was sent to call the fire department.

Wakefield Fire Headquarters transmitted Box 341 at 4:47 PM, sending Engines 3, 4 and Ladder 1 to the fire. Keeping in mind that Chief William P. Hurton, Engine 1, and a large number of the on duty and call firefighters were operating at the third alarm in Melrose, the initial response to the fire at Hills Boat House was 4 firefighters, who found a working fire in the first floor boat shop, threatening to extend throughout the building. They immediately stretched a 2 ½ " line off Engine 3 from the hydrant on Lake Ave to attack the fire.



Wakefield Lieutenant Fred D. Graham Jr. was off duty working in the garden of his Cordis Street home when he heard the fire whistle blow out Box 341. Knowing that Wakefield was working in Melrose, he jumped into his private car and responded to Hills Boat House. Upon arrival he found a working fire, no officer on scene, and firefighters scrambling to get water on the fire, so he ordered a General Alarm (third alarm) on Box 341 at 4:54 PM.

With the transmission of the General Alarm in Wakefield, apparatus started moving!! Wakefield Engine 2 responded from the Greenwood Station. Chief Hurton, hearing the fire in Wakefield on the 46.06 radio frequency (at that time shared by Wakefield, Melrose, Stoneham, Reading, Lynnfield and Middleton,) grabbed the Wakefield crew and responded home with Engine 1. Also responding to Wakefield were Reading Engine 6, Reading Engine 2 from Melrose Engine 2, Stoneham Engine 5, and Malden Engine 4 from Melrose HQ. Covering Wakefield HQ were

Lynnfield Engine 2 and North Reading Engine 2. Other “move ups” included Woburn Engine 4 covering Stoneham HQ, Wilmington Engine 2 covering Reading HQ., and Winchester Engine 3 covering Melrose Engine 2. Many of the movements of apparatus were done over the 100 mil municipal fire alarm systems. Communities would receive each other’s boxes, allout’s, and special signals and of course multiple alarms. These would be received over Dispatch circuits, on bells, tappers and tape. (See *timeline on both fires from the Sept. 1960 Box 52 Newsletter-Editor*)

The firefight was on in Wakefield! Firefighters Joe Jack and Eliot Bartlett were advancing a hose line into the boat shop when a backdraft explosion blow them out into the street!! But the attack continued and with the assistance of numerous departments, the boat house fire was contained to the first floor area, before it extended to the second floor dance hall, which likely would have led to the complete destruction of the stately building.

At approx. 5:30 PM, as firefighters were overhauling in the boat shop, they suddenly started passing out / falling unconscious. The victims were dragged out and across the street to Wakefield Common where a mini mash unit was set up. Firefighters were laid out in a row, some unconscious, some dazed and incoherent. All available inhalators were brought to the scene, along with Dr. William Clark who ran to the scene from his office across the Common at One Salem Street. Fire Lieutenant William O’Neil, Firefighters Chris O’Keefe, Jim Horton and Tom Morse were all transported to and admitted to Melrose-Wakefield Hospital. Firefighters Eliot Bartlett, Joe Jack, Charles Colby, Matthew Horton, Harold Parish and Reading Firefighter Nelson Andrews were all treated at the scene for smoke / fume inhalation. It was later determined that fumes from the various boat covers, and adhesives created the toxic fumes that felled the firefighters. Additional ambulances and inhalators were summoned by the Wakefield Police using the Police Intercity Teletype.

These simultaneous fires, nearly 60 years ago, were handled with the support of extensive mutual aid, both to the fire and providing station coverage. Remember that these fires occurred before the extensive mutual aid radio networks, task forces, and computer aided dispatch systems that we enjoy today, but were coordinated by fire alarm bell connections between departments and telephone.



Stoneham Engine 5, photo by late member L. Murray Young, collection of member John Galla

TIME LINE FOR MELROSE & WAKELFIELD Tuesday July 12, 1960

Fires are designated by either an M for Melrose or a W for Wakefield – Editor

Time	Town	Alarm	Remarks
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1609	M	Box 312 Main & Grove Sts	Engs 1, 3 Ladder 1, Rescue 1
1611	M	3-312 2 nd skipped	Eng. 2
1613	M	Wakefield Box 7	Eng. 1 to the fire
1615	M	Stoneham Box 82	Eng. 3 to the fire
1617	M	Malden Box 7	Eng. 3 & Lad. 2 cover Melrose H.Q.
1620	M	Malden 2-7	Eng. 1 to the fire
1622	M	Reading Box 8	Eng. 2 cover Melrose E-2 quarters
1627	M	Malden 3-7	Eng. 4 to Melrose cover Melrose H.Q.
1627	M	Everett Box 8	Eng. 2 to Malden cover E-4 quarters
1627	M	3-312	All companies still working
1647	W	Box 341 Lafayette & Common Streets	Engs. 3, 4, Ladder 1
1654	W	3-341 2 nd skipped	Eng. 2, Eng. 1 responding from Melrose fire CD Rescue
1654	W	Reading Box 81	Engine 6 cover Wakefield H.Q
1655	M	Melrose Special Call	Reading E-2 from Melrose E-2 to 3-341
1655	M	Winchester Box 8	Engine 3 to cover Melrose E-2 quarters
1655	W	North Reading Box 8	Engine 2 to cover Wakefield H.Q.
1701	W	Stoneham Box 81	Engine 5 to 3-341
1704	M	Melrose Special Call	Malden E-4 from Melrose H.Q to the fire 3-341
1705	W	Woburn Box 10-48	Engine 4 to cover Stoneham H.Q.
1706	W	Wilmington Box 10	Engine 2 to cover Reading E-6 quarters
1735	W	Recall No. Reading Box 8	
1737	W	Reading –Still-Special Call	E-9 to Wakefield with Air Bottles, Oxygen and Inhalator
1741	M	Recall Stoneham Box 82	
1750	W	Recall Woburn Box 10-48	
1808	M	Recall Winchester Box 82	
1829	W	Recall Wilmington Box 10	
1831	M	Recall Malden Box 7	
1835	M	Recall Everett Box 8	
1931	M	Recall Melrose Box 3-312	
2005	W	Recall Stoneham Box 81	
2045	W	Recall Wakefield Box 3-341	

Philadelphia Restores Two Battalions and One Division

Decades ago, the PFD had 13 battalions among three divisions. Budget cuts forced the elimination of Division 3 and Battalion 6 in 1983, and Battalion 5 was deactivated in 1993, according to Fireman's Hall Museum, which keeps the history of the PFD.

Now, thanks to additional resources from Mayor Kenney and City Council, Battalions 5 & 6 and Division 3 are back in service in new locations – adding three more chiefs to the field on every shift.

- **Division 3** is based at Engine 19 in Germantown (302 E. Chelton Ave.) and oversees an area that includes Chestnut Hill, Manayunk, Roxborough, Germantown, Olney and North Philly.
- **Battalion 5** is based at Engine 58 in Somerton (812 Hendrix St.) and oversees fire stations in the Far Northeast.
- **Battalion 6** is based at Engine 69 in Southwest Philadelphia (8201 Tinicum St.) and oversees stations in neighborhoods including Eastwick, Elmwood and around the Sports Complex.

“This pivotal moment in the history of the PFD restores vital services that will positively affect every neighborhood in our great city through enhanced safety, communication, and coordination of our dedicated workforce as they respond to almost 1,000 emergency incidents per day, 24x7x365,” Fire Commissioner Adam K. Thiel said.

The additional supervision provided by Battalions 5 & 6 and Division 3 will prove especially important when the PFD is able to reopen the seven companies decommissioned in the Recession of 2008-09.

Firefighters being hired this year through a \$16.6 million FEMA grant are expected to bolster the PFD’s field personnel enough to – over time – allow the reopening of five engine and two ladder companies that were taken out of service.



Molasses Disaster 529 Commercial Street

Wednesday Jan. 15th, 1919

Boxes 2-1234 and 1211

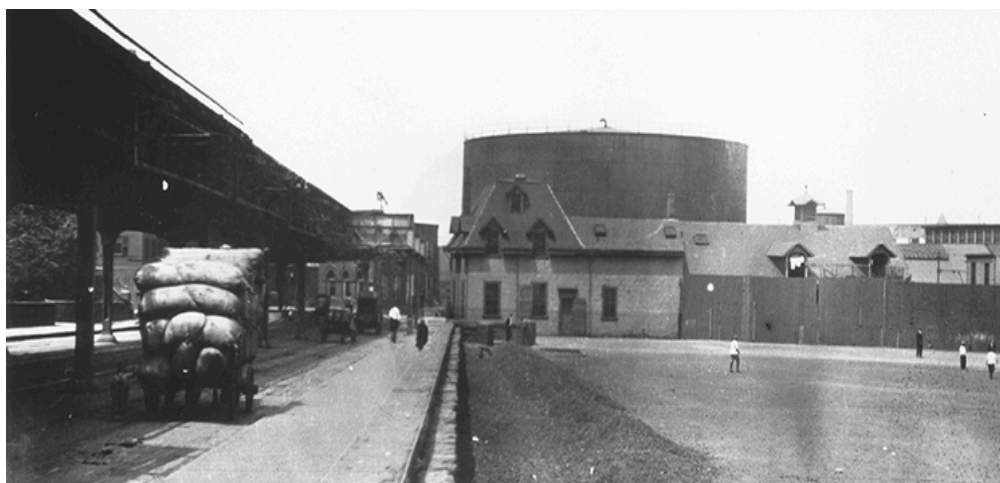
All Photos Boston Public Library and the Leslie Jones Collection

At the turn of the twentieth century Boston had the distinction of being the distilling capitol of the United States. The United States Industrial Alcohol Company and its Boston subsidiary, Purity Distilling Company needed more storage space for the molasses it shipped to its distilling plant in East Cambridge.

A tank was quickly built to improper standards. The construction of the tank had claimed several workers lives. The tank was located at 529 Commercial Street in the North End. The tank was 50 feet high and had a 90 foot circumference. Its capacity was 2,378,000 gallons.

The rush to get the tank built and ready for use is that industrial alcohol was a key ingredient in ammunition. World War 1 was raging in Europe and U.S. Companies were selling munitions to all of the allied countries.

The Purity Distilling Company would pump the product from the tank into railroad tank cars that were then taken to its distilling plant in East Cambridge. The tank was filled by a pipe running from a wharf into the tank.



Over the years the tanks shoddy construction lead to constant leaks of products along seam lines. To hide the leaks the Purity Distilling Company had the tank painted brown. Witness stated that when the tank was being filed it creaked and groaned.

In early 1919 U.S.I.A. ordered that all its tanks be filled in preparation for the passage of the 18th Amendment to the Constitution, establishing prohibition. The amendment was ratified by Congress on Jan. 16th 1919, the day after the disaster.

The S.S. Milelero, a tanker owned by the Cuba Distilling Company of New York, had arrived on the 13th after a voyage from the West Indies, Cuba and Puerto Rico picking up molasses. The ship was built for the war effort in 1917 by the Fore River Shipyard in Quincy. By a strange quirk of fate she would founder and sink off Cape Hatteress, N.C. one year and eleven days later on Jan. 26th, 1920.

On Wednesday January 15th people were enjoying a sunny winter day where by mid-morning the temperature would climb to 41 degrees after days of very cold temps. With people enjoying the respite from winter, if only for a short while. All was not well inside the tank. Molasses ferments

and produces gas. This gas was to vent from the top of the tank. The freshly pumped in molasses acted as a cover over the gas due to the temperature difference. The molasses pumped into the tank was warm between 50/68 degrees. At the time of the explosion the product would have been warmer than the surrounding air and this would account for the speed of the flowing wave.



At 12:40 PM the tank burst with enough force to throw a section of the tank into one of the Boston Elevated Railway supports and collapse it, another section of tank estimated to be over 2.5 tons was flung into a nearby park. The wave of molasses swept up all in its path. This wave was 15 feet high, moving at a speed of 25 to 35 miles per hour and was 160 feet in length!

The wave, when it finally crested had demolished and damaged buildings, flooded basements and caused people and animals to drown in the sticky substance. The final death toll was 21 persons killed and over 150 injured.

Fire Alarm received box 1234 and 1211 simultaneously. BFD Telegrapher Pope requested that all ambulances be sent to box 1234. Senior Deputy Chief Tabor sounded a second alarm on box 1234 upon his arrival at 12:43. He was stunned at the scene of destruction in the area. He saw that the quarters of Engine Company 31 was damaged and that a pancake collapse had occurred trapping the crew. He directed Lt. Hurley of Rescue 1 to take his crew and start to rescue Engine 31's crew.

First due Engine 8 and Ladder 1 under the command of Captain Powers and Lt Doyle and their crews made several rescues of people trapped in the molasses. Arriving on scene Chief of Department McDonough took command and directed Deputy Tabor to command of rescue operations,

The molasses wave had torn through a wide swath and it was impossible for one Chief Officer to take command of the entire scene. Deputy Tabor had District Chief Shallow of District 4 take charge of the area for box 1211. He then assigned District Chief Caulfield of District 5 to the freight yard area and District Chief Riley of District 2 was directed to cover the waterfront area.



Ladder companies used ground ladders placed on top of the debris field to crawl on and effect rescues and recovery of the dead. The use of ground ladders in this fashion helped to prevent the firefighters from sinking into the molasses.

Engine companies opened up with big lines to try and move some of the molasses towards the harbor. This had little to no effect and it wasn't until the arrival of the fireboats of Engine 41 and 47 that they could use salt water, which created a frothy mass on top of the molasses and it finally yielded to the big lines, many of which were used open butts flowing they were able to start pushing the molasses into the Harbor.

At the quarters of Engine 31 the Rescue Company had been reinforced by arriving second alarm ladder companies with hand tools. The crew of the Emergency Wrecker was summoned from the Shops by Fire Alarm on the report from Telegrapher Pope. Their specialized equipment was used to great effect in freeing the trapped members. Third Engineer George Layhe was found to have drowned in the molasses when his strength gave out from his wounds and he was unable to hold his head up any longer. He had been appointed to the Department on March 15, 1911.





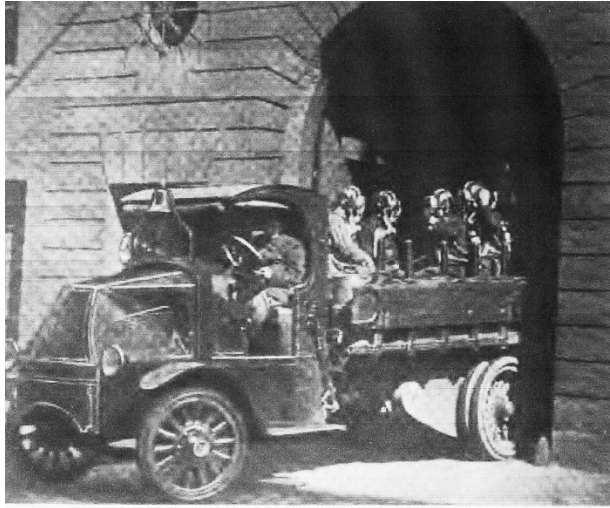
On the box 1211 side District Chief Shallow had his hands full using his companies to search buildings and basements for trapped injured persons or the recovery of bodies. As Engine Company 7 was wading into the knee deep molasses looking for victims, Captain Krake looked down and saw yellow hair floating, he plunged his hands into the muck and pulled a small girl from the ooze. She was quickly brought to a waiting ambulance and transported to the Haymarket Relief Station.

If we look at this as a modern day incident. The BFD immediately used the Incident Command System, with Chief McDonough acting as the OIC, Deputy Tabor as rescue and recovery operations and the district chiefs as sector commanders. They had no radios and could only communicate with each other via face to face contact or the use of 'runners'. Arriving on scene Deputy Tabor was faced with a large technical rescue situation involving an unknown number of casualties and hazardous material incident and a MAYDAY of an entire trapped fire company.



Fire Commissioner Thomas Grady wrote an eloquent report praising the courage and determination of the Boston Firefighters in responding to and working at this disaster. Chief Peter McDonough would soon be retiring and would be replaced by District Chief Peter Walsh of District 7, then covering the South End.

All photos this page collection of member John Pozark Jr,



BFD Emergency Squad,



Horse drawn & early motorized ambulance BCH



Time Line Molasses Disaster

Time	Remarks
12:40 PM	Tank explosion, wave of molasses released
12:40 PM	Box 1211 and 1234 rec'd. Box 1234 Copps Hill Wharf is transmitted
12:43 PM	Telegrapher Pope reports to FAO 'Send all available ambulances to 1234'
12:45 PM	Second alarm on box 1234 by Deputy Tabor
12:46 PM	Deputy Tabor orders Building Department and Public Works to send "All available men to the scene"
12:47 PM	FAO notifies Telephone Company to call all churches and Clergymen in disaster area to respond.
12:49 PM	Chief McDonough orders FAO to transmit box 1211 for the far side of the incident.
01:16 PM	Deputy Tabor orders all stretchers from the Repair Shop to the scene
01:17 PM	FAO contacts Charlestown Navy Yard for stretchers and manpower to the scene
01:19 PM	Chief McDonough special calls Engine 41 and 47 (fireboats) to scene to assist
05:11 PM	Chief McDonough requests 2 men from each district to make up a detail under the command of a District Chief (Total of 30 men)
05:45 PM	Temporary crew for Engine 31 Fireboat made up from 3 men from each division
05:45 PM	Chief McDonough transmits the Allout signal on box 1211 and 1234
07:45 PM	Engine 31's temporary crew reported for service at quarters of Engine 47 in East Boston

Time	Alarm	Engines	Ladders	Rescue	Chief	Other
1241	1234	8, 6, 4, 50, 25	1, 8	1	D4, Div. 1	W.Twr 1
1245	2-1234	7, 39, 36, 27, 9	18, 17			Chem. 1

Later Engines 41 and 47 (Fire Boats). The Shops heavy wrecker was also special called

The following members were commended in General Orders for responding and working at the disaster on their days off.

Engine Company 8

Assistant Engineer: Reubun Brough, Hosemen: Frank B. Cook, William Carroll, And Provisional Man John B. Carr Jr.

Ladder Company 1

Ladderman Dennis M. Condon

Engine Company 31 Fireboat

Captain Charles H. Long, First Engineer Stephen O'Brien

49 Years and 26 Days Later

The story doesn't end here. In 1968 just forty-nine years and 26 days from the 50th anniversary of the disaster, the Albany New York Fire Department on December 20, 1968 received a call for an explosion in a molasses tank.

AFD Fire Alarm received a call at 1408 hrs. that reported an explosions at the industrial Molasses Corporation Tank Farm. Responding companies dropped 2 1/1 lines into the tank farm. They found no fire. They found that the tank had failed from pressure of 2 million gallons of molasses. One person was killed when he was near the tank and was drowned by the wave. The molasses covered a wide area of the tank farm to a depth of two feet the force of the wave moved and turned around half a dozen tank trailers that were parked nearby.



Albany NY Firefighters prepare to remove the body of the only fatality. Photo by World Wide Photos, Inc.

Preparation of this article would not have been possible without the assistance of the following:

Boston City Archives, NFPA Library, Line Box Staff, Honorary Member and retired BFD Commissioner Paul Christian.

Merrimac Valley Gas Incident Part 2

TASK FORCE RESPONSES BY MUTUAL AID DISTRICT TO MERRIMAC VALLEY GAS EXPLOSIONS MASSACHUSETTS

	Task Force 4-A	Task Force 4-B
OIC:	Canton	Wrentham
Engine Companies	Avon Engine 1	Medway Engine 3
	Easton Engine 2	Norfolk Engine 2
	Foxboro Engine 24	Norwood Engine 1
	Holbrook Engine 1	Walpole Engine 3
	Randolph Engine 2	Westwood Engine 5
	Sharon Engine 4	Wrentham Engine 1
Ladder Companies	Canton Ladder 1	Franklin Tower 1
	Mansfield Tower 1	Medfield Ladder 1



Task Force 4-B at Lawrence Fire HQ. Photo via Internet

Task Force 5-A*

OIC:	Lynnfield
Engine Companies	Beverly Engine 5
	Lynnfield Engine 1
	Marblehead Engine
	Ipswich Engine 2
	Peabody Engine 1
	Topsfield Engine 3
Ladder Companies	Salem Ladder 1
	Swampscott Tower 1
Motor Squad Support	Beverly Lynnfield

- Danvers Tower 1 responded
- Middleton Engine 2 to fire on East Water St North Andover. C-1 and Engine 3 responded to the fire on Green Street.

Task Force 6-A**Task Force 6-B**

OIC:	Lowell	Chelmsford
Engine Companies	Bedford Engine 2	Ayer Engine 4
	Dracut Engine 2	Littleton Engine 4
	Lowell Engine 3	Groton Engine 1
	North Reading Engine 1	Pepperell Engine 6
	Tewksbury Engine 1	Tynsborough Engine 2
	Wilmington Engine 1	
Ladder Companies	Billerica Ladder 1	Bedford Ladder 1
	Westford Tower 1	Chelmsford Tower 1 4

Task Force 7-B

OIC:	Auburn
Engine Companies	Auburn Engine 2
	East Brookfield Engine 3
	Leicester Engine 2
	Millbury Engine 3
	Sutton Engine 2
	Worcester Engine 12
Ladder Companies	Oxford Tower 1
	Worcester Ladder 1

Task Force 8-A**8-B**

OIC:	Leominster	Clinton
Engine Companies	Bolton Engine 1	Berlin Engine 3
	Devens Engine	Boylston Engine 2
	Harvard Engine 4	Clinton Engine 3
	Leominster Engine 4	Paxton Engine 1
	Lunenburg Engine 1	Princeton Engine 5
	Townsend Engine 1	West Boylston Engine 1
Ladder Companies	Fitchburg Tower 3	Holden Tower
	Lancaster Ladder 17	Sterling Ladder 1

Task Force 13-A		13-B
OIC:	Somerville	Quincy
Engine Companies	Boston Engine 10	Milton Engine 1
	Melrose Engine 2	Brookline Engine 1
	Somerville Engine 2	Braintree Engine 1
	Stoneham Engine 2	Dedham Engine 2
	Winchester Engine 2	Quincy Engine 2
	Woburn Engine 2	Weymouth Engine 1
Ladder Companies	Boston Tower Ladder 10	Boston Ladder 14
	Medford Ladder 2	Brookline Ladder 2

13-C		13-D
OIC:	Malden	Newton
Engine Companies	Boston Engine 5	Needham Engine 1
	Everett Engine	Belmont Engine 1
	Revere Engine 3	Wellesley Engine 2
	Malden Engine 2	Waltham Engine 2
	Melrose Engine 3	Watertown Engine 1
	Winthrop Engine	Weston Engine 1
Ladder Companies	Boston L-11	Boston Ladder 11
	Malden Ladder 2	Newton Ladder 1

13-E	
OIC:	Wakefield
Engine Companies	Lynn Engine 7
	Reading Engine 3
	Saugus Engine 1
	Wakefield Engine 1
	Lexington Engine 1
	Woburn Engine 2
Ladder Companies	Burlington Tower
	Lynn Tower Ladder 4

Task Force 14-A		14-B
OIC:	Concord	Westborough
Engine Companies	Acton Engine 21	Ashland Engine
	Concord Engine 3	Hopkinton Engine 2
	Lincoln Engine 1	Marlborough Engine 2
	Maynard Engine 2	Northborough Engine
	Stow Engine 12	Southborough Engine 23
	Wayland Engine 3	Westborough Engine 4
Ladder Companies	Hudson Ladder 1	Framingham Ladder 3
	Sudbury Ladder 1	Milford Ladder 1

Task Force 15-A	
OIC:	Newburyport
Engine Companies	Amesbury Engine 1
	Groveland Engine 2
	Haverhill Engine 1
	Georgetown Engine 1
	Salisbury Engine 201
Ladder Companies	Newburyport Ladder 1
	Haverhill Ladder 1

LAWRENCE		NORMAL AVAILABILITY		1 AND 1		EMG. DISPATCH # = 978-620-3403		BUSINESS LINE # = 978-620-3400		
DIST.15 INCIDENT RESPONSE					STATION ASSIGNMENT				NOTES	
ALARM	ENGINE	ENGINE	ENGINE	LADDER		ENGINE	ENGINE	LADDER	DISPATCH FREQUENCY	
					CENTRAL	CENTRAL	CENTRAL	CENTRAL	FREQ.	PL
1	LAWRENCE	LAWRENCE	LAWRENCE	LAWRENCE / RESCUE	LAWRENCE	ANDOVER		LAWRENCE	TRANSMIT 159.0750N	PL 100.0
2	LAWRENCE	ANDOVER	METHUEN	LAWRENCE	DRACUT	N ANDOVER	HAVERHILL	LOWELL*	RECEIVE 154.4450N	PL 100.0
3	DRACUT	N ANDOVER	HAVERHILL	LOWELL*	MIDDLETON	N READING	DANVERS	SALEM NH	FOAM	
4	MIDDLETON	N READING	DANVERS	SALEM NH	READING**	BILLERICA*	LOWELL*	HAVERHILL	N ANDOVER	DANVERS
5	READING**	BILLERICA*	LOWELL*	HAVERHILL	BOXFORD	GROVELAND	PEABODY	TEWKSBURY*	PEASE AIR GUARD	
6	BOXFORD	GROVELAND	PEABODY	TEWKSBURY*	GEORGETOWN	SALISBURY	DERRY NH	WILMINGTON	SPECIAL CALL	
7	GEORGETOWN	SALISBURY	DERRY NH	WILMINGTON	BEVERLY	TOPSFIELD	PELHAM NH	AMESBURY	DFS REHAB ON 3rd ALARM	
8	BEVERLY	TOPSFIELD	PELHAM NH	AMESBURY	ROWLEY	NASHUA NH	LYNN	MERRIMAC	MVRTA BUS	MSP HELO
9	ROWLEY	NASHUA NH	LYNN	MERRIMAC	MANCHESTER NH	SALEM MA	WOBURN	WEST NEWBURY	TECH RESCUE HAZMAT	
10	MANCHESTER NH	SALEM MA	WOBURN	WEST NEWBURY	NEWBURYPORT	BURLINGTON	HAMILTON	IPSWICH	DFS INCIDENT RESPONSE TEAM	
NOTE: ALARM ASSIGNMENTS MAY VARY DEPENDING ON INCIDENT LOCATION									PHASE TWO BEGINS	
COVERAGE AT SOUTH BROADWAY AS REQUEST BY CHIEF									R = DEDICATED RIT TEAM	

MARCAL PAPER COMPLEX
Elmwood Park, New Jersey

Wednesday January 30th, 2019



In the midst of a 'Polar Vortex' that was gripping the I-95 Corridor with single digit temps and wind chills driving the temps into negative zero territory, the Boro of Elmwood Park New Jersey was about to experience the biggest fire in Bergen County history!

At 1708 hours a call was received reporting a fire in a building at the Marcal Paper Company. An automatic second alarm assignment was dispatched due to several recent fires at the mill and the hazards present.

Companies arrived and found a fire in one of the buildings and began an aggressive attack with master streams and big lines and were making good progress on the fire.....until a squall line moved through the area. The wind just grabbed the flames and pushed them against other buildings. The original fire building took off and according to Fire Chief William Shadwell "we were off to the races!"

Conditions deteriorated rapidly, the fire spread so fast that apparatus had to be backed out. Alley ways between the buildings became pitch black with thick smoke down to the ground. Explosions could be heard in the involved buildings. The original fire building was creaking and making noises that signaled a collapse was imminent, again crews were pulled back. Multiple alarms were sounded in rapid succession. Mutual aid companies were told to grab hydrants and lay in and it was then discovered that low water pressure was an issue. It was several hours into the pitched battle before this problem was resolved.

Over 35 departments responded to the conflagration. The cause is still unknown and the investigation is still on going.

Radio Reference website has the fire archived and you can listen from the first alarm
www.radioreference.com

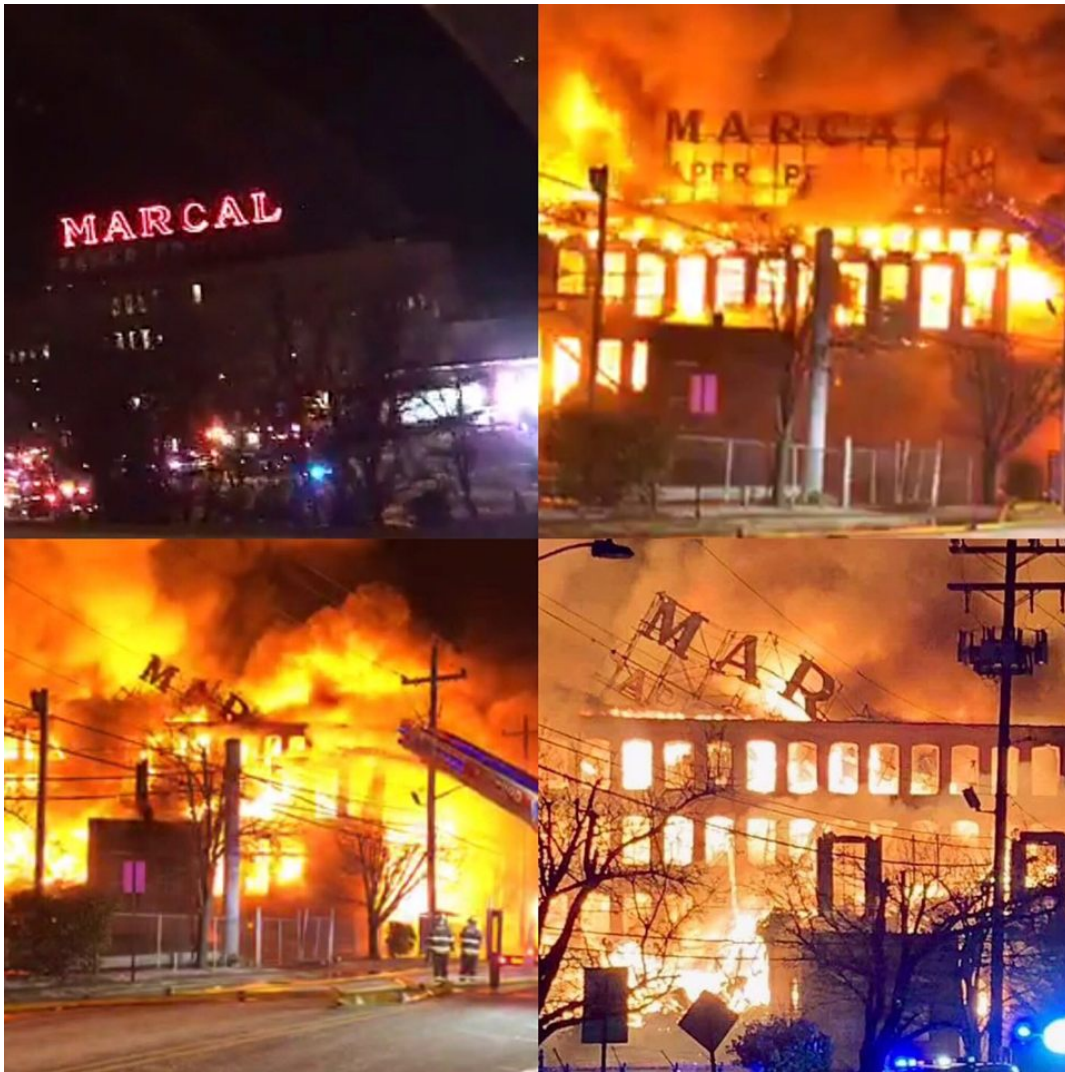


The Marcal Plant complex from Google Earth

The plant covered over 42, 000 square feet and was built in 1932. The complex is boarded by Market Street, River Street, River Drive and the railroad tracks. The City of Patterson is on the other side of the Passaic River.



Photo by Peter Danzo



The main 4 story mill building with the iconic MARCAL sign collapses. Stunning photos by John Clark



The day after, smoke continues to pour from the Mill. Photo courtesy of TV News 12

**Sunoco Marcus Hook PA. Industrial Complex
New Rosenbauer 181 foot Articulated Platform
All photos courtesy of Rosenbauer America**

In December of 2018 Rosenbauer America delivered an industrial firefighting vehicle to the Sunoco Partners based in the Marcus Hook Industrial Complex.

The rig is a 181 foot aerial platform with a 1,500 gpm pump T-Rex model.

Sunoco Fire Brigade serves as Company 80 in Delaware County.



**TRANSCAER & the CHLORINE INSTITUTE TRAINING
All photos courtesy of TRANSCAER**



In the 2017 December issue we show cased the Haz-Mat community training program TRANSCAER. During 2018 TRANSCAER have added new training equipment and classes in dealing with both rail and highway related incidents involving chlorine. This new training from TRANCAER was rolled out in early 2017.

The Railroad industry reported that in 2017 over 2.1 million carloads of chemicals were transported by the Class 1 railroads. There were 775 chemical related rail incidents. The first new rail car for training is a flat car outfitted with various tank fitting and is mounted on a flat car. The other car that makes up the chlorine training set is a tank car. The most important part of this new training is giving to First Responders on how to rescue the train crew, or truck

driver who may have become overcome by the fumes and are trapped. In an tanker incident involving, the product spills from the transport vessel and this creates a chlorine gas cloud that seeks out low areas due to its heavier than air density. Inhalation of 400 ppm can cause respiratory difficulty and amounts over 1,000 ppm can result in inhalation death in a matter of minutes! In the event of a life safety issue to a train crew or truck driver, a rescue can be effected by firefighters wearing full PPE with SCBA. On the rescue is made and parties removed and head to an established Decon area. Further action using standard PPE is not recommended and Haz-Mat crews wearing the proper total envelopment suits can approach the damage and control same.



Chlorine carries UN Number 1017 and for incidents involving this product, the US DOT Response Guidebook recommends using Guide 124.



Transcaer Chlorine training flat car.



Rescue Training

Quincy Rescue 1 Turns Fifty Years Old
Information supplied by Member Michael Worley
Photos by James Teed , Glenn Leggit , Michael J Worley ..

The Quincy Fire Department in January of 1969 changed the designation of the "Special Service" unit to "Rescue Company No.1"

The first unit to be changed over was the 1954 Ford painted in the 1960's QFD white with gold trim scheme. By the early 1970's with both the increase in runs and fire duty a more up to date rescue truck was needed.



In 1973 a contract was awarded to the Providence Body Company of Providence, RI for a new rig based on a Ford 'C' chassis.



After hard running for 14 years it was time once again to replace the Rescue. Specs were drawn up and a contract was award to the Saulsbury Wagon Company. Again the bid called for the unit to be based on a Ford 'C' chassis. In 1987 the new Rescue Company 1 was delivered and placed in service. The former Rescue 1 was given to the Quincy EMA where it served for serval more years before finally being disposed of.



In the late 1990's the Metro Fire Chiefs received funds to receive several specialized units. The bid called for two custom walk-around style rescue trucks. One was to carry special rescue

equipment for dealing with subway and commuter rail incidents and the other for dealing with the MWRA tunnel project under Boston Harbor,

In 2007, the MWRA rescue was 'officially' transferred to the Quincy Fire Department and was re-equipped to serve as a heavy rescue company. And in 2019, it is still serving the QFD and the citizens of Quincy.



Chelsea second alarm box 1134 sounded at 2344 hrs. for smoke coming from the Pollo Comparo 115 Park St. Companies arrived with heavy smoke showing from the rear and a Working Fire was ordered at 2347 hours followed by a second alarm at 2351 hours. The building used to be the old Riley's Roast Beef and is opposite of the old Engine 1's quarters at 106 Park Street.



Photo by Member Peter Aloisi

London UK, Firefighters conducted a training drill at the Police Mounted Stables to practice leading horses out of the stable in case of fire. The training also allowed for the horses to get used to the unusual look and sound of the breathing apparatus sets



Photo courtesy of the London Fire Brigade

**BOX 52 2019 Bus Trip
Saturday June 1, 2019**



For the first time in nearly forty years the Box 52 Association will be the guests of the Springfield, Holyoke and West Springfield Fire Departments. The Trip Committee has come up with a great event to tour a heavily urbanized area of Western Massachusetts.

Parking will be at the Liberty Mutual Company at the intersection of 128 & and the Mass Pike.

Tickets will go on sale at the February meeting for \$ 35.00 per person which will include lunch and refreshments.



Photo courtesy of Masslive.com

Springfield Companies at a working fire on Spring Street on Saturday Feb. 2nd.

Wheeling, West Virginia

Third Alarm Thursday January 31, 2019

On Thursday January 31st the City of Wheeling's 9-1-1 Center received a call from the Ziegenfelder Frozen Treat Company. Makers of "Budget" brand products located at 87 18th Street.

Arriving companies found a small outside fire on at the office building of the plant. Ladder 1 and Rescue 1 were ordered to enter the plant section and evacuate workers and check on conditions. Companies evacuated the workers and then made their way to the second floor where they found a heavy smoke condition and further along they found a heavy fire condition.

A second alarm was ordered and companies started to make aggressive interior attack with both inch and $\frac{3}{4}$ and 2 $\frac{1}{2}$ hand lines. Conditions in the plant section deteriorated rapidly and on the first floor of the plant the fire was now in danger of damaging the ammonia pipes and barrels of various chemicals stored there.

A third alarm was transmitted and the interior attack was abandoned and a defensive attack was ordered.



Photo courtesy of Wheeling's Bravest

Run Card for Box 215

1036	215	2, 5	1	1	Squad 1	C3
1047	2-215	9, 4	6		Squad 4	C1, C4
1122	3-215	10, 11	Matins Ferry Twr			

The Wheeling Fire Department operates 3 shifts manning 6 engine companies, 2 ladder companies, one heavy rescue and 4 paramedic ambulances called 'Squads'. They respond from 7 stations have two spare pumps and their shift strength is 28 men.

**Boston Firefighters Battle Fire in Historic Holy Mt. Zion Church
Six Alarms box 2168
Saturday Feb. 2, 2019
All photos by Member Bill Noonan**

Boston Firefighters worked in 9 degree weather conditions battling a fire in the 100 year old two story Holy Mount Zion Church.

The first alarm on box 2168 was transmitted at 0355 hrs. Arriving first due Engine 24 reported fire showing from the rear at 0358 hrs. Car 9 District Chief Price ordered a second alarm at 0401 hours followed by a third alarm at 0408 hrs. Engine 21 reported that they had fire in the basement as well as the roof.

Command ordered the building evacuated and went into a defensive mode. Division 2 (C-7) Deputy Chief Stallworth ordered a fourth alarm at 0519 hours. This was followed by C-1 Comm. Finn transmitting the 5th alarm at 0522 hours with orders for Engines 7 and 10 to bring their Blitz Guns to the front of the building. Comm. Finn ordered the sixth alarm transmitted at 0609 hrs and special called Tower Ladder 3 to the scene and ordered the sixth alarm engine companies to supply Tower Ladder 3, Engines 29 and 5 were assigned this task. The structure was well gutted and damage was estimated at a million dollars. One firefighter suffered a leg injury.





Bill Noonan fire fotos



STOP THE PRESSES, MORE FIRES!

**Cambridge Third Alarm Box 344
Monday Feb. 11, 2019
507-513 Putnam Ave. near Brookline St.**

On Monday Feb. 11, just before the 0800 hrs. tone sounded, signifying the Day shift was on duty the E.O.C. received a 9-1-1 call reporting smoke from the roof at 509 Putnam Ave. Box 344 was

quickly transmitted and the fire would go to three alarms. Rescue 1 called a MAYDAY on the third floor when a ceiling collapse occurred, but it was quickly cancelled and all members were safe. Fire was in a large 2.5 story wood occupied wood frame dwelling.

Time	Box	Engines	Ladders	Rescue	Chief
0753	344	2, 6, 3	3, 1	R1 , Sqd. 2	Div. 1
0754	W.F.	5	2	Sqd. 4	
0804	2-344	9, 4, 1	4		Div. 2, C1
0833	3-344	8, Som. E-3, Brkl. E-2	Som. Tower		

Lawrence Third Alarm Box 5111
Tuesday Feb. 12, 2019
45 Forest Street
Photo by Box 52 Member Kevin White

At 0209 Lawrence Fire received a 9-1-1 call for an electrical outlet fire at 45 Forest St. Box 5111 was transmitted. Companies found heavy fire conditions. The fire building was a large 2.5 story wood frame.

Time	Box	Engines	Ladders	Rescue	Chief
0209	5111	7, 5, 6	5	R1	Car 21
0213	W.F.		4		
0216	2-5111	9, Andover E-1, Methuen Eng			Car 20
0225	3-5111	Dracut E-2, Haverhill E-1 No. Andover Eng	Lowell L-3		



**Boston Fifth Alarm Box 2139
Tuesday Feb. 12, 2019
27 Perrin Street**

Boston Fire Alarm transmitted Box 2139 for a fire at 27 Perrin Street. Arriving first due, Engine 14 reported smoke, then fire showing. Fire was in a large irregular shaped 2.5 story wood frame dwelling. As companies advanced into the building they encountered heavy "Collier Mansion" Conditions and made entry to the third floor attic impossible. A second alarm was transmitted followed by a special call for two additional Ladder Companies to bring ground ladders into the rear of the building. Companies could make little or no headway with the interior attack due to hording conditions. Companies were ordered to evacuate the building and a defensive operation was started. Heavy smoke condition blanketed the area and the fifth alarm companies were ordered to stand by at the Elderly Housing at 37 Perrin Street in case evacuations were needed due to the smoke. C-1 Comm. Finn arrived at the fire and assumed command shortly after the third alarm was transmitted

Time	Box	Remarks
0901	2139	
0903	2139	E-14 reports smoke and fire showing
0906	2-2139	Transmitted on orders of Dist. Chief 7
0910	Spc. Call	Two additional Ladder Companies
0912	3-2139	On orders of Division 2 C7
0914	3-2139	Evacuate the fire building and prepare for defensive operations
0935	4-2139	Orders of C-1 Comm. Finn strike fourth alarm
0946	5-2139	Orders of C-1 transmit the fifth alarm



Photo by Member Michael Antoine

**Townsend, MA. Fourth Alarm
Monday Feb. 4th, 2019
48 Fitchburg Road
Photos by Member Ken Beliveau**

Early Monday evening a fire believed to have started in a first floor bathroom quickly spread throughout the 28 unit apartment house. Companies had water issues as the Towns water supply could not handle the required fire flow and drafting operations set up from the Squannacook River. Two firefighters suffered minor injuries.



**Boston Fourth Alarm Box 531
Thursday 14 Feb. 2019
20 Washington St.**

As I was putting the finishing touches on this issue. I caught Ladder 11 ordering a box for smoke showing. Well that got my attention real quick. I grabbed some notes as radio messages started to fly and the alarms were coming quick.

Ladder 11 responded to a Central Station alarm at 20 Washington Street the Patricia White Apartments in Brighton, a five story elderly high rise apartment complex. They found smoke showing from the alpha side and ordered the box and reported going into 'Fast Attack' mode. Fire

Alarm transmitted box 531 at 0827 hours as a high rise response, and a line box for Brookline Engine 3. Ladder 11 Officer ordered a second alarm at 0828 hours. District 11 ordered a third alarm at 0831 hours and reported he had people hanging out windows on the bravo side of the building.

At 0851 the fourth alarm was transmitted. District 9 was assigned as the Evac Chief and companies were reporting light smoke conditions of floors 4 and 5. It was decided that the occupants shelter in place.

The fire was confined to a second floor apartment. Two residents were transported for minor injuries and three rescues were made over ladders. No firefighters were injured and the damaged was placed at \$50,000 dollars the building is owned by the Boston Housing Authority.



Photo courtesy of C-1 Comm Finn, photographer is unknown

