

Box 52 Association



The Line Box



Vol. 18 No. 2

In this issue you will find a statistical review of the 40h Anniversary of the Second Lynn Fire, that we know you will find fascinating along with the full movement of mutual aid companies by time, city and company response.

We also have a great story on a largely forgotten Boston five alarm fire in the downtown area in December of 1942, that few, if any of us ever heard about.

Enjoy!



Box 52 Assoc, Photo by H. Vaughan collection of member R. Conway



Multiple Alarms

October 1st – November 30th

October

Date	Time	Box	City	Address	Building
10-03	1021	2123	Quincy	11 Ring Ave	2.5 wdfrm
10-06	1642	N/A	Milton	501 Randolph Ave	2.5 wdfrm
10-12	2104	2-2002	Weymouth	28 Charles St	3 story brick OMD
10-15	0938	2-1435	Boston	165 Kneeland St	Viola Energy Boston Steam generating plant
10-18	1334	2-5454	Boston	571 Washington St	3 story wdfrm
10-22	1633	2-344	Boston	1875 Dorchester Ave	"Englewood" 6 story OMD apt house. Fire in under bldg. parking garage 2 vehicles involved
10-29	0043	2-3196	Boston	1631 Dorchester Ave	3 story wdfrm
10-31	1647	N/A	Milton	Squantum St @ Quincy Line	House fire

November

Date	Time	Box	City	Address	Building
11/01	0115	2-2889	Boston	1524 VFW Parkway	1 story commercial
11/03	0118	2nd	Saugus	5 Ciampa Drive	
11/03	0426	5-27	Everett	749 Broadway	3 story apartments over mercantile
11/05	0033	2-24	Malden	14 Grove St	
11/15	1446	2-2159	Boston	89 Monroe St	3.5 story wdfrm dwelling
11/25	2044	2-196	Revere	1 Constitution Ave	2 story wdfrm row house
11/28	1542	2-3211	Quincy	6 Fort St	3 story brick OMD apartment



November 28th, 2021 marks the 40th anniversary of the Lynn Conflagration, or to give it its rightful name "The Second Great Lynn Fire".

Over the years much has been written about the fire. Numerous fire photographers have presented their photos of the fire at many a Box 52 meeting. After much thinking and talking with the Line Box Staff, it was decided that we would present the fire in raw data form and with a full, time line for apparatus movements.

We hope that you will find it interesting, especially younger members who were not yet born and those of us who remember it by working the fire, or buffing the job.

It's been forty years for this writer, when an excited phone call from Lexington Fire Alarm telling me "Metro wants us to send an engine to Lynn!" I said "send'em" hung up and called member Bob Convery and said "wanna take a ride to Lynn? They say the City's burning". A quick yes and ten minutes later we were on our way. Coming down Mile Hill on Route 2 we could see the glow to the left and the scanners were going non-stop!

Been to a lot of fires since then, some big and some small. But I will never see anything like the Lynn Conflagration again!



Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

Lynn Fire Department Night Shift Friday Nov. 27th 1800-0800 Saturday Nov. 28, 1981

Engine Company 8 out of service, manpower*. 8 Engines and 4 Ladders, 2 rescues in service

Staff on duty: 50 members: 2 District Chiefs, 14 Company Officers, 34 firefighters

Total Lynn Firefighters returning to duty on callback: 135, *Engine 8 placed in service and responded to the fire with a call back crew.



Buildings involved and spread of fire by bldg. number

Fire #	Address	Stories	Construction	Damage
1	264-266 Broad Street	8	Ordinary*	Total
2	252-258 Broad Street	3	Ordinary	Total
3	278 Broad Street	8	Ordinary	Total
4	244 Broad Street	5	Ordinary	Total
5	7 Liberty Square	8	Ordinary	Heavy damage
6	669 Washington Street	6	Ordinary	Total
7	685 Washington Street	6	Ordinary	Total
8	678 Washington Street	8	Ordinary	Slight damage
9	292 Broad Street	3	Ordinary	Total
10	300-306 Broad Street	4	Ordinary	Total
11	703 Washington Street	3	Metal Clad	Total
12	714-724 Washington St.	1	Wood frame	Total
13	187-195 The Lynnway	1	Ordinary	Total

14	210 Broad Street	5	Ordinary	Total
15	190 Broad Street	8	Ordinary	Heavy damage
16	27 Farrar Street	2	Ordinary	Total
17	23 Farrar Street	2	Ordinary	Moderate damage
18	34 Farrar Street	1	Ordinary	Moderate damage
19	176 Broad Street	1	Ordinary	Total
20	174 Broad Street	1	Ordinary	Total
21	20 Farrar Street	15	First Class	Slight damage
22	16 West Baltimore Street	4	Wood frame	Moderate damage
23	42 Newhall Street	3	Wood frame	Moderate damage
24	10 Nahant Street	2 1/2	Wood frame	Severe damage

*Ordinary construction brick exterior walls with wood joisted interior

Fire Data

Building of origin 264-266 Broad Street. Fire remains under investigation, unknown cause

18 buildings destroyed, 8 damaged estimated dollar loss for entire fire 80 million.

Families evacuated: 402

Jobs lost: 500

Area lost: 8 acres

Water used municipal system: 51,000,000 gallons. Unknown number of gallons of seawater drafted and pumped.

14 Firefighters were injured.

700 firefighters responded

Communities responding 80



First due pump, Engine Company 5

The Time Line of the Fire

This will read a bit different than what you are used to reading. Much of what is printed below was compiled by late Box 52 member L. Murray Young.

Time	Alarm	Engine	Ladder	Other	Comments
0235	414	5, 6	3	C4	Telephone alarm
0238	W.F.	1	1	R2	
0241	2-414	3, 7	2	C3, C1, C2	
0242	3-414	10, 11	4		Saugus E4/Lynn E3 Revere E2/Lynn E3 Revere L1/Lynn L2
0245	4-414	9, Nahant E2			Winthrop E1/Lynn E5
0249	5-414	Swamp. E3, Lynnfield E1	No. Read L1		
0252	6 th & 7 th	Bev. E5 Bos. E56 Eve. E2 Mal. E2, E6 Rev E5	Eve L1 Mal L2		
0253	Sp. Call			R1	
0255	8 th , 9 th , 10 th				
0257	Sp. Call				10 extra engines & 4 ladders Conflagration declared by Chief Scanlon. Off Duty recall of members Man E8 and bring to fire Request additional police Request Mayor to scene
1755					Fire placed under control



Engine Co. 6 second due on the box.



First due ladder, Ladder 3. Buildings in the background will all be destroyed in the fire



Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

Working Fire Engine, Engine Company 1



Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

Working Fire Ladder, Ladder Company 1



Box 52 Assoc. Photo by member Frank San Severino

Rescue 2 was also assigned on the Working Fire



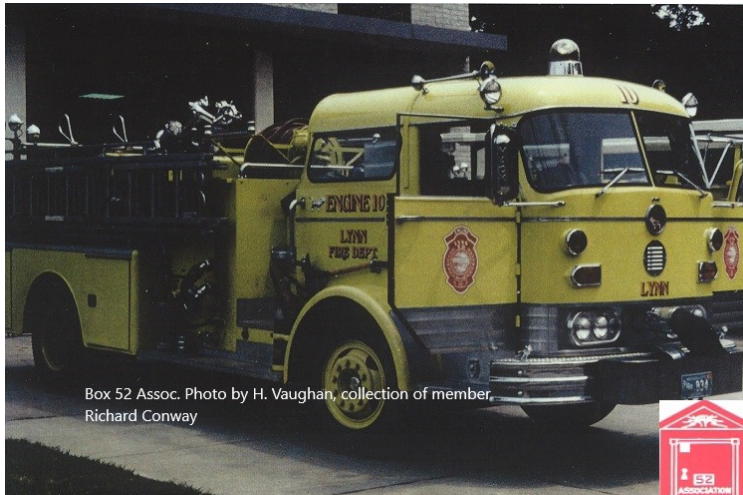
Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

Arriving on the second alarm was Engine Company 3



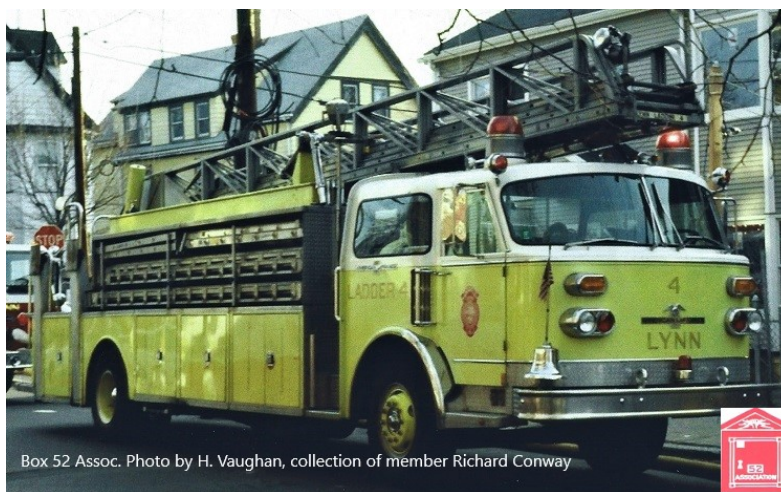
Box 52 Assoc. Photo by W. Curran, used with permission of www.firenews.org, member John Galla

And Ladder 2's Mack Scope.



Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

The third alarm brought Engine Company 10 to the fire.



Box 52 Assoc. Photo by H. Vaughan, collection of member Richard Conway

Ladder 4 responded from quarters it shared with Engine 10 on the third alarm.



Responding on the fourth alarm along with mutual aid companies was Lynn Engine 9.

Mutual Aid Response to Lynn

Time	City	Engine	Ladder	Assigned Duty
0243	Revere	2	1	Cover on 3 rd then to fire
	Saugus	4		
0245	Lynnfield	1		All to the fire
	Nahant	2	1	
	No. Reading			
	Swampscott	3		
0246	Winthrop	1		Cover on 4 th then to fire
0249	Malden	6	2	To the fire
0250	Revere	5		To the fire
0251	Boston	56		All to the fire
	Everett	2	1	
	Malden	2		
0252	Beverly	E		To the fire
	Peabody	5		
0255	Chelsea	3		To the fire
0300	Beverly		2	All to the fire
	Essex		1	
	Middleton	1		
	Nahant	3		
	Wenham	2		
0302	Stoneham	1		To the fire
	Wakefield	2		
0305	Medford	3	2	To the fire
0306	Cambridge	4, 5, 9	2	All to the fire
	Somerville	2	4	
0308	Arlington	2		All to the fire
	Lexington	2		
	Winchester	1		
	Woburn	3		
0309	Boston	5, 50	1, 21	To the fire
0315	Swampscott		1	To the fire

0318	Belmont Brookline Ipswich Marblehead No. Reading	2 2 1 3 7		All to the fire
0318	Hamilton	3		Cover Lynn E3
0320	Cambridge	7		To the fire
0322	Waltham	2		To the fire
0323	Somerville	4		To the fire
0324	Watertown		1	To the fire
0325	Newton	6		To the fire
0335	Lawrence Lynnfield		5 1	Cover Lynn L1 To the fire
0338	Cambridge		Tower 1	To the fire
0339	Burlington	1		To the fire
0346	Andover	3		To the fire
0346	Boxford Danvers Gloucester Manchester No. Andover Topsfield	E 3 1 2 E E		All to the fire
0357	Cambridge	8		To the fire
0400	Chelsea	1		To the fire
0403	Lexington	1		To the fire
0410	Amesbury Peabody Salem	4 5	1 1	All to the fire
0414	Brookline Melrose Milton Weston	3 3 1 2		All to the fire
0417	Waltham	1		To the fire
0424	Haverhill Newbury Rockport West Newbury	4 9 1 3		All to the fire
0425	Reading	2		To the fire
0432	Needham	3		To the fire
0437	Georgetown Newbury Wilmington	5 2	1	All to the fire
0440	Chelsea Everett	2	2	All to the fire
0441	Arlington		2	To the fire
0445	Brookline		2	To the fire
0449	Lowell	3	3	To the fire
0452	Chelmsford	1		To the fire
0454	Braintree	2		To the fire
0459	Natick	5		To the fire
0501	Reading	1		To the fire
0507	Cambridge Weston	1 3		All to the fire
0508	Wellesley	3		To the fire

0510	Ipswich		1	Cover Lynn L1
0510	Tewksbury	1		To the fire
0518	Billerica Lincoln	3	1	All to the fire
0528	Billerica Tewksbury	1 1		All to the fire
0600	Walpole Westwood Stoughton Norwood Essex Merrimack Methuen	1 1 6 1 1 1	1	All to the fire
0600	Groveland	1		Staging
0615	Holbrook	1		Staging
0615	Avon	1		Cover Lynn E1
0620	Lawrence	3		Cover Lynn E3
0620	Salem NH Newburyport	4 7		Both to Staging
0626	Concord Framingham Wayland	43 1 2		All to the fire

All-out transmitted December 14th at 0800 hours

Fire Duty

95 Engine Companies

29 Ladder Companies

2 Rescue Companies

2 Fuel Wagons (Boston & Chelsea)

10 Civil Defense Lighting Units

40 Deluge and deck guns used

23 Ladder Pipes

2 Aerial Towers

3 Squrt Booms (Lynn & Cambridge)

10 2 ½" handlines

5 2 ½" lines feeding sprinklers.

Metro Fire 43 Engines 13 Ladders

Beverly Control 19 Engines 6 Ladders

Haverhill Control 11 Engines 3 Ladders

South Eastern Control 3 Engines 1 Ladder

Natick Control 5 Engines

Chelmsford Control 5 Engines 2 Ladders



Nahant E3 responded to fire at 0300



As did Wenham E2



Ipswich Engine 1 responded at 0318 hrs



Belmont Engine 2 was dispatched at 0318 hours

At 0600 hours the following companies were dispatched to the fire:





Holbrook Engine 1 was dispatched at 0615 hours



Framingham Engine 1, with their classic Maxim S responded at 0626



Newburyport Engine 7 was ordered to the staging area at 0620 hours.

Somerville 6th Alarm Box 2233

M. Sharf Company

Saturday November 28, 1981

Exactly one hour and eighteen minutes from Chief Scanlon placing the Lynn fire under control, a six alarm fire would destroy one of the last remaining buildings of Somerville's meat packing trade.

At 1913 hours, Somerville Engine 7 and Ladder 4 stilled themselves out on a verbal alarm for an outside fire at the rear of Somerset paper. At the same time, Fire Alarm transmitted box 2233 for Somerville Ave and Medford Street the M. Sharf Company. Engine 3 reported heavy smoke showing from their quarters in Union Square . Engine 7 reported a small outside fire they could handle and Ladder 4 went back in service.

Lt. Hurley of Engine 3 reported the M. Sharf building fully involved and ordered the second alarm on box 2233 at 1916 hrs. Ladder 4 was directed to respond to the box. Engine 7 cleared the outside fire and was directed to respond. Engine 6 was ordered to grab a hydrant in front of the building on Medford Street.

Now, keep in mind that the normal mutual aid communities still had companies in Lynn. The running card for box 2233 was basically out the window on the second alarm and, at 1921 hours it was going to get worse when Deputy Chief Cresentini ordered the third alarm!

Engine 2 asked if they should respond. Fire Alarm asked if they were in service and the Officer reported they "could hook up and pump. All our line is rolled up". They were directed into the rear yard of the building on the left and told to "drop a couple of lines".

The third alarm response was Somerville Engine 2, Boston Engine 32, Medford Engine 5 and Somerville Ladder 3.

At 1932 hours, the progress report on the fire was a "4 story mercantile heavy fire on one side of the building and they were trying to hold it". Boston Engine 8 responded from covering Union Square to drop lines and go into the rear of the building. A special call was ordered for two additional trucks and Boston Ladders 9 and 15 responded.

The fourth alarm was ordered by Deputy Cresentini at 2010 hours. A Command Post was established at Somerville Ave and Medford St. On the fourth alarm, a Task Force of 3 engines and one ladder was assigned in place of the normal fourth alarm response. Cambridge Ladder 2 was ordered into the rear first and to be followed by the three engines, one of which was Malden Engine 3

At 2026 hours, the fifth alarm was transmitted and the companies that would be responding were directed into the Bradlees parking lot side of the building. In the middle of all this Somerville Engine 1 now reported a large brush fire along the Boston and Maine Railroad tracks started by flying brands and they were not in position to get a line on the brush.

As the companies were working, radio calls started going out for Somerville 411 the Department Mechanic to respond to service various companies. Engine 2 and 4 were calling for fuel and Engine 1 reported needing oil.

The sixth alarm was transmitted at 2057 hours with a response of Watertown Engine 1, Winchester Engine 1, Weston Engine 1 and the Medford Tower. Other mutual aid companies that made it to the fire included: Everett Engine 2, Cambridge Engine 3, and a Chelsea Ladder Company.

The following worked in both Lynn and Somerville:

Somerville Engine 2, 4 and **Ladder 4**

Boston Ladder 1

Cambridge Ladder 2

Everett Engine 2

Winchester Engine 1

The all out on Somerville box 2233 was sent at 1632 hours on Sunday November 29th, 1981.



Somerville Engine 2's wagon responded to both fires



Somerville Ladder 2 and Ladder1 at the rear of the building on Sunday morning. Photo by Chief Fire Alarm Operator James Swanton. Collection of frank Lee

If you want to listen into some of the action on the Sharf fire here are some audio links from Somerville IAFF Local 76's website. They feature well known Fire Alarm Operator Dick Langille on the mi

Special thanks to the following who supplied information, or photos for this article:

Members: Michael Boynton, Richard Conway, Richard Cutts, John Pozark. Somerville District Chief Frank Lee.



By the time you read this issue, Boston will have placed both of the 2021 E-One Rescues in service at both Rescue Companies 1 and 2.



Rescue Company 1



Rescue Company 2

**Boston & Maine Railroad
Bedford Branch Depot Fires
November & December 1918**

The Boston & Maine Railroad Bedford Branch ran from North Station to Bedford, a distance of twelve miles.

Arlington and Lexington were served seven days a week by both freight and passenger services and in 1918 the line was quite busy. In Arlington several spur lines served the ice houses that dotted Spy Pond and a small yard was located behind the Center between Water and Mill Streets. There were four passenger stops in the town and the central station was located near the intersection of Massachusetts Avenue and Mystic Street.

Lexington, was also a small but bustling B&M town with a small yard located adjacent to the main station located off the Center on Depot Square. Lexington had three passenger stops.

Lexington November 24th 1918

Box 6 @ 0218 hours

Lexington Patrolman James Irwin was making his rounds, rattling doors along Mass Ave in the Center. He he walked towards Depot Square and he noticed smoke around the roof of the Depot. He ran to fire alarm box and pulled the hook on box 6 Massachusetts Avenue & Waltham Street. Combination C and Ladder 1 responded from Central Station on Meriam Street and Combination A headed up the Avenue from its East Lexington station. Firefighters found a fire in the baggage room that had spread into the attic space and went through the roof of the one and a half story wood frame station. The fire had full possession of the entire attic. The operations were hampered by low pressure in the hydrant lines and Chief Edward Taylor requested that Arlington send a pump to the fire. Lexington's Combination B a 1913 Knox pump was out of service for repairs.

Arlington's Combination B responded from the Central Station (*this rig was a sister to Lexington's Knox, both had 650 gpm rotary gear pumps –Editor*). The valuables stored in the office of the American Railway Express Agency were saved, along with the ticket office. The station suffered heavy fire and water damage.

According to Chief Taylor the fire was thought to have started near or in the baggage room. The fire caused over \$ 7,000 dollars in damages and the cause was unknown. No injuries were suffered by firefighters and the Boston & Maine rebuilt the station, which still stands today and is the home of the Lexington Historical Society.



Arlington December 24th 1918

Box 36 @ 0354 hours

A month to the day of the Lexington depot fire, it was Arlington's turn.

A passing truck driver noticed flames in the building and pulled the nearest fire box at old Town Hall on Mass. Ave. just in front of the station. Combination B and Ladder 1 were quickly on scene and found fire from the basement up into the attic. Crews were able to hold the fire to one end of the building. Ladder 1's crew had a difficult time on the slate roof and firefighter Joseph Cadagan suffered a serious facial laceration and was removed to Symmes Hospital for treatment.

The fire started in the basement under the American Railway Express office, but burned away from the area and did not damage the packages. The main waiting room and ticket office were not as fortunate, these areas were gutted by fire and water.

Firefighters George Corbett and Albert Jones operating a hose line outside the waiting room narrowly missed being struck by falling slate from the roof.

According to Chief Walter Pierce, the fire appeared to have started in the boiler room in the basement and had burnt for an extended period before being discovered.

Damage was estimated to be \$ 3,000.00 dollars. The recall was sounded at 0717 hours.

Once again the Boston & Maine wasted no time in making repairs to the building. The station was razed in 1974 to make a municipal parking lot.



Arlington's Combination B a 1913 650 gpm Knox pump worked at both fires.

The Forgotten Five Bagga

December 15th, 1942

5-1461

Salinger's Department Store 489-509 Washington Street

By Frank San Severino Line Box Editor

Assisted by Member William Noonan and Honorary Member Paul Christian

Seventeen days after the tragic Coconut Grove fire of November 28th, and thirty days since the tragic Maverick Square collapse that claimed six Boston firefighters, the Boston Fire Department faced a major downtown mercantile fire that went to five alarms and injured 47 members. This fire, occurring in the downtown shopping area destroyed a six-story mercantile building and injured forty-seven BFD members. Yet, no one has really heard of this fire. Oh sure, you look through the multiple alarm reports, various history books, its listed as "December 15th, 1945 five alarms box 1461 489 Washington Street". Over the years, this fire has become ***Boston's Forgotten Five Bagga!***

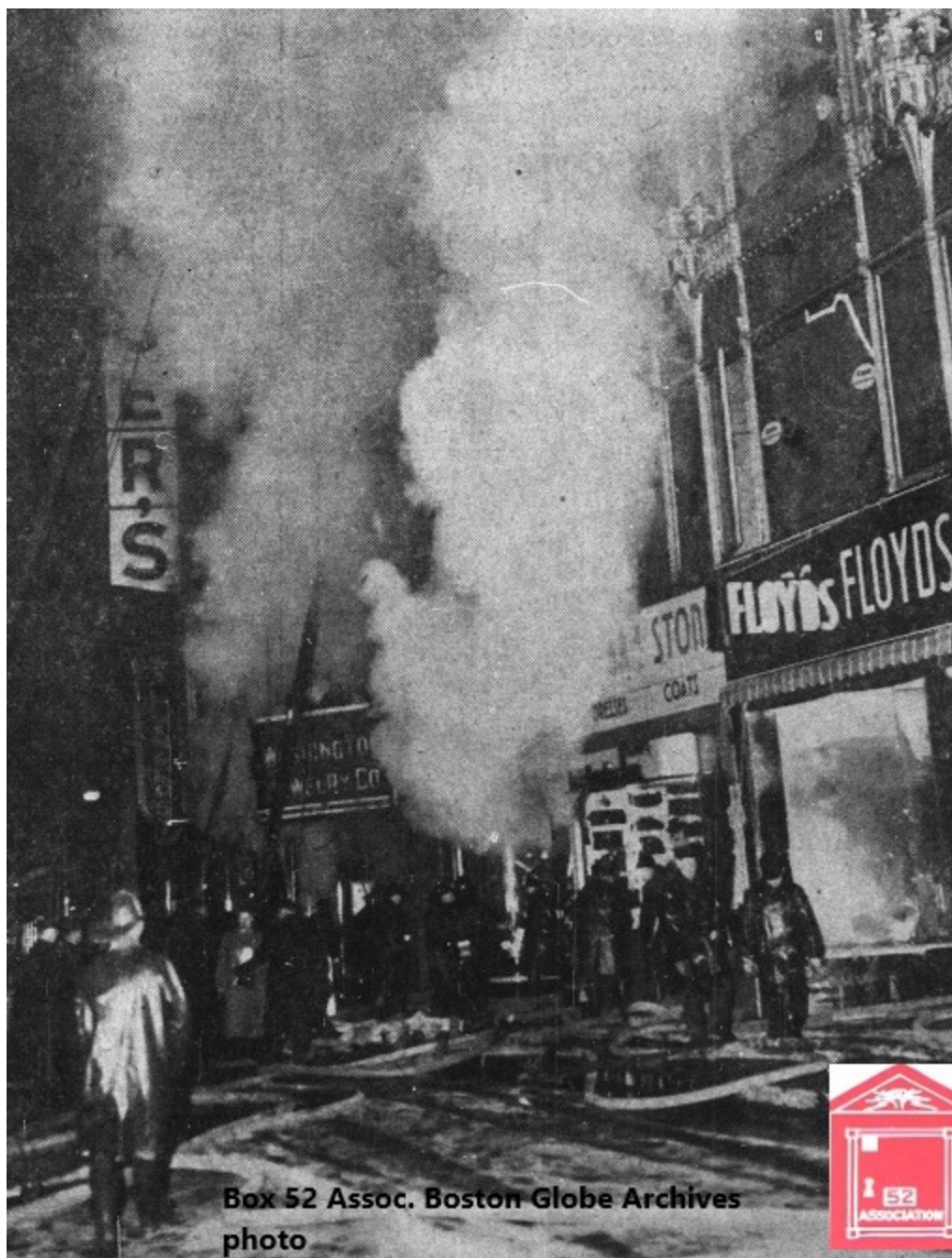
In 1942 the Boston Fire Department operated on a two platoon system. The ranks had been thinned by members serving in the armed forces. In the thirty days between these three major fires one hundred and eleven members were injured, six killed and eighteen were pensioned off due to injuries received battling these three fires.

Sallinger's Department store was located at 489-509 Washington Street at the corner of West Street in the downtown shopping district. It had the reputation of being Boston's exclusive women's-wear store. It occupied the second through sixth floors of the building. The first floor was occupied by the Washington Jeweler's and a shoe store.

The store was packed with Christmas stock and furs. At approximately 2330 hours American District Telegraph (ADT) received a burglary signal for the basement at 501 Washington Street. A "runner" was dispatched and upon his arrival found smoke pushing out of basement and first floor windows and doors. He ran to box 1461 located on the corner of Washington & West Streets and pulled the hook.

The Fire Alarm Office received the box at 2339 hours and stilled out the first due companies, Engine 7 and Ladder 8. The box was transmitted one minute later bringing the balance of the first alarm companies. Arriving companies believed they had a good cellar fire going and swung into action. Engine crews advanced big lines into the 1st floor at the front and rear of the building but were driven back by the heavy smoke condition that was not lifting even with the ventilation work of the Ladder crews.

As all this was going, Coast Guard trucks began arriving on the scene to assist in any way possible under an arrangement with the BFD for "coordinating action in the event of any threat to the Port of Boston". 125 Coast Guard members under the command of Lt. Charles Ashley assisted the police with crowd control. In a few minutes more USCG crews arrived on scene and these men under the command of Lt. John Hanon, a former Boston firefighter, brought members with firefighting experience to the fire.



The first alarm companies were still fighting to gain entry when the second alarm was transmitted at 2357 hours. As these companies started to arrive and get into action, Acting Chief of Department Quigley was shocked when he looked up and saw heavy smoke pushing out of the fourth floor windows. The third alarm was ordered at 0004 hours. Even with fourteen engines, five ladders, Rescue 1 and two Water Towers and extra manpower from the Coast Guard, entry into the building was nearly impossible. The heavy smoke conditions did not allow for the use of the All-Service Masks. Chief Officers were stymied at what was causing the basement fire to keep pumping out the heavy smoke mixed with what smelled like illuminating gas. Later in the fire it was **determined that a gas line had ruptured** and the gas kept the flames going. A/Chief Quigley made the decision not to shut the main down and risk an explosion.

After almost a half an hour, men were becoming overcome at an alarming rate. Most of the first and second alarm crews had taken a terrific pounding and were being tended to by Doctor Crawford Adams from the BCH who responded with seven ambulances. He quickly established a first aid and triage shelter in a nearby store doorway. He tended to the injured and others were transported to the hospital. The fire didn't care if they were BFD members or belonged to the USCG, the smoke leveled everyone regardless of rank.

The fourth alarm was ordered at 0037 hours. Companies who had made it to the upper floors were stunned by the way the fire was traveling due to the heavy Christmas stock. The fire was going in different directions and angles and it was not exhibiting normal fire behavior for this type of occupancy. On top of the weird fire movement the stock was deflecting hose streams before they could reach the flames.

Chief Quigley ordered the building evacuated, once the fire came through the roof and prepared for an exterior attack. Water Towers 1 and 2 were readied and opened up on the upper floors working on the Washington Street and West Street sides.

The fifth alarm was transmitted and numerous handlines added to the gallons of water being poured into the building. Firefighters struggled to keep the fire out of the exposures, which included an eleven story office building.

At approximately 0215 hours the roof caved in and now pockets of fire were still burning. Firefighters struggled through the early morning hours to keep the fire in check and did succeed in protecting all the exposures.

It was also found that the burning of the many celluloid decorations and Christmas items added to the noxious combination.

Entire companies were overcome and suffered from throat burns. First due Engine 7's crew all suffered from smoke inhalation. Engine 12's crew, who arrived last due on the second alarm fared no better than Engine 7's crew.

In total 21 firefighters were transported to the hospitals. A total of forty-seven Boston firefighters suffered injuries at this fire. Two members were so badly injured that they were pensioned off: Firefighter H.A. Kane of Engine Company 13 and Firefighter A.R. Grace of Engine Company 15.

The number of USCG members injured was thirty-three and they were removed to their barracks and base which had been established in the Hotel Brunswick in the Back Bay. Many were treated in Sick Bay at the hotel. Three of their numbers were transported to Boston City Hospital for smoke inhalation.

By day break a pall of smoke hung over the entire downtown shopping district. Shoppers along with area workers were stunned by the sight when they emerged from the Subway onto Washington Street.

The building was a total loss and was torn down. The fire originated in the basement and the cause is listed as undetermined. The dollar loss estimated to be \$ 421,000. The all-out was transmitted at 1316 hours with Engine 4 and Ladder 21 as the detail companies



Box 4161 Washington and West Street

Time	Alarm	Engine	Ladder	Rescue	Water Twr	Chiefs
2339	Still	7	8			
2340	1461	25, 26, 39	18	1	2	Div. 1, Dist. 4, 5
2357	2-1461	15, 10, 3, 6, 8, 12	3, 10		1	C-2 A/Chief Quigley
0004	3-1461	13, 38, 33, 32, 2, 21	20			
0037	4-1461	42, 20, 37, 35, 9	17			
0120	5-1461	51, 23, 16, 50, 53				



Christmas Apparatus Update

By Michael Boynton Line Box Staff
All photos by the Author

Well, it is the Christmas edition of the Line Box, so for your viewing pleasure I offer you images of what each and every one of us wanted for Christmas when we were kids....that's right, an AMBULANCE!! In the spirit of the season, here are some of the ambulances (rescues if in Rhode Island) delivered here in the past twelve months. Here's wishing everyone a very Merry Christmas and a truly Happy New Year.



Box 52 Assoc. Photo by member Michael Boynton



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1860

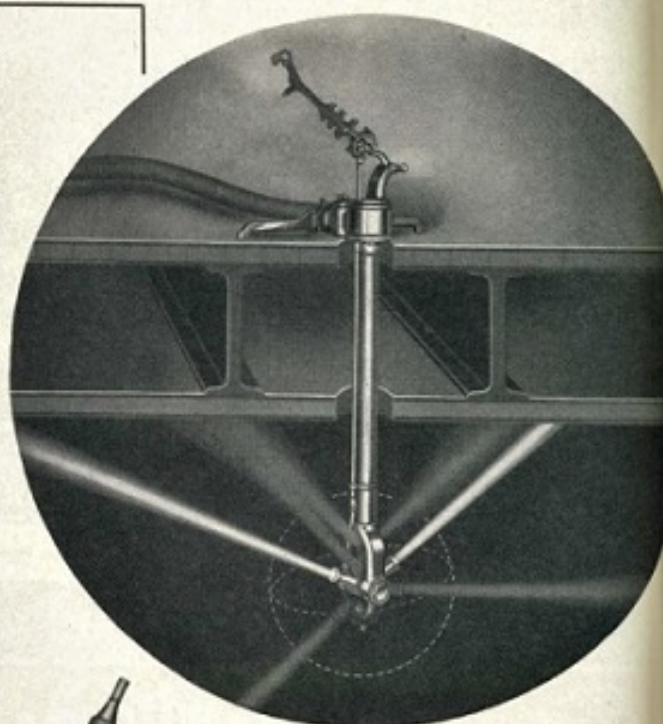
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