

Box 52 Association



The Line Box



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

Vol. 16 No. 3

Hard to believe this is the third issue of this seasons LINE BOX, seems time is flying by for this Box 52 season!

Putting this issue together and doing research on one of the several stories, that we know you will enjoy, I became a bit nostalgic, so you will find a bit of BFD and Box 52 trivia along the way.

Also, if anyone has their or any other 2019 Department runs, please pass them along via our e-mail box52boston@hotmail.com.



Engines 31 & 47 working at 3-1314 Jan. 18, 1920. Photo Digital Commonwealth Lesile Jones Collection

BOSTON & MAINE RAILROAD YMCA AND FRIEGHT HOUSE FIRE **160 Beverly Street** **3-1341 JAN. 20, 1920**

Tired crews of Boston & Maine overnight freight and passenger trains trudged through the snow and biting wind making their way to a warm bed at the Railway YMCA building located near the Warren Bridge on Beverly Street. The warmth of the Y and the welcoming of fellow railroaders was very relaxing to the overnight crews. But the most welcoming of all was a hot shower and a warm cot to sleep in.

The men snuggled in under the blankets as the wind outside howled driving the temp into the sub- zero range. The YMCA was owned and operated by the Boston and Maine Railroad. The first floor of the building was occupied by the Freight Departments offices. The YMCA dinning room, recreation rooms. The third floor were the bedrooms. The building was three and a half stories wood frame with just a few flimsy fire stops. Interior walls of the offices and rooms were coated with a heavy varnish finish which contributed to the fire spread. The building measured 100 feet by 75 feet.

At just about 0630 hours, a lodger was awoken by the smell of smoke. He went to a staff member, who told him not to worry as they had just built a fresh fire. The lodger returned to getting dressed and left the Y for his railroad job.

In the downtown fire stations, the morning committee work was well underway. The junior men were sent to the basement to stroke the boilers and make sure that the radiators were hissing away, doing there best to keep the house warm.

Meanwhile at 0935 a fire was discovered in the walls and ceilings of room 19 on the third floor. Instead of turning in the alarm, the railroad men tried to fight the fire for nearly fifteen minutes. At 0952 a passerby spotted smoke coming from the third floor and ran to box 1314, which on the sidewalk in front of the building. At the same time a fire alarm from the freight offices was transmitted to American District Telegraph (ADT) Central Station and sent promptly transmitted box 414 to the Fire Alarm Office. The lodgers were still trying to fight the fire as Fire Alarm was

transmitting the box. The fire was now raging inside the walls and had dropped to the second floor before the first alarm companies arrived.

The men on watch counted the box, checked the location and turned out. The companies rolled out into the clear day with the bitter cold and howling winds. Engine 4 arrived first due and found smoke pushing from the second and third floors. Chemical 1 ran a line to the third floor to try and hold the fire until the engines got their lines into position. Meanwhile Ladders 1 and 8 started to search and evacuate the building. Many of the men fled in only bed clothes. Their fellow railroad workers quickly got them warm clothing.

Engine 31 had cast off and its whistle signaled its arrival at the fire. Engines 6, 8 and 4 along with Chemical 1 were all still working on the two fire floors and Companies Officer felt that they had a handle on the fire and thought it was under control. The fire, however, had other plans and had already made its way into the freight shed. At 1010 hours a hot air explosion rocked the building trapping the companies on the upper floors, who had to fight their way out of the building. Several lengths of hose were burned during their escape. The fire now had full extended through the roof of the Y and the freight shed was becoming well involved. The second alarm was ordered by Acting Deputy Chief Caulfield.

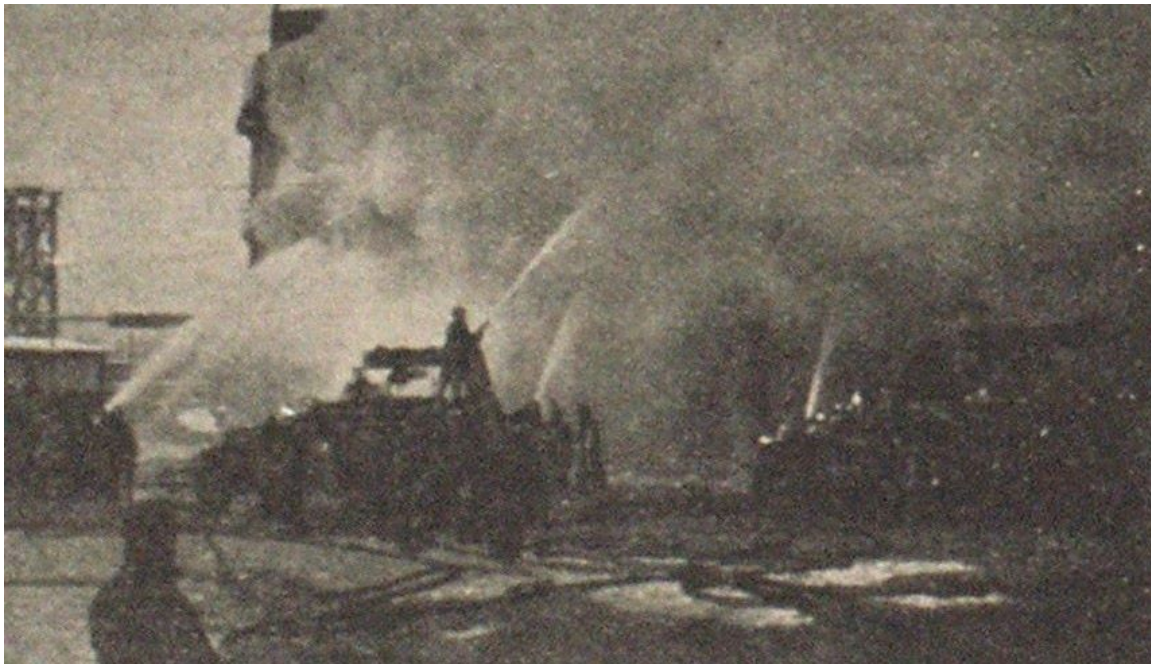


Photo from Fire Engineering 2-6-1920 early in the fire

Chief Caulfield had no choice now but to fight a defensive operation and trying to protect the exposures. As the companies prepared for a long siege in the bitter cold. Chief of Department Walsh arrived on scene and ordered the third alarm to be transmitted at 1030 hrs.

At the height of the fire 13 engines companies, 2 fireboats, 1 chemical engine and Water Tower 1 and the Rescue were hard at work. And were well ice coated along with the crews.

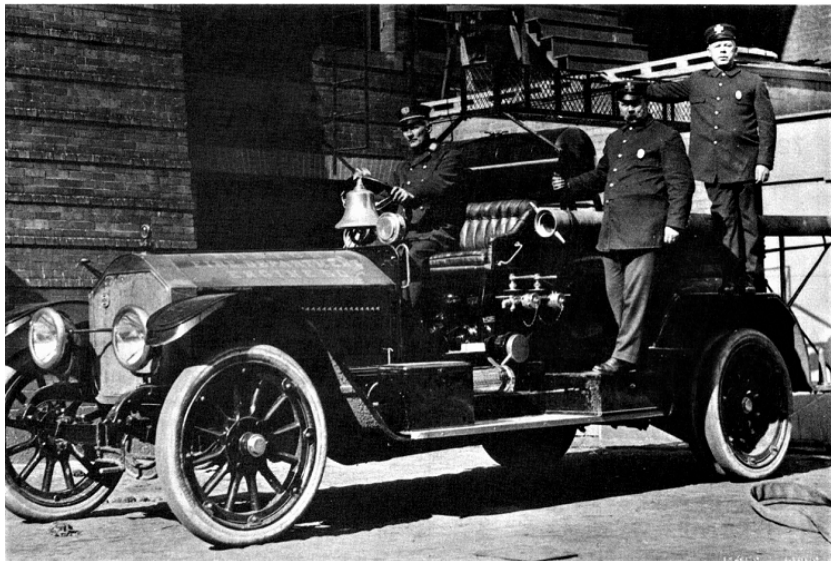
The fire caused \$ 80,000.00 in damage. One fireman was seriously injured by a fall from ladder. Several others were overcome by smoke and taken to the Haymarket Relief Station. Many other firefighters suffered from exposure and frostbites. Members of the Box 52 Association served hot coffee and sandwiches from a warm railroad owned building that was a welcome relief for the crews



Photo from the Lesile Jones Collection Digital Commonwealth Engine Company 8's wagon.

Time line of Box 1314 courtesy of Retired Commissioner Paul Christian

Time	Box	Engines	Ladder	Other	Chiefs
0952	1314	4, 6, 8, 31(fireboat)	1, 8	R1 Chem. 1	Division 1 District 4, 5
1010	2-1314	50, 27, 40, 25, 47(fireboat)	9, 18	Water Tower 1	C2 District 7, 2
1030	3-1314	7, 26, 36, 39			



Engine 50's 1920 ALF 750 gpm pumped worked at the fire and was praised in the Fire Engineering article for its pumping capacity. Photo Collection of member William Noonan.

The Boston Fire Department 100 Years Ago 1920

In 1920 the BFD was under the command of Chief of Department Peter E. Walsh. Division One was commanded by Deputy Chief Henry Fox, Division 2 had Deputy Chief Walter M. McLean in charge. The third Division was under the command of Deputy Chief Daniel Sennott. The Fire Commissioner was James R. Murphy.

Division 1 was comprised of Districts 1, 2, 3, 4 and 5

Division 2 was comprised of Districts 6, 7, 8 and 11

Division 3 was comprised of Districts 9, 10, 12, 13, 14 and 15

Division 1 Headquarters at Ladder 8's quarters Fort Hill Square

District 1 East Boston District Chief Fitzgerald M. O'Lalor

Marion Street	Engine 5		
Paris Street	Engine 9	Ladder 2	District 1
Saratoga & Byron	Engine 11	Ladder 21	
521 Commercial St	Engine 31 (Fire Boat)		
Summer St	Engine 40		
Adjoining South Ferry	Engine 47 (Fire Boat)		
Saratoga St			Chemical Engine 7

District 2 Charlestown District Chief William E. Reilly

Elm St	Engine 27		
Bunker Hill Street	Engine 32		
Monument Street	Engine 36	Ladder 22	
Winthrop Street	Engine 50		District 2
Main Street		Ladder 9	

District 3 Fort Point Area Downtown District Chief Cornelius J. O'Brien

Fort Hill Square	Engine 25	Ladder 8	Rescue 1 , District 3
344 Congress Street	Engines 38 & 39		
Northern Ave. Bridge	Engine 44 (Fire Boat)		
Pittsburg Street		Ladder 17	Water Tower 3

District 4 City Proper District Chief Edward J. Shallow

Bullfinch Street	Engine 4		Chemical Engine 1 Water Tower 1 District 4
Leverett Street	Engine 6		
Salem Street	Engine 8		
Friend Street		Ladder 1	
North Grove Street		Ladder 24	

District 5 Downtown/South End District Chief Albert J. Caulfield

East Street	Engine 7		
River Street	Engine 10		
Mason Street	Engines 26 & 35		District 5 Chief of Dept Office
Harrison Ave		Ladder 17	

Division 2 Headquartered at Engine 22 quarters Warren Street

District 6 South Boston District Chief James J. Caine

Dorchester & 4 th Sts	Engine 1	Ladder 5	District 6
O Street & 4 th Street	Engine 2		
Dorchester Avenue	Engine 15		
Andrew Square	Engine 43	Ladder 20	

District 7 South End District Chief Frank A. Sweeney

Bristol & Harrison	Engine 3	Ladder 3	
Warren Ave	Engine 22	Ladder 13	District 7
Boylston & Hereford	Engine 33	Ladder 15	
Fire HQ Bristol St			Tower 2

District 8 Roxbury District Chief Frank J. Sheeran

Cabot Street	Engine 13		
Centre Street	Engine 14		
Longwood & Brookline Ave	Engine 37	Ladder 26	
Tremont Street		Ladder 12	District 8

District 11 Alston/Brighton District Chief James F. McMahon

Chestnut Hill Ave	Engine 29	Ladder 11	
Western Ave	Engine 34		
Harvard @ Camb.	Engine 41	Ladder 14	District 11
Oak Square	Engine 51		

Division 3 Headquartered at Ladder 4's quarters on Dudley Street.

District 9 Roxbury/Grove Hall District Chief Joseph H. Kenney

Dudley Street	Engine 12		District 9
Columbia Road	Engine 21		
Northampton Street	Engine 23		
Warren & Quincy	Engine 24		
Dudley St		Ladder 4	Chemical Engine 10

District 10 Dorchester District Chief Francis J. Jordan

Meeting House Hill	Engine 17	Ladder 7	
Harvard St	Engine 18		District 10
Callender & Lyford		Ladder 29	Chemical Engine 11

District 12 Jamaica Plain District Chief John N. Lally

Centre Street	Engine 28	Ladder 10	District 12
Egleston Square	Engine 42	Ladder 30	
Washington St		Ladder 23	Chemical Engine 5

District 13 Roslindale/West Roxbury District Chief Michael J. Kennedy

Centre Street	Engine 30	Ladder 25	
Washington & Poplar	Engine 45	Ladder 16	District 13
Walkhill & Wenham			Chemical Engine 13

District 14 Dorchester District Chief Allan J. MacDonald

River & Temple Sts.	Engine 16	Ladder 6	
Walnut Street	Engine 20	Ladder 27	
Dorchester Avenue	Engine 46		District 14

District 15 Hyde Park District Chief Joseph A. Dolan

Norfolk Street	Engine 19		
Harvard & Winthrop	Engine 48	Ladder 28	District 15
Milton & Hamilton Sts	Engine 49		

Fire Headquarters 60 Bristol Street

Shops 363 Albany Street

Veterinary Hospital Atkinson Street

Fire Alarm Office 60 Bristol Street

Total runs for 1920 = 4,396

Second alarms = 27

Third alarms = 12

Fourth alarm = 2

Fifth alarms = 0

Box 52 Association Membership Roster 1920

E.E. Anderson	Frank Mannix
George W. Austin	John P. Marshall
Harry Belknap	Guy R. Merrill
Charles E. Benton	Elbridge H. Milliken
George Y. Berry	John A. Molloy
Frederick Blake	John J. Murphy
D. Arthur Burt	Timothy C. O'Hearn
George F. Cobb	P. Hildreth Parker
George S. Cole	Charles V.S. Paul
James Curwen	Howard S. Patterson
John W. Decrow	Herbert K. Pratt
David T. Dickerson, Jr.	Ernest L. Rueter
William E. Dolan	Clifford T.J. Sennott
George L. Duncan	Howard K. Spaulding
Willard W. Estabrook	William A. Tighe
J.J. Mitchell Fairbank	Timothy J. Toomey
Robert E. Fay	Bartlett Tyler
Robert H. Field	Henry D. Warren
Nathan R. Flynn	Alden D. Wheeler
Theodore E. Grant	George Whitney
Walter T. Hannigan	Nelson Whitney
Harry J. Harding	Waldo E. Windhorn
Raymond Hemenway	
Frank M. Kelliher	
William F. Lehman	
W.F. McDonough	

Box 52 Association Officers 1920

President-----Timothy J. Toomey
Vice President----- P. Hildreth Parker
Secretary-Treasurer----- Harry Belknap
Asst Secretary-Treasurer---Nelson Whitney

Executive Committee

George S. Cole	William Dolan
William Lehman	E.H. Milliken

ESSO REFINERY ADMINISTRATION BUILDING

FIRE SUNDAY JANUARY 10, 1960

Everett Box 4-365

Sunday January 10th was a typical New England winter day, a balmy 10 degrees with a stiff northeast wind driving the windchill to a -15 degrees. A bad day to be reporting for the day shift in any of the metro area fire stations.

At the Esso Refinery on Beecham Street a skeleton crew had reported to work at 7 AM. The refinery was shut down for the weekend. Just about 7:35 AM a gas explosion originated in the basement cafeteria of the Administration building. The Esso Fire Brigade responded with their foam unit. They found heavy fire conditions blowing out of the basement windows and entering shattered windows on the upper floors. The Brigade requested the response of the Everett Fire Department. They were trained to fight flammable liquid fires and not a structure fire. Meanwhile Everett Fire Alarm was receiving calls reporting explosions on Beecham Street. Fire Alarm transmitted box 365 at 7:37 AM with a response of Engines 1, 3 and 2, Ladders 1 and 2 along with Car 2. The crews pulled on their rubber coats with either beach jackets or engineer coats inside to give them extra warmth, on went the woolen mittens, or the Globe Fireball gloves and earflaps came down on the helmets. The companies started for the box on Beecham Street. Engine 1 arriving first due found heavy overlapping fire from the first to the second floor. The officer of Engine 1 wasting no time and not waiting for the Deputy to arrive ordered the second alarm at 7:41 AM. This was followed by four minutes later by Deputy Chief Bradford.



Esso Fire Brigade Engine working. Photo by late member James Blomley

The fire was gaining headway and the first and second alarms engine companies were having trouble getting into operation due to numerous frozen hydrants, both on the street and yard hydrants. Malden Engine's 2 and 4 were directed into the yard to try to get lines into operation to protect the oil storage tanks. Both Companies grabbed yard hydrants only to find them frozen. They got the thawing devices into service but were barely making any progress.

Mutual aid companies were rolling out of quarters before their first cup of coffee. Backstep men huddled into the hose beds, tillerman hunched over their wheels and grabbed what little protection the windshields offered. As the Companies poured into Beecham Street, engines were grabbing distant hydrants to try and get water to feed engines closer to the fire.

The fire building was connected to Esso's Lab building by a wooden covered walkway. Deputy Bradford concentrated handlines both inside and outside the walkway to protect the Lab building and its million dollar contents.



Boston Globe Archives Photo

By now fire had full possession of the building and companies were withdrawn. And defensive operations were commenced. Chief of Department Elliot transmitted the fourth alarm at 8:01 AM. By now fire was showing from every window in the three story brick office building. Everett Ladder 1 and 2 both had their ladder pipes in operation. Chief Elliot now had water and numerous master stream appliances and big lines in operation.

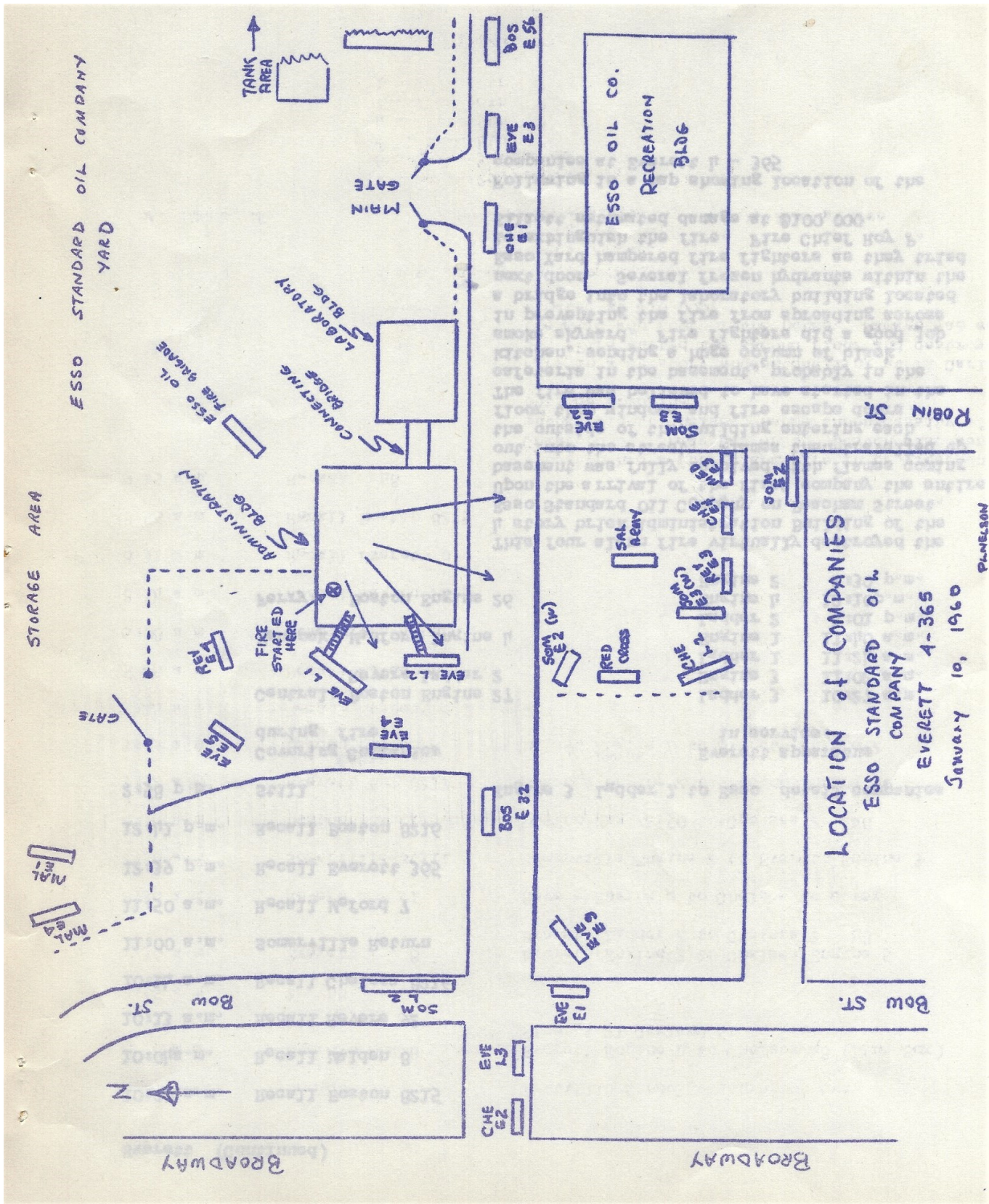
By 9:30 AM the fire was darkened down and Esso staff approached Chief Elliot and reported that they had opened the auditorium serving coffee and a warming places. Chief Elliot started to rotate companies in to the warmth.

The fire was found to have started from a gas explosion in the basement cafeteria, which also contained the staff medical office. The first floor housed the business department while the sales office occupied the second and third floors. The fire destroyed many important records and files.

The all out was sounded at 12:39 PM with Engine 3 and Ladder 1 being held as the detail.

TIMELINE

Time	Alarm	Engines	Ladder	Other	Comments
0737	365	1, 3, 2	1, 2	C2	
0741	2-365	4, Che. E1, Rev. E4	3	C1	Orders of Engine Co. 1
0741	Chelsea 8216			Sal. Army Canteen	Eng. 1 to 2-365
0741	Malden 8				E4 cover Everett Engine 2
0742	Revere 92				E4 to 2-365
0742	Somerville Still				E2 to Everett Engine 1 L2 to Everett Ladder 1
0744	3-365	Mal. E4, Che. E4, Mal. E1	Che. L2	Red Cross	Orders C2 Dep. Bradford
0744	Chelsea 2-8216				E4 to 3-365 L2 to 3-365
0744	Revere 2-92				E3 to Everett Engine 1
0744	Malden 2-8				E4 from Eve. 2 to the fire E1 to 3-365
0745	Somerville Still				E3 to Everett to E1
0745	Medford 7				E3 to Everett E3
0801	4-365	Bos. E32, E56, Che, E3	Som. L2	Bos. Car 12	Orders of C1 Chief Elliot
0801	Boston 8216				Bos. E32, E52 Car 12 to 4-365
0802	Che. 3-8216				Che. E3 to 4-365
0802	Medford 2-7				E4 to Everett E2
0802	Revere 3-92				L2 to Everett L1
0802	Boston 2-8216				E26 to Everett E1 E27 to Everett E4
0804	Boston 8215				E50 to Chelsea E2 E8 to E50
1000	Recall 8215				
1004	Recall Malden 8				
1013	Recall Revere 92				
1014	Recall Che. 8216				
1150	Recall Medford 7				
1239	Recall 365				
1241	Recall 8216				



LOCATION of COMPANIES

ESSO STANDARD OIL
COMPANY

EVERETT 4-365

JANUARY 10, 1960

PLN:ELSON

F.D.N.Y 5th Alarm Staten Island

Box 4333

829 Rensselaer Ave. off Vernon Ave.

Jan. 20th, 2020

Fifth alarm building fires are as rare in the Borough of Richmond as they are in say.....Lexington!

On Monday January 20th at 1459 hours the Staten Island CO started receiving calls for a building fire with reports of persons trapped. The box was loaded up with a first alarm consisting of 4 engines, 2 trucks, 1 FAST truck, R5, Squad 8, RAC-5, 1 Division Chief and 2 Battalion Chiefs

The fire was throughout a 2 story 20x30 private dwelling townhouse attached to a row of similar townhouses and extension to 827, 825, 823, 821 and 819 Rensselaer Avenue.

Apparatus Response

Time	Alarm	Engines	Ladders	Special	Chiefs
1458	4333	164, 167, 168, 157, 159 w/ Sat. 5	84, 87, 76 FAST	5, Sq. 8, RAC-5	Batt. 23, 22, Div. 8
1501	10-75	162	82		
1507	2-4333	165, 166, 165	85	Field Comm Tac-2, RM-1	Batts 40, 41, 42 Res. Batt. Safety Batt.
1512	3-4333	158, 161, 156, 152 272 Comm	86, 81/84	RAC-1 M.S.U	Batts. 48, 32, 58
1520	4-4333	160, 155, 241, 157/Sq.8	79, 80		Batt. 57, CTU, Car 22-C, Car 23
1530	5-4333	243, 248, 228, 201/167	78, 149/87		Batt. 1, Cars 1, 3, 4, 2H, 12, 12C, 13, 16E
1545			168, 114/86, 156/82, 77 FAST		
1603				RAC-2	
1607					Batt. 38/21, 37/33

Manhattan Jan. 23, 2020

70 Mulberry Street at Bayard Street

66-55-0162

An old school building which had been converted into a mixed occupancy was swept by an old style FDNY slug fest. The fire building located in the Little Italy/Chinatown neighborhood was a five story class 2 110 feet x 120 feet. Fire was on the fourth and fifth floors. Since the fire occurred in a popular and highly popular area, just around the corner from Mott Street. Manhattan CO started receiving numerous calls reporting a fire. Box 0162 was transmitted and the Decision Dispatcher opted to loaded the box up due to the amount of calls.

The fire started on the fourth floor and extended up and through the roof. The first alarm for this fire was transmitted at 2046 hours. First due Ladder 20 reported fire showing and transmitted the 10-75. This was followed 2 minutes later when Battalion 1 transmitted the second alarm. Division 1 arrived on scene and at 2103 hours reported on the fire that two L/S/O's water was on the fire and the fire was DWH.

At 2105 Division 1 ordered the third alarm transmitted and a few minutes later special called a 95 ft. Tower Ladder to the fire.

Field Comm Unit reported to Manhattan that "fire was on the fourth and fifth floors and through the roof – Companies being removed from the building". This was at 2127 hours. Companies completed PAR and reported one 10-45 no code.

The fire was a slug fest with companies pulled out, master streams put to work, fire knocked down, companies went back to an interior attack, fire gained headway again and back out and the Towers opened up again. The fire raged through the night and the duration of the fire was one day, one hour and eight minutes!

The fire was placed under control at 2207 hours on Jan. 24th.



Ladder 20 operating, photo courtesy NYC FIREWIRE

Time	Alarm	Engines	Ladders	Special	Chiefs
2046	0162	9, 55, 6, 33	6, 20, 1(Fast)	R1, Sq. 18, RAC-1	Div. 1, Batts, 1, 4
2050	2-0162	7, 15, 10, 4 24 w/Sat. 1	9, 8	FC, TSU-1	Batt. 2, 6, 31, RB, SB, Car 10
2105	3-0162	16, 205, 1, 266 263/Comm	15, 7	MSU, RAC-2	Batt 32, 35, 43 Cars 22C, 2H, 12A, 33, 4, 4F
2112	Sp. Call		TL 12 (95')		
2216	Sp. Call		10, 16/11		
2236	Sp. Call		18 (Fast)		
2308	Sp. Call		TL 119 (95')		
2349	Sp. Call			RAC-5	
0028	Sp. Call		TL 17/4, 24		
0055	Sp. Call	14	5		
0101	Sp. Call		TL 172/119 (95'')		
0131	Sp. Call				Batts. 12, 48
0137	4-0162	3, 5, 40, 292/7	5, 21		Batt 9
0253	Sp. Call		TL 85 (95')		
0314	5-0162	8, 26, 35, 22	44, 161		Batt 11/7, 28
0338	Sp. Call			RAC-4	
0354	Sp. Call				Batt. 26
0446	Sp. Call	22, 84			
0606	Sp. Call	240	TL 149		
0615	Sp. Call	233 w/Mobil Comm. Ctr			



Photo courtesy of NYC FIREWIRE



Fire duty since the last issue of the LINE BOX has been busy, but only few fires going past the second alarm level.

BOSTON: Christmas Day December 25, 2019 128 Newbury Street.

Fire in a four story Brownstone third alarm box 1536 Commonwealth Ave. & Clarendon Street. Engine Co. 7 reported a trash fire at the rear extending to the building and ordered the box at 0959 hours. Car 4 District Chief Dillon ordered the second alarm at 1016 and C6 Deputy Chief Shea transmitted the third alarm at 1032 hrs. Fire had extended via interior walls to the second and third floors. Fire was confined to the rear of the structure. Multiple lines were advanced and made quick work of the fire.



Third alarm 1536. Photo courtesy of the BFD

BOSTON: February 5, 2020 409 E. 7th Street South Boston.

On Wednesday just about supper time, Boston Fire Alarm began receiving calls for a building fire at 409 E. 7th Street for a reported fire on the first floor. The 2.5 story woodframe dwelling was under going renovations and workmen had been working in the building during the day. Box 7423 E. 6th & G Streets was transmitted at 1725 hours. Ladder 18 arrived first due reported heavy fire showing from floors 1 and 2 of a 2.5 story woodframe. Car 6 arrived and a second alarm was ordered by District Chief Kelly at 1729 hours. The fire was extending into the B exposure and the 1734 hours Car 6 ordered the third alarm. Companies operating in the rear found heavy fire conditions also. C6 Deputy Chief Shea ordered fourth alarm at 1753. And reported to Fire Alarm that he had a 2.5 mansard roof woodframe and the B exterior fully involved. Fire was knocked down and Companies were kept busy with extensive overhauling.



Both photos courtesy of the BFD

Bound Brook, New Jersey

7th Alarm

January 12th, 2020

In Volume 15 Issue 3 we reported on the large fire at the Marcal Paper Products fire in Elmwood Park from January 30th, 2019. So this year we visit Bound Brook which had a massive downtown fire.

Bound Brook, New Jersey is located in Somerset County. The Town's downtown area had suffered major damage from the Raritan River which flooded from Tropical Storm Floyd in 1999. The downtown area was under 12 feet of water. After decades long flood abatement projects, many luxury condo's and apartments had been built about the downtown area which abutted New Jersey Transits Raritan Line into and out of New York City.

On Sunday Jan. 12th the luxury condo building MERIDIA 2 was three months away from completion. And was scheduled to have its sprinkler system inspected the next day. The building was set on fire by an alleged arsonist that was arrested the following day.

At 2000 Hours the four volunteer companies that served the Town were dispatched for a reported building fire at the Meridia 2. As the first out engine from the Bound Brook Hose and Chemical Company reported heavy fire showing pulling out of quarters two blocks away and transmitted a second alarm at 2001 hrs. This was followed a minute later by a special call for two additional Ladder Companies above the second alarm assignment.



Photo courtesy of NY Post

Companies were getting into action with master streams the fire jumped the street and involved the WeMa Condo's. The third alarm was sounded at 2003 hours and again this followed by a special call 2005 for an additional Ladder Company.

Fourth and fifth alarm were sounded at 2009 and 2012 hours. The fire now had full possession of both condo buildings and was extending into other exposures.



Photo courtesy of the Bound Brook Patch

As mutual aid companies arrived they were put to work to try and control the fire. The sixth alarm was transmitted at 2040 hours. The seventh alarm was ordered for additional manpower and was assigned to the staging area at 2123 hours.

The fire destroyed the two condo buildings along with a 6 unit apartment house and a rooming house. Several mercantile properties were also damaged during the fire. Damage was in the millions of dollars. The cause was determined to be arson and a suspect is being held pending trial.

The Town is protected by four volunteer fire companies:

- Bound Brook Hose & Chemical No. 1
- America Hose & Engine Company 2
- Watchung Fire Company 3
- Relief Fire Company 4

These companies operate three engines, one truck and 1 rescue squad.

Fairfax County Penn Daw
The Groveton Fire
Saturday Feb. 08, 2020
Box 4-4138

Almost a month to the day of the Bound Brook fire a major fire struck another luxury condo development under construction in the Penn Daw District of Fairfax County. On Saturday workmen were working in the building at 2803 Plank Road in what was to be known as the South Alex Development, when a fire was discovered on the top floor of the building. Fairfax County Fire Dispatch transmitted box 4138 at 0940 hours. Company 411 with Engine 411 and Squad 411 were first due. As they left quarters a large loom up was visible. Squad 411 reported a large fire and ordered the second alarm. Engine 411 reported a new 4 and 5 story building under construction with heavy fire.

Special calls went out from Command for two extra Trucks, extra engines and EMS units. The third alarm was struck 1004 hours. The progress report on the 3rd was "radiated heat was breaking windows on the top floor of the occupied building opposite the fire building". Companies operating in the rear and Courtyards were now reporting fire on all floors and fire around numerous propane tanks. The fire was gaining headway at a rapid pace. Tower 424 and Engine 411 had to break lines and back out of the rear, as they were in danger of getting trapped.



Photo courtesy of WTOP Washington, DC

More special calls were transmitted for additional engines and assigned to brand patrols as calls were now flooding Dispatch reporting small fires from flying brands. In the meantime the fire had now jumped to a group of Town Houses under construction. The fire was still making headway at 1033 hours Command reported that the initial fire building had collapsed, less than an hour after the first alarm was transmitted!

The fire raged on through out the day and when it was finally placed under control, five apartment/condo buildings, 14 Town Houses under construction. Damaged were 14 additional Town Houses, 4 single family dwellings, 5 apartment houses, 1 commercial building and 28

vehicles. Cause of the fire was found to be improperly discarded smoking materials. Damage was listed at \$48 million dollars.



Photo Courtesy of WTOP Washington, DC

These types of building fires being called “Mid-rise Multi Family Dwellings”. These are being built in communities across the Country and are very susceptible to fire while under construction. Here is a link to a story on fighting fires in these types of structures:

<http://companycommander.com/2020/02/10/catastrophic-fires-in-mid-rise-multifamily-dwellings-under-construction-5-considerations/>



Photo courtesy of Fort Hunt Herald

**United Wiping Cloth Company
Shenandoah, PA
Jan. 17, 2020**

The vacant factory of the United Wiping Cloth Company located at 125 East Lloyd Street in Shenandoah, Pennsylvania located in Schuylkill County in the heart of the anthracite coal region, 108 miles northwest of Philadelphia was destroyed in a wind driven fire.

The building had been vacant for a number of years and was located just off the downtown area of Shenandoah. Over the years it had supplied rags to a number of varied manufacturing concerns all over the eastern United States. It's a sure bet that some used rags wound up in many of the rag shop fires in Chelsea during the 60's!

At 0352 hours on the 17th Schuylkill County Communications received a single call for smoke coming from the vacant factory. First due Engine Company 355 reported heavy smoke showing from the building and ordered the Working Fire. At the time of the fire the weather was cold with temps in the low 20's with a strong NNW wind at 20 mph with gusts up to 30 miles per hour.



Photo via Google Street View

As the balance of the first alarm companies arrived. A pre-fire plan was executed and Companies began an interior attack. The fire was producing heavy smoke conditions and the second alarm was ordered at 0408 hours. At 0443 hours the OIC ordered the evacuation of the building and prepare for a defensive attack. As Companies were getting off the roof PAR was conducted and one member was reported missing from the roof sector. A MAYDAY! Was issued at 0443 hours and the third alarm was automatically dispatched. The missing member was quickly found on the opposite side of the building having become separated from his Company in the heavy smoke.



Photo courtesy of Shenandoah Republican Herald

The fourth alarm was transmitted at 0516 hours and as the fourth alarm engines started getting on hydrants, water pressure in the mains started to drop. Command requested third alarm Tanker Task Force to respond and set up.



Photo courtesy of Shenandoah Republican Herald

The fire was placed under control around 0800 hours. The building was gutted and the roof had collapsed into the building. The cause of the fire was still unknown at time of the report and due to the conditions of the remains, the building was razed several days later.

The Borough of Shenandoah is protected by a volunteer fire department made up of four separate companies. Columbia Fire Company operating one engine and an equipment truck. Defender Fire Company which operates a single engine company. Polish American Hose Company runs an engine tanker and the Rescue Hook & Ladder Company operates a Quint.



Photo courtesy of the Shenandoah Republican Herald

This and That From Here and There

Portland, Maine has placed a Pierce Heavy Rescue in service. It is housed at Central Station on Congress Street. This is the only heavy rescue in the State.



Photo by member David Parr



Two masters doing their thing with new Engine 9 at Moon Island. Photo courtesy of members Bill Noonan and Mike Boynton



Seen here is Ladder's 9, 20, 18 and 3 all getting their sticks & booms to the roof at 66-33-0437 48 E. 7th Street off Second Ave. on February 10th. Photo courtesy of NYC Firewire.

From The Box 52 Archives

Box 52 Association
THE PARKER HOUSE
Boston 8, Massachusetts

GENERAL ORDER NO. 133

January 11, 1960

I

The January meeting of the Box 52 Association will be held at 8:00 P .M. on Thursday, January 14, 1960 at The James Boyle O'Reilly Hall in the Hibernian Building at 184 Dudley Street, Roxbury.

II

This meeting will be a joint meeting of the Box 52 Association with the other two fire buff organizations in the city, The Tapper Club and The Boston Sparks Association. The Tapper Club will be host at this meeting.

III

There will be a guest speaker to be announced later as well as colored movies by our member (also a Tapper Club member!), Dan Sullivan.

IV

Mr. W. M. Doolittle, Jr. of 99 Lexington Avenue, Cambridge, will be considered for membership in the Association at the next meeting.

V

We wish to welcome the following members who were elected to the Association at the last meeting and trust that they will take an active part in the activities of our organization:

Lawrence S. Leland 30 Francis Street
Brookline, Mass.

Richard P. Johnson 37 Stanton Road
Cohasset., Mass.

William F. Burns, Jr. 956 Main Street
Melrose, Mass.

Richard C. Martin 403 Vernon Street
Wakefield, Mass.

Per Order:
Frederick w. Kurth
President

V. Carlisle Smith
Secretary



Boston Doin's

The three new Emergency-One Typhoon pumps have been delivered and assigned to Engine Companies 9, 30 and 48. They are all 2020 models and equipped with 1,250/560/30F.

Brush 55's 1998 International/E-One has been replaced by a combination Brush Unit/High Water Rescue Unit. This new apparatus is based on a 2005 Stewart & Stevenson chassis with a 2019 Acela Body equipped with a 500 gpm pump with a 1000 gallon tank and 30 gallons of foam. The unit will be housed at Engine during the spring and fall brush seasons. The rest of the year, it will housed at Engine 10's quarters. The brush module can be removed from the body of the truck by a forklift for conversion into the High Water Rescue Vehicle.



Photo by Member William Noonan

The Collapse Rescue Unit H6 is having the 1997 Hackney body is being removed from the 1997 Freightliner chassis and a new body placed on.

TSU-2 the 2018 Freightliner/Hackney Tech Rescue Unit has been reassigned as H8 and retains duties as the Tech Rescue Unit.

Decon Unit 2 is now designated as H5.

The present H8 2003 Ford F-550/Pierce which was purchased for Democratic National Convention, and used as the Tunnel Rescue Unit is now designated as H4



METROFIRE UPDATE

Arlington: Kevin M. Kelley has been named Chief of Department

Burlington: Michael Patterson has been prompted to Chief of Department

Milton: Plans are underway to find a site for a new East Milton station. The present Fire Headquarters will have a part of the building preserved and the rest razed and a new station built around the preserved section. The Atherton Street station will be completely renovated.

Needham: Station 2 was closed on Jan 16th and torn down to make way for a new 3 bay station. The former station was built in 1949. The Companies have been relocated to temporary quarters at 28 Glen Gary Road off West Street.

Quincy: Chief John Cadegan has retired after 35 years.



Cambridge Engine 2 poses in front of Green Bay, Wi famed Lambeau Field. Photo courtesy of Member and Acting CFD Chief Gerry Mahoney and the Cambridge Fire Department.



Rehearsal at the Capitol Theatre Part One of a Two Part Story

By Line Box Staff Member John Pozark Jr.

The year 1981 was one of the worst in the history of the City of Lynn Fire Department. The big story of the year would be the November Conflagration which destroyed much of downtown. However, there were other large fires that year.

Included in that number was a group fire which started in a loft building adjacent to the Capitol Theater, only a few blocks from the origin of the conflagration. This group fire also threatened the entire downtown and could have reached the proportions of the November Conflagration. In effect, it was a rehearsal. A rehearsal at the Capitol Theater.

In the fire service, the period from the 1960's into the 1980's is known as "The War Years". There were several causes for the fire duty of "The War Years". After World War II, cultural, social and economic change was rampaging. People and businesses were moving to the suburbs. Ranch houses and garden style apartments on the outskirts or in the suburbs were replacing tenements and Brownstones in the old city as the primary residences of the Baby Boomers. New shopping malls in the suburbs were decimating the established downtown mercantile districts. Many existing buildings in the cities were underutilized. At the same time much of the building stock was becoming rather old.

The demand for products during the American Civil War had extended and accelerated the manufacturing revolution begun in the 1850's. After the war new factory construction boomed. In the older, congested sections of the cities the Loft factory became common. Loft factories also tended toward smaller companies or individuals making piece work like garments and shoes. Deputy Fire Chief Vincent Dunn F.D.N.Y. (retired) teaches that buildings have lifespans. Typically, a building built during this period has a life span of 75 to 100 years before extensive renovation is required. If the building is not kept up, even without significant vandalism, that life span decreases.

The post-World War II change left many downtown buildings partially occupied, vacant or abandoned. But this did not mean these buildings were empty. In many cases when a business shut down or a tenant left, there remained large amounts of combustible stock, interior furnishings and machinery. In some places the fire load was incredible. This was the stage set, at the Capitol Theatre.

Prelude The Central Square Area

The Central Square area of Lynn Massachusetts had been burned over during the Great Conflagration of 1889. Consequently, much of the construction at the time of this fire dated from the post conflagration period.

This fire occurred in the block bounded by Union, Washington, Exchange and Spring St.'s.

The first photo, taken a few years before the fire, shows the Exposure 1 side of where the fire started. Looking up Union St. from the Corner of Washington St., visible is the Capitol Theatre, Exposure 4. Across the street is the Capitol Diner where you can still go for breakfast but The Dubonnet is long gone. Take especial note of the hydrant locations.

The Capitol Theatre with a street address of 422-432 Union St. was originally built as the Central Sq. Theatre in 1910 on land that had been vacant since the conflagration. Built by the Central Amusement Co. as a Vaudeville theatre it was later, in the 1930's, converted to a movie theatre. Set back about 7 feet from the curb, as were most buildings in the area, The Capitol was built of brick with steel frame and wood truss roof. With 62' frontage the building ran back about 130' to a courtyard. The front of the theatre was covered in a decorative stucco. Featuring a lobby of Italian Marble with a large fanlight above, the building was roughly 3 stories in height with the Fly Loft at the rear, rising another 2 stories above the auditorium. A large dome skylight 60' in diameter over the auditorium permitted a view to the sky. The theatre was protected by a partial, perforated pipe type, sprinkler system in the cellar. Reportedly there was no Fire Department Connection for the sprinkler system. The front of the building received some alterations in the 1960's. Planning for redevelopment and historical survey of the area had been ongoing for some time. A few months before the fire, a survey of the Capitol Theatre found it structurally unsound.



Exposure 4 A, with addresses of 434-446 Union St. corner of Washington St. was built by John J. McGarry & Co. Liquor Distributors about 1906. A three-story building of ordinary construction, it was roughly square in shape with 67' fronting on Union St. The upper two floors were for light manufacturing. The first floor having mixed business occupancies. Today this building is the home of the Lynn Museum.

The Building of Origin

One of the first buildings built after the Great Fire of 1889 was the loft factory building of Joseph G. Brown at 412 to 420 Union St. Constructed in 1890 it was a six-story building of brick & wood joist, 48' by 95' with heavy timber floors, frame partitions, a wood truss roof, two elevators and rear exterior fire escape. At some point an addition, 1 story, 24'X12' of ordinary construction, was

built in the rear. At the time of the fire the first floor was occupied by D.J.'s Lounge & Disco and the vacant Tammany Hall Bar. Floors 2-6 were also vacant. The building was equipped with automatic alarm and sprinkler protection, but these were out of service at the time of the fire. The sprinkler system was also not equipped with a Siamese F.D.C. to permit the fire department pumpers to supplement the system.

Just barely visible to the left of the Brown Building are Exposures 2 and 2A. Exposure 2 was a 1 and 2 story taxpayer block. When the B&M Railroad elevated the grade level tracks to eliminate surface street running, construction of the viaduct, Exposure 2A, necessitated the altering of several buildings in the area including Exposure 2. Three buildings, originally 3 and 4 stories tall were joined into one with a 2-story section in the rear abutting the Brown Building and a 1 story section forming an arcade under the railroad viaduct. This building was of ordinary construction, irregularly shaped, with dimensions given as 112' to the front with 84' sides and a 10' rear. (See the diagram) Exposure 2 was given addresses of 402-410 Union St and 13 Exchange St. First floor occupancies were as follows, 402 Union-Dover News Co., 404 Union-Lynn Poultry Co., 406 Union-Sherman Jewelry Co., 408 Union-Central Wine Co., and 410 Union-Lovin' Oven Bakery.



The Coral Room Restaurant, vacant at the time of the fire, was located at the 13 Exchange St. address. (Authors Note: I was unable to locate a front face picture of Exposure 2.) Exposure 2A is a concrete and steel, double track railroad viaduct built about 1912.

Central Square-Exchange St. Side

Just visible, in this picture, is the Exchange St. entrance to Exposure 2, with the address 13 Exchange St. Exposure 3, adjoining Exposure 2, with an address of 15-17 Exchange St. was the Boyce Block. A 4 Story building of ordinary construction built in 1891 with dimensions of 24' by 74' with a 1 Story 24' by 20' addition in the rear. Floor 1 was occupied by the Pinecrest Lounge, Floors 2-4 were vacant.

Exposure 3A with addresses of 21-29 Exchange St. was built in 1891 for The Lynn Institution for Savings and The Essex Trust Co. and known originally as "The Bank Block". Built of brick and wood, it occupied a spot 68' by 70' with a rear addition of similar construction 64' by 62'. Occupied at the time of the fire by the Greater Lynn Senior Services Agency on Floor 1, the studios of radio stations WLYN and WNSR along with the offices of the Lynn Merchants Association on Floor 2 and the law offices of Attorney Francis Tobin on Floor 3.



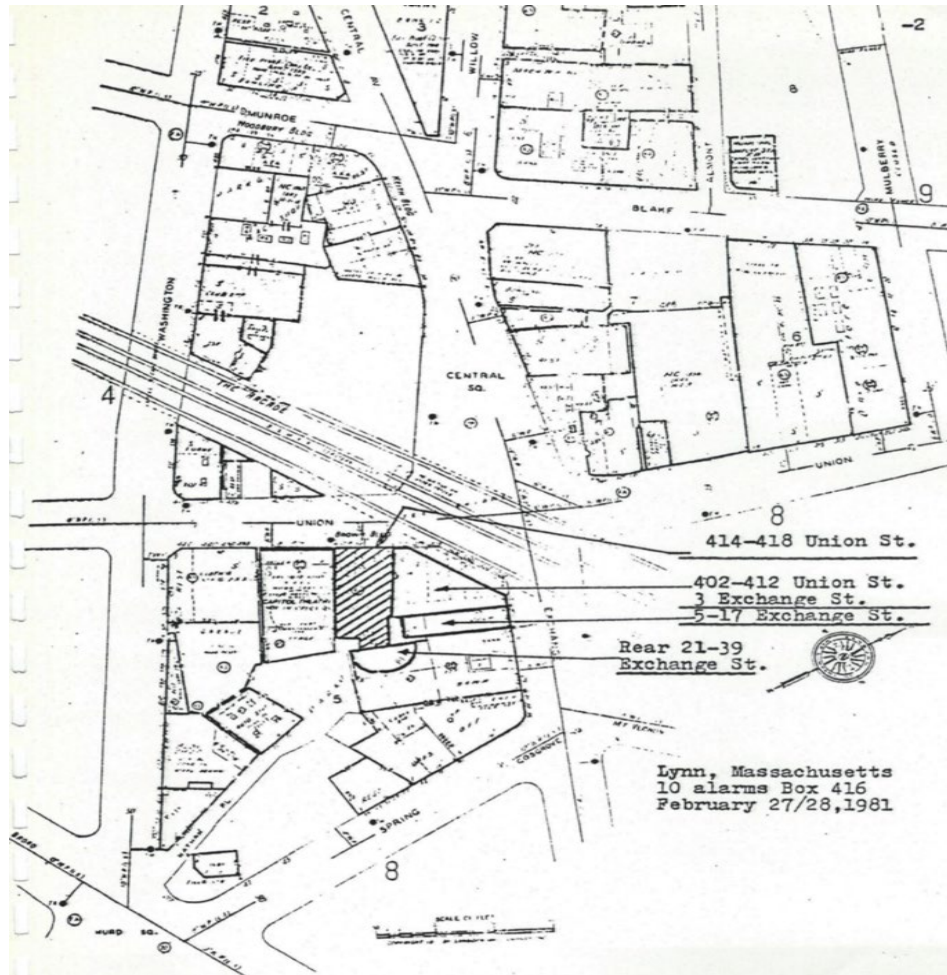
Exposure 3B was the Proctor Building, built in 1895, on the corner of Exchange and Spring St.'s. The building was 6 stories, ordinary construction with addresses of 31-35 Exchange St. and 11 Spring St. Irregularly shaped, it carried a 33' frontage on Exchange St. and 119' down Spring St. The rear of the building backed up to the courtyard and Nathan Pl.

At the time of the fire most of the buildings in this area were reaching that magic 75-100 years of age.

The next picture shows the rear court at the end of Nathan Pl. which ran from Washington St. Visible is the rear of the fire area, from left to right are Exposures 4 A, 4, the fire building, Exposures 3 and 3A. Note the additions to the rear of these buildings. Also note that apparently Starsky and Hutch were in town as part of a coast to coast investigation. Their whereabouts at the time of the fire are unknown.



View of Rear of Fire Buildings and Courtyard at the end of Nathan Pl.



LYNN FIRE DEPARTMENT

"The Lynn Fire Departments is one of the most efficient firefighting squads in the Country. The City is well covered by nine fire stations manned 24 hours a day seven days a week.

There are nine engines, four ladders and two rescue units.

The Department is run by a Chief, a Deputy Chief, 9 District Chiefs, 16 Captains, 50 Lieutenants, 212 firefighters, 4 clerks and 2 mechanics.

The men and apparatus can respond to any Lynn Address within minutes and many lives have been saved due to the dedication of the entire Department.

Firefighters also operate the City's ambulance service with a crew of Emergency Medical Technicians."

The above is by then Fire Chief Joseph Scanlon in his introduction to the fire report.

State of the Fire Department

In the beginning of 1981, the Lynn Fire Department was falling on hard times. Declining tax base and increasing demands were taking their toll on the fire department. A referendum question on

the November 1980 ballot known as Proposition 2 ½ would go into effect in 1982. The year 1981 would be the last year for fire departments as they had been. They would never be the same again. Left illustration shows a snapshot of the department.

Act I

Telephone Alarm for Box 416

The night of February 27th, 1981 was cool. Division 1 (Lynn uses the term Division instead of Group to designate platoons) reported for duty by 1800. It was their second 14 Hour night and last shift of the four-day tour. At Ladder 4, of the Broadway Firehouse, Firefighter John Miles reported for duty working a swap for Firefighter Diaz. The East Lynn District, Car C-3, was commanded that night by District Fire Chief Fitzgerald. In the West Lynn District, District Fire Chief Biagiotti was taking a vacation day, (as it turns out he sure knew how to pick 'em) so Capt. McGee would be riding in the C-4 Car with Ff. Upton as his Aide. At Rescue 2, Ff. Kimber would be working overtime and a non-member would be riding.

At 1741 hours a call had come in for an Auto accident on the Lynnway opposite the Petersen Ford car dealership. Eng. 3 and Rescue 1 responded. Rescue 1 treated and transported two patients to Lynn Hospital returning at 1816 hours. Oncoming Lt. Parrott and Firefighters Salazar and Hilton relieved Capt. Bax and the day crew.

The evening was not particularly busy:

1945 City Box 463 with All Out at 1948

2022 Hours City Box 76, a Plan 5 Box (single engine response) was received.

2047 hours City Boxes 316 and 644 were received. All Out on both at 2050

Shortly after 2100 hours a citizen walking along the street noticed something going on in the Brown Building. Finding a phone, he was connected to the Fire Alarm Office on Baker St. "Looks like there's a fire in the building next to the Capitol Theatre." he said.

At the Western Ave. Firehouse, the game of pool in progress was interrupted by the P.A. and the voice of the Fire Alarm Operator, "Telephone Alarm, for the building next to the Capitol Theatre, report of a fire, Box 416, Central Square.". The Operator repeated the announcement and the bells clanged in firehouses throughout the city.

Box 416 was struck at 2120 hours. The first alarm assignment, Engines 5-6-1, Ladders 1 & 3, Rescue 2 and the C-3 Car. (Author's Note: There appears to be a conflict with the Run Card and the response. In the years prior to the fire, the Broad St. Firehouse, (home to Eng. 4 and Lad. 3) and Engine 4 had been deactivated. Ladder 3 was relocated to the Franklin St. Firehouse. Had Broad St still been open, and those companies housed there, Eng. 4 & Lad. 3 would have been first due.)

The doors on the Fayette St. Firehouse went up and Engine 5, Ladder 1 and C-3 hit the street. Across the short section of Essex, left on Chestnut then right onto Union St. Both companies and the Chief rolled through the pedestrian mall section of Union St. heading for Central Square. Chauffeuring Ladder 1's Mack CF tractor, Firefighter Lee Oliver concentrated on his driving. He couldn't see much. The railroad viaduct blocked his view. He heard the company commander, Capt. Smith, say in a calm tone, "Oh, I don't like the looks of this". Out of the corner of his eye Ff. Oliver saw the Captain pull up his boots. Years later Oliver remembered, "That's when I knew it would be a bad one."

Engine 5, commanded by Lt. Jack Gallagher (*Box 52 Member – Editor*) with Ff. Tucker driving and Ff.'s Wes Williams and Frank Maitland (Detailed from Lad 1) riding in the jump seats, arrived first. Fire and smoke were visible on Floor 1 as they approached. Initially stopping at the hydrant in front of the building, the Lieutenant reconsidered and had the Pump Operator pull ahead to the hydrant in front of the theatre. Lt. Gallagher assigned Ff.'s Tucker and Williams to make the hydrant. Lt. Gallagher and Ff. Maitland stretched a 2 ½" handline to the front of the fire building. Suddenly, Ff. Williams looked up, Lt. Gallagher shouted a warning and a shout came from the

crowd. A full 4' by 8' sheet of flaming plywood was falling from an upper story and headed straight for the men dressing the hydrant. Both men jumped out of the way. The flaming plywood sheet clipped the edge of Ff. Williams helmet in a shower of sparks and then impaled itself on the bonnet of the hydrant. Tucker and Williams went back to dressing the hydrant and stretched a pair of 3" feeder lines into Eng. 5's pump.

Engine 6, commanded by Lt. Doherty and running with 2 firefighters, was second due. They took the hydrant corner of Washington and Union St.'s.

Engine 1, commanded by Ff. Paraskevas, Out of Grade as acting officer, and driven by Ff. John "Ted" McElligott, with Ff. Hyde in the jump seat, rolled through Central Sq. and up to the fire under the viaduct. Eng. 1 was ordered to put a deck gun to work. They eased out from under the viaduct, hooked to a hydrant and started water. As MPO McElligott set up the pump he heard a POOM! Then a floor lit up. Another POOM! And another floor lit up. The fire was extending.

Ff. Oliver worked the tractor of the truck under the viaduct with the Tillerman, Ff. Joe Maloney, steering the Maxim trailer. They spotted in front of the Capitol Theatre. With Ff. Wayne Wilkins, the fourth man, the crew set the jacks for aerial operations, broke out the Tip Ladder Pipe and placed it on the tip of the aerial, then threw the 100' stick to the top floor of the fire building. Engine 6's crew stretched two 3" lines to feed Ladder 1's ladder pipe. The stick was raised to the top floor. Ff. Joe Maloney climbed the stick to run the pipe and put a stream into a top floor window. Later Ff. Maloney came down and the gun was run via halyard from the ground. The stream was redirected to the roof.

Ladder 3 commanded by Lt. Palin, with Ff Pedro driving the front, Ff. Pelletier tillering and Ff. Swirka riding sideways, went to the rear of the building as the 2nd due truck. Up Nathan Pl. from Washington St. they drove the Mack "C"/Maxim tiller truck into the courtyard to the rear of the fire building and began setting up for a double ladder pipe operation.

At this time, it was common for ladder trucks to be equipped with two ladder pipes. First, the Bed Pipe, permanently mounted at the tip of the bed section of the aerial. It was fed by a section of 3" hose connected to a Siamese at the base near the turntable. The Tip Pipe was kept in a holder near the tiller seat. It would be attached to the rungs at the tip of the last fly section on the ladder with clamps. A length of 3" hose was kept in a bin along the stick, on top of the trailer. The tip pipe could be run by a member at the top of the ladder or by a halyard from the ground. Rescue 2, commanded by Lt. Mansfield with Ff.'s Timmins and Kimber arrived assisted in stretching and operating handlines.

C-3, District Fire Chief Fitzgerald, had arrived at the fire at 2122 hours, his Aide parking the Buggy in front of Exposure 4. Fire was visible on three floors and extending. He ordered the Working Fire and seconds later a 2nd Alarm. Both recorded at 2122 hours.

The Working Fire assignment called 2 Engines, a Ladder and the other on duty District Chief to the fire and began relocations. The 2nd Alarm added two more Engine Co.'s. It should be noted that Lynn had a history of enhanced responses to Boxes in the Congested Value District. The plan also tried to get the two Sqrts equipped engine companies, Engines 3 & 5, to the fire early enough that their booms would be close enough to be effective.

At the Western Ave. Firehouse, the men dropped their pool cues and headed for the apparatus floor. First due engine on the Working Fire, Engine 3, commanded by Lt. DeLoury with Ff. Desilets driving, could see smoke from Broad St. Turning onto Union St. they took a hydrant and dropped two feeder lines. An additional 2 ½" line was stretched to Engine 6 for another feeder. Engine 3 attempted to place their Sqrts Boom into operation on the fire building. The position on the street, distance and building cornice made the stream ineffective.

Engine 5 now placed their Sqr Boom in operation protecting Exposure 4, the Capitol Theatre. Another 2 ½" line was stretched from Engine 3 to Engine 5, supplemental feeder.

Engine 10 with 2 firefighters and Lt. Szalkowski in charge, first due on the 2nd Alarm took a hydrant at Washington St. corner of Union St. near Prime Manufacturing Co.'s factory. Putting the 15' soft suction line from the front of the Mack "C" Model pumper on the Steamer Connection they ran two 2 ½" lines to feed Engine 3.

LYNN ASSIGNMENT CARD BOX 416 – CENTRAL SQUARE

Alarm	Engine Co.'s	Ladder Co.'s	Rescue	Chief	Cover	
1st	5, 6, 1	3, 1	1	C3	Engines	Ladders
W.F.	3, 7	2		C4	11/5	
2nd	10, 11				9/3	Re/L2
3rd	9, 8	4			RE/3, Pea/5	Sw/L1
4th	Sw, MA*	Sw			Sg/3, Wp/5	MA*/L1
5th	Rev, Mal, Mel					

* MA = Beverly Control supplies Units

Engine 11, commanded by Lt. Russell and running with 3 firefighters, reported to the rear of the building. Taking a hydrant, they dropped two lines and laid into the rear of the fire. Two, 2 1/2 "lines were run from 11's Mack "C" pumper to feed one of the ladder pipes on Ladder 3's 100' stick.

Engine 7, with Capt. Creamer in charge and running with 2 men, reported to the rear of the fire. Taking a hydrant on Spring St. Knowing that high volume water was needed, they put the soft suction into the Seagrave pumper and ran two 3" lines into Engine 11. Then, Engine 7's crew stretched two more lines, 2 ½", to Ladder 3 to feed the other ladder pipe.

Ladder 2, running the Mack CF/Baker Engineering Aerialscope with 75' boom, was running with three firefighters and Ff. Lizaralde OOG, acting officer in charge. Initially Ladder 2 reported to the front of the building and assisted stretching handlines. They were redirected to the rear courtyard. Pulling the apparatus up next to Ladder 3, they set up the bucket and waited for water.

With the transmission of the 2nd Alarm and the heavy assignment for the Congested Value District there were few Lynn companies not committed to the fire. Automatic Mutual Aid kicked in to cover vacant firehouses.

At 2124 hours the City of Revere struck Box 8271, the Metro Fire Signal for mutual aid to Lynn. Revere Engine 2 and Ladder 2 were sent to Lynn's Western Ave. Station to cover.

District Fire Chief Fitzgerald ordered the 3rd Alarm at 2126 hours calling Lynn Engines 9 & 8 and Ladder 4 to the fire along with Deputy Fire Chief William Conway, car C-2 and Chief of Department Joe Scanlon Jr. as car C-1.

Engine 9, in-route to its cover assignment, was redirected to respond to the fire. Arriving at the fire, Engine 9 commanded by Lt. Ralph Talbot, took a hydrant at Broad and Union St.'s vicinity of 450 Broad St. and ran a supplemental feeder line and relay pumped into Engine 3. Next, Lt. Talbot with his three firefighters threw a 28' extension ladder to a building on Washington St. and stretched a 2 ½" handline to the roof of that building.

Engine 8, commanded by Capt. McMurray, responded to Washington and Broad St.'s and took a hydrant. First, an additional feeder line was put into Engine 7. Next, another line was put into

Engine 11 to supplement their water supply. Capt. McMurray, with his three firefighters then took Engine 8's portable gun and set it up in the rear of the building with Engine 11's pumper feeding it.

It needs to be pointed out at this point that portable master stream appliances at this time were more like semi-mobile. They were the fire departments "Heavy Metal" before the term became popular in music.

The 3rd Alarm truck company was Ladder 4. Running an officer, Provisional Lt. Tom Carritte, and 3 men on an ALF rear mount aerial ladder with a 100' stick. They were the only rear mount ladder truck in the department. Responding to the fire they reported to the Exposure 4 side of the fire. Given orders to check for extension into Exposure 4, they made entry to the theatre. Crossing the lobby and making their way to the auditorium they looked up and were startled to see fire blowing across the ceiling. Looking closer they realized they were looking through the skylight and seeing fire rolling out from the upper floors of the Brown Building. Checking further they found fire had not yet entered Exposure 4.

Coming back out of the building Ladder 4 was relocated to the Washington St. side of Exposure 4A. Ladder 4 threw their stick to the roof of Exposure 4A. Improvising a portable master stream device, they took their tip ladder pipe, brought it to the roof and set it up as a portable gun. Taking a 2 1/2" line from Engine 10, Eng. 10 and Lad. 4 crews ran it across the roof of Exposure 4 A to the roof of Exposure 4 and fed the ladder pipe to put a stream into the fire building. Eng. 10 continued to operate this stream. Ladder 4 also threw a 30' ground ladder to the roof of the Crystal Café.

On Lebel Rd., in the Ward One-derful Section of the city, Chief of Department Joe Scanlon Jr. got in his car and started for Central Square. Listening to the radio traffic and knowing the area, Chief Scanlon ordered the 4th and 5th Alarms at 2131 hours as he drove down Lynnfield St.

The 4th Alarm assignment called Swampscott Engine 3 from their own quarters and Revere Engine 5 to the fire. Swampscott Ladder 1, from their own quarters also responded as 4th Alarm truck. The 4th Alarm also started the recall of off duty firefighters to act as Pilots for the Mutual Aid fire companies covering.

On the 5th Alarm, Revere Engine 2 Responded from their cover assignment at Western Ave. Malden Engine 6 from the Oliver St. Station in the Linden Section of Malden responded and Melrose Engine 3 responded from Melrose's East Side Station.

A minute later at 2132 Chief Scanlon transmitted a Signal 98 calling back an off-duty District Fire Chief to cover the city. DtC. Biagiotti responded, with Ff. John Barry acting as his Aide, running as car C-6.

At 2133 C-1 Special Called an additional Rescue to the fire and Rescue 1 was dispatched. DtC. Fitzgerald surveyed the fire scene. After only 15 minutes fire had extended throughout the original fire building with fire on all floors. Despite several master streams operating, fire was extending into Exposure 2, threatening spalling on Exposure 2A and raging radiant heat at the rear of the building.

At 2136 hours, Chief of Department Scanlon struck the 6th Alarm for Box 416. Then, life got complicated.

Intermission

To be continued in the April-May Issue of the Line Box



APPARATUS UPDATE
By Member Michael Boynton
All photos by the Author



Boston has taken delivery of three new Emergency-One Typhoon pumps for Engine Companies 9, 30 & 48. All are equipped with 1,250 gpm pumps, 560 gallon tanks and 30 gallons of Class A foam.





Burlington Engine 2 has placed in service a 2019 Pierce Quantum pump 1500/500/30 Class A Foam.



Dedham Engine 2 operates with this handsome 2020 Emergency-One Typhoon eMax equipped with a 1500 gpm pump, 750 gallon tank and 30 gallons of Class A foam.



Lawrence has placed Squad 1 in service with this 2020 Pierce Enforcer PUC with a 1500 gpm pump and a 750 gallon tank.



Lincoln Engine 3 is now equipped with a 2019 Pierce Saber pumper rated at 2000 gpm carrying 750 gallons of water and 20 gallons of Class A Foam.



Newbury Ladder 8 is a 2019 KME Panther Tuff Truck with a 103 foot rear mounted aerial.



Newburyport Engine 5 has been assigned this 1019 Pierce Enforcer rated at 1500 gpm with a 750 gallon water tank and 30 gallons of Class A Foam.



The Town of Mansfield has placed in service twin 2019 Emergency-One Typhoon eMax pumps for Engines 31 and 32. Both are rated a 1500 gpm carrying 750 gallons of water and 30 gallons of Class A Foam. Engine 33 is a 2019 Pierce Enforcer rated a 1250 gpm and 750 gallon tank. Three brand new pumpers within the same year, not to bad!



Reedy Creek Fire Department that protects Mickey and his friends at the "Happiest Place on Earth" otherwise known as Walt Disney World has placed this 2019 Emergency-One Cyclone/Bronto Skylift in service as Tower 1. It is equipped with a 1500 gpm pump, 300 gallon tank and a 116 foot boom.



Porterville, California
Arson Fire Claims 2 Firefighters in the Line of Duty.

The City of Porterville is located in the San Joaquin Valley in Tulare County. The Fire Department operates as a combination department with career and call personnel. They man three engines, one quint and one Office of Emergency Service Engine 278 and a brush Patrol Unit

On Tuesday February 18th at 1615 hours Porterville City Communications received a 911 call reporting a fire in the Public Library located at 41 W. Thurman St. about a block from Central Fire Station. The response was Battalion 77, Truck 73, Engines 71 and 72.

Upon arrival at 1617 hours Batt. 77 reported heavy smoke showing from the building and ordered a working fire at 1618 hours followed by the second alarm at 1620 hrs. Mutual aid from Cal Fire Engine 4164 and Tulare County 19 were responding along with callback personnel responding on OES Engine 298 and Patrol 73.

At 1623 Engine 71 reported that they were conducting an interior search for a woman in was wheel chair who still thought to be in the building. Conflicting reports were received that she may have exited the building and the search was continuing by Engine 71, who by this time were at the Bravo side of the interior. At 1631 Engine 71 radioed MAYDAY! MAYDAY! Low on air and in heavy smoke. RIT team was deployed and Engine 71 reported at the bottom of staircase. Radio contact was lost with Engine 71 at 1635 hrs. RIT team was reporting heavy smoke and zero visibility. At 1640 RIT with help from Truck 73 reported one member located in the bathroom. EMS was standing by at the front of the building. Fresh RIT crews were deployed looking for the second firefighter. These teams numbered 11 members broken up into several search crews. They were requesting venting of the building, no fire but heavy smoke. At 1716 hours crews reported items falling down on top of them. They could hear the PASS device of the downed firefighter, but they could not find the stairwell.

The building had been built in 1953 and was not equipped with sprinklers. The fire had gained considerable headway from the time of discovery and throughout the rescue effort. It was being fueled by over 77,000 books etc.

By 1740 the third alarm was transmitted and mutual aid companies were responding. At 1800 hours the search for the missing firefighter had been halted and all companies were ordered out of the building as the fire was now through the roof and defensive operations were getting into operation.

In the meantime PPD members began to look for two teenagers seen running from the building at the time of the fire. They were quickly apprehended, questioned by detectives and taken into custody and charged with manslaughter and arson. Both are being held at the Tulare Juvenile Facility pending arraignment.



Photo courtesy of News Break

The body of Fire Captain Raymond Figueroa was removed from the building and transported to the hospital, where he was pronounced dead.

The body of Firefighter Patrick Jones was located in the rubble late on Wednesday night.



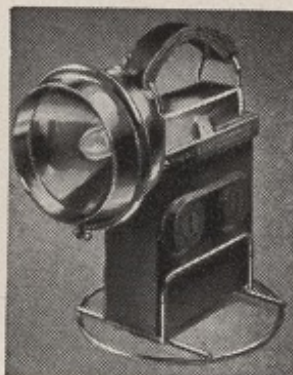
Raymond Figueroa



Patrick Jones

Photo courtesy of the Fresno Bee

The WHEAT SPOTLIGHT



a MUST
under the
**NATIONAL
DEFENSE
PROGRAM**

Fire Departments today are called upon to protect the industries that produce our National Defense Program. Equipment built for endurance as well as rugged service is paramount. The WHEAT Spotlight fills one of these demands. With its 25,000-candlepower light, its 100-hour bulbs and 1000-hour battery, it stands ready at all times to answer any demand made on it.

Its battery is rechargeable, without removing it from the lamp and the entire lamp only weighs 6 lbs.

Its light weight and convenient shoulder strap makes it not only a MUST for your department but invaluable because it allows the operator to have both hands free for other duties such as ladder or hose work—

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