

Box 52 Association



The Line Box



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

*Celebrating the sesquicentennial of the sounding of Box 52 November 9th,
1872*

Vol. 18 No. 4

It's here!

The much delayed issue number 4 is done! This issue is a bit different than our past issues. It is loaded with stories and photos, but it was not fully written by the Staff. Several members stepped up and provided articles and photos.

In keeping with the 150th anniversary of the Great Boston Fire we have a fire from 1897, 25 years after the fire. This one is from a fourth alarm in East Boston.

Have a safe summer and we will see you all in September!

"The Clifford, Black Fire"
Malden – April 28, 1964 – By Bill Sullivan
All photos author's collection

This piece is respectfully dedicated to Mr. Douglas Dupont, the 25 year old part-time delivery man, and Malden resident who tragically lost his life at this fire. Bill Sullivan

The Clifford, Black & Company Inc. Furniture Store stood at 364-366 Main Street in Malden Square. It was a four-story building, of ordinary construction, with a "yellow" brick exterior. The business opened in Malden Square sometime in the late 1800's. Most notable about the building was the large, plate glass, furniture display windows on both the first and second floors, overlooking Main Street. They can be seen in this post card below.



When the business first opened its doors, it was located just steps away from the original Malden Fire Department Headquarters. Both buildings can be seen in the post card photo above. Note the red-brick fire house with the bell tower. This firehouse opened in 1874, and closed in 1918 when the "new" and present day headquarters opened on Salem Street at Sprague Street.

The Day of the Fire – Tuesday, April 28, 1964, was a clear early spring day, in Malden. The temperature was a cool 50 degrees F with an easy easterly breeze blowing at 15 mph. "The Square" was well known then as a busy shopping center with many clothing, house-ware and specialty shops as well as restaurants and boutiques. Malden High School, located just two blocks away, on Salem Street, had let out for the day and by all indications the Square was a very busy place at 3:00 pm on that day, as it was every day.

The Fire – Little did anyone realize on that clear cool spring afternoon, was that Malden Square was about to experience the worst building fire in the downtown's history. At 15:26 hours Malden Fire Alarm transmitted Box 14. Engine 1, which was the first due engine on Box 14's running card, had gone out of service, for mechanical issues, just 20 minutes before the Box was struck.

The first alarm was as follows; Box 14 at 15:26 – Engine 5, Engine 3, Engine 4, Rescue 1, Ladder 1, Ladder 3 and Car 2

The deputy fire chief on duty that day was the very seasoned Bernard Mahoney. Car 2, first to arrive on Main St., reported “heavy smoke showing”. A well-advanced fire greeted first arriving firefighters and would present many challenges throughout the afternoon and into the night.

Newspaper reports indicate that as the first due companies, Engine 5 and Ladder 1 arrived; the large plate-glass windows, at the front of the store on both the first and second floors, were darkened and streaked by the heavy churning smoke and high heat condition inside the building. Deputy Chief Mahoney quickly discovered that heavy fire was venting from the rear of the building. This discovery lead the first due Engine 5, under the command of Captain John Murphy, to lay 2 - 2 ½” lines down Exchange St. (which at the time was a narrow street on the “B” side of the building) and into themselves. This was a total of 1,100 feet of hose, from a hydrant on Main Street.



Malden Engine 5 – High Pressure Fog Unit – second section to Engine 1

This placement decision, made by Captain Murphy for Engine 5, left the “A” side of the building open for Ladder 1, which was under the command of Lieutenant Michael Hannon. The story, most commonly passed down from firefighters who were there in the early minutes of this fire, was how the front plate-glass windows blew out just as Lt. Hannon was getting out of the officer’s seat of Ladder 1 pelting him with large shards of glass and exposing him to a tremendous amount of heat from the heavy fire now venting from those large display windows. Deputy Chief Mahoney also suffered serious lacerations to his hands and arms, from the plate glass, which would later require numerous stitches to close. The deputy chief wrapped the wounds and remained at the fire throughout the firefighting efforts, deciding the stitches could wait.

Due to the mid-afternoon time of day, this business was obviously open and operating, and a quick assessment of the life hazard was made with reports of employees still inside the building. As other first alarm companies were still arriving this serious life hazard concern presented itself quickly, as two employees crawled out of a third floor window, overlooking Main Street, and onto a small ledge. Ladder 3 responding from their quarters at 176 Pearl St., under the command of

Captain Vincent Sullivan, quickly rescued these two employees from that third floor ledge. Capt. Sullivan, Firefighter Bernard Hoffman and Firefighter Joseph Fontana were credited with the rescue of these two employees over Ladder 3's 65' aerial ladder.



Malden Ladder 1 – 1959 100' ALF / TDA

As additional first alarm companies were arriving, and going to work, anguished shouts for help could be heard coming from within the building, near a loading dock. It is reported that Captain Robert Mallon (responding on Rescue 1, with Engine 1 out of service) received facial burns during his heroic attempt to reach a 25-year old, part-time deliveryman, who had become trapped by the rapidly advancing fire. The employee had actually taken a freight elevator, with the furniture company's owner, from the smoke filled third floor to the first floor when the fire was discovered. Once on the first floor, as the elevator doors opened, the owner staggered through the smoke to the street. However, the young deliveryman went in the opposite direction once off the elevator. Despite the efforts of firefighters, he would be the sole fatality resulting from this fire. His body was found after the fire was knocked down, not far from that elevator.



Malden Ladder 3 – 1942 65' Seagrave Jr. Aerial

The balance of the first alarm assignment included Engine 3 and Engine 4. With the first due companies heavily involved in rescue work as well as conducting difficult searches, under high heat and heavy smoke conditions, in the areas of the building that could be reached, these two companies initiated a fire attack that would go on throughout the afternoon and into the evening.



Rescue 1 – 1956 Mack B



Engine 3 – 1956 Mack B

Acting Chief of Department Joseph Henigan who, according to the Malden Evening News Article about the fire, said that this fire was “the worst fire in the downtown area that he could recall in his three decades with the department”, skipped the 2nd alarm and ordered a 3rd alarm at 15:31. He had been monitoring the radio and, knowing the building and area very well, responded to the fire upon hearing DFC Mahoney’s arrival report.



Joseph Henigan



Bernard Mahoney



Engine 4 – 1956 Mack B

The transmission of the 3rd alarm brought the remaining Malden Fire Companies; Engine 2 and Ladder 2 from their 4 Laurel St. quarters and Engine 6 from Oliver St. in the Linden section of the City. Filling out the balance of the 3rd alarm were companies from Melrose, Everett, Revere and Medford.



Engine 2 – 1959 Mack B and Ladder 2 – 1943 Seagrave 65' Jr. Aerial

According to the Malden Evening News; "Flames leaped high into the air and huge puffs of smoke billowed out of the building onto Main St., Exchange St., and onto the parking lot of nearby Mal's Market, covering cars with soot and cinders." Firefighters whom this writer has spoken with about this fire, and who worked at this fire (including this writers father who was riding the back

step of Engine 3 that day) have expressed how rapidly this fire progressed and the effort it took to prevent it from progressing through the exposed buildings, a couple of which it had spread to.

This fire spread into the third floor of an adjacent furniture store on Exchange St. as well as a bridal boutique, a jeweler, and a paint shop also on Exchange St. Only the incredible firefighting efforts of those who responded kept this fire from taking other adjacent properties. Other buildings in the immediate area also suffered fire damage as well as smoke and water damage including the district Social Security Office, Kennedy's Dairy Products, The Malden Square Donut Shop, E.A. Stevens Real Estate & Insurance Co. and the Malden Co-operative Bank. These buildings and businesses were located on Main, Exchange and Middlesex Streets.



Engine 6 – 1956 Mack B and Car 2 on Oliver St. in Linden

It was estimated by local news agencies that more than 2,000 people filled Malden Square to watch the MFD and mutual aid firefighters battle this fire. This crowd gathered despite the heavy smoke that blanketed the Square throughout the afternoon and into the evening. As the evening progressed temperatures took a sharp drop and chill winds brought the cold air in as firefighters worked through the overhaul stages of the operation well into the night.

In 1964 the Malden Fire Department operated from 5 fire stations housing 6 engine companies, 3 ladder companies, 1 rescue company and 1 engine company (Eng. 7) as a brush fire company. The department staffed a fire prevention division and a fire alarm division consisting of a 3-person "wire-gang" and 5 fire alarm operators who were all firefighters. The department had a total compliment of 165 members. Engine 5, originally ran out of a 6th fire station at 22 Mountain Ave. in the West End. That station was closed in 1948 and the company was moved to headquarters to respond as the second section to Engine 1. All of Malden's Fire Stations still stand, with the exception of MFD – HQ, in the post card at the beginning of this piece.



Engine 5 operating a deck gun in the rear of the Clifford & Black Co.
(This photo is believed to be by well-known photographer, James Blomley)

Some random fire related notes regarding company operations;

District 1 – Headquarters, 1 Sprague Street:

Engine 5 to Box 14 at 15:26 ret. at 02:19 on April 29, 1964 – used 1150' of 2 ½" and 700' of 1 ½" (E-5 ret to fire scene at 03:44 hours, ret. at 04:13 hours)

Ladder 1 to Box 14 at 15:26 ret. at 01:24 on April 29, 1964 – used 231' of ladders

Rescue 1 to Box 14 at 15:26 ret. at 01:24 on April 29, 1964 – A & B Generators for 6 hours

Melrose Engine 3 covering Engine 5 at 15:55 hours

Medford Ladder 2 covering Ladder 1 at 15:35 hours

Somerville Engine 3 covering Engine 5 at 17:44 hours

District 3 – 176 Pearl Street:

Engine 3 to Box 14 at 15:26 hours – Used 1150' of 2 ½", 250' of 1 ½", and pumped for 3:30 hours.
Returned at 19:44 hours

Ladder 3 to Box 14 at 15:26 hours – used 153' of ladders and 5 salvage covers.

Medford Engine 6 covering Engine 3 at 15:37 hours and left at 19:44 hours.

District 4 – 67 Ashland Street:

Engine 4 to Box 14 at 15:26 hours – used 1200' of 2 ½", 150' of 1 ½" and 25' of 3" and pumped for 10 hours.

District 5 – 22 Mountain Avenue (now a privately owned residence)

District 6 – 139 Oliver Street:

Engine 6 to Box 14 on the 3rd Alarm at 15:31 hours – used 900' of 2 ½" and 1 salvage cover and pumped for 3 hours. Returned to reload new fresh hose and then covered Engine 1 returning at 02:29 hours.

District 2 – 4 Laurel Street:

Engine 2 to Box 14 on the 3rd Alarm at 15:30 hours – used 1200' of 2 ½", 450' of 1 ½" and 50' of 3" and pumped 3:30 hours. Returned at 19:29 hours

Ladder 2 to Box 14 on the 3rd Alarm at 15:30 hours – used 165' of ladders and 1 mask, hauling lines and all salvage covers. Returned at 19:03 hours

Revere Engine 5 covering Engine 2 at 15:35 hours and to the fire at 15:37 hours

Revere Engine 4 covering Engine 2 at 15:40 hours and returned to Revere at 19:41 hours.

Revere Engine 4 responded to 3 outside fires during the cover assignment; Rear of Dinan Potato Shed on Broadway at 15:54 hours, Olive Ave. at 16:15 hours – returned while in route and the rear of the Charles Daniels School at 17:22 hours.



The fire area today: 350 Main Street with Exchange St. to the right of the building and Centre St. (Rte. 60) to the left and Middlesex Street in the rear of the building.

Celebrating the sesquicentennial of the sounding of Box 52 November 9th, 1872

The Line Box staff will do fire reports from before the November fire in 1872. On the twenty-fifth anniversary in 1897, the fiftieth in 1922, seventy fifth in 1947 and the one hundredth in 1972 finishing with fires on the 125th anniversary in 1997.

Our second story and it has been copied verbatim from the newspaper report on Friday April 2nd, 1897

FIERCE BLAZE.

An East Boston Block Was Badly Guttled.

Deputy Chief Reagan Took No Chances.

Promptly Sent In A Fourth Alarm.

Flames Fed by Dry Wood and Shavings.

Origins of the Fire is not Easily Accounted for.

S.T. Manson Owned the Woodworking Mills.

Property Loss It is Estimated Will Reach \$30,000.

The first fourth alarm fire in East Boston in more than a year was rung in last night for a lively blaze in the wood working mills of S.T. Manson, 98 to 111 Border Street. The two upper stories of the building, which is a long, four story brick block were badly gutted, and the stock and machinery on the two lower floors were badly damaged by smoke and water.

A fact that makes this fire of unusual significance is that some three weeks ago, Fire Commissioner Henry T. Russell ordered of the electric buttons which formerly connected the various buildings of the plant with Engine Company 9 located on Parris Street. No reason is assigned for this action on the part of the commissioner.

Fred P. Manson, son of the proprietor, claims that had the buttons still been in the plant and in good working order, much of the damage entailed might have been averted, and the fire itself might have been confined to small dimensions.

The building is occupied on the lower floor by S.T. Manson, who has his office and molding room there; Frame and McPherson, house and ship carpenters, L.L. Harris, who occupied both a corner of this and part of adjoining building; while portion of the second floor and all of the third and fourth floors were occupied by the Phonoharp company as a factory.

The plant is situated in the square bounded by Decatur st on the north, Liverpool st on the east and Border st on the west. The buildings are situated on Decatur and Border sts, while there is a lumber shed and stables located on Liverpool st. The space between the main building and Liverpool st is used as a lumber yard.

Origin of Blaze,

The fire started in a passageway between the engine room and the fire room, which is situated the brick building on the corner and the wooden sawmill, one story in height, which connects the two main buildings.

It was first discovered by watchman E.N. Banks, who at the time was in the engine room. As he describes it he had merely turned around for a moment when he smelled smoke and heard the crackling of flames, on rushing to the door, he found a wheel barrel filled with shavings, which was standing in the passage way, blazing away, while from it, feeding on the shavings and refuse excelsior with which the passageway was freely strewn, the flames were radiating in all directions, but principally in the direction of the long brick building which suffered the most damage.

Mr. Banks, who is an elderly man first tried to put out the blaze by throwing several buckets of water over it, but the flames quickly got beyond his control and ran to the nearest box 632, at the corner of Liverpool and Decatur sts. In his nervousness and excitement he did not make a success of ringing in the alarm, and the attention of patrolman on the beat, John F. Mitchell was attracted to the spot.

Another young man came running up, and was ordered by Officer Mitchell to ring in the alarm, while he attended to getting out the horses from the stable. Of these there were eight.

The first alarm was rung in at 9:32, the second following at 9:36, the third at 9:40 and the fourth alarm at 10:20. The second and third alarms were rung in at the order of District Chief Peter McDonough, and the fourth by Deputy Chief John Reagan.

While momentary loss caused by the fire would not seem to warrant the pulling in of the fourth alarm, and in fact, this was freely commented upon by the spectators, Deputy Chief Reagan told a Globe reporter that he reasons for doing so because he observed a long crack running from the top towards the bottom of the wall of the building that the fire was chiefly confined, and knowing the inflammable nature of the materials in, as well as around the building, he determined to take no chances.

He also said, a fact which was patent to all beholders that surroundings of the plant were of such nature that had the flames once into the adjoining buildings they would soon have gotten beyond all control.

Another reason was because about this time the flames in the building upper story seemed to get beyond the control of the firemen and burst out the windows and through the roof in huge masses, driving a number of the firemen down the ladders, and illuminating the heavens for miles around. The wind had begun to rise and was making its presence felt.

Firemen Driven Back

When Engine 9 and Ladder 2 arrived at the scene of the fire, the flames had already penetrated the two upper stories of the long brick building on Border st. and it was evident that a serious conflagration threatened. District Chief McDonough was immediately on the scene, and at once ordered a second alarm to be pulled in, and a few minutes later a third.

The contents of the upper stories were of the most inflammable nature, consisting chiefly of oils and resinous substances used in the polishing of the woodwork in the harps. After the fire had once obtained a hold on this, it blazed out so fiercely that it drove the firemen back before it. Dense clouds of heavy smoke arose and floated out to the southeast, driven by the strong wind out to sea. This was visible for many miles around.

The fact that the building could be approached from all sides enabled them to make headway at once, and it was not more than 15 minutes after the fourth alarm had been that they had the flames under easy control. Streams were directed against the building from Decatur, Border and Liverpool sts, and from the roof of adjoining buildings, and their influence was speedily felt.

To all utensil purposes the flames were extinguished at 11, after having burned over a considerable extent of space and caused a property loss not less than \$ 30,000.00.

The origin of the fire is a puzzle. According to the story told by watchman Banks, there was no apparent reason why the shavings in the yard and passageway should have caught fire, and he was inclined to attribute spontaneous combustion as the cause. He said a good part of the waste material around the buildings was saturated with oil and inflammable preparations. There were no workmen in the building when the fire broke out, the last having let at 9, more than a half hour before the flames were first discovered.

Fred Manson, son of the proprietor, was also unable to account for the origin of the flames. Like the old watchman he leaned toward the spontaneous combustion theory.

The Phonoharp company employed in the vicinity of 75 hands, and Manson about 35. All told in the neighborhood of 200 men were employed in the plant, and most of these will be thrown out of employment.

The loss on the building and stock is covered by insurance, placed mostly through Boston agencies.

Patrick Toothy, 25, a member of the fireboat's crew, fell from a ladder fracturing his collar bone.

Below is the response to the fire as recorded from the H.Q. Journal. Companies are in numerical order, not in response order. This information was supplied by honorary member Paul Christian.

Time	Alarm	Engines	Chemical	Ladders
2135	623	5, 6, 8, 9, 10, 11		1, 2, 8
2139	2-632	15, 25, 26, 27, 36, 39		
2148	3-632	40, 43	1, 7	
2219	4-632			

Salisbury 9th Alarm
38 Central Ave.
By Andrew Murphy & James Nolan

On January 17th, 2022, the Salisbury Fire Department received a single telephone call reporting a fire on a porch that was extending to a structure. As the first arriving officer arrived on scene, he immediately transmitted a first alarm after a quick assessment noting the fire was quickly spreading to adjacent exposures. The second and third alarm was transmitted consecutively.

The buildings that were initially on fire were Michael's Oceanfront Motel which was built in the 1950s. Adjacent to the motel was an eight-unit apartment building that was built in the 1960s. Luckily the motel was only occupied by two residents. However, the apartment building had all eight units occupied. While the fire continued to quickly spread, the initial responding engine crew began rescuing multiple people from the apartment building with only four firefighters.

Thirty minutes into the fire, the winds began to intensify. The winds at Salisbury Beach were reported to have a sustained velocity up to 30 to 45 miles an hour. The intense winds greatly hampered the efforts to help keep the fire from spreading, and the fire quickly spread to two additional buildings on the south side of the main fire buildings. When these additional two buildings started to catch fire, the fifth, sixth, and seventh alarms were quickly transmitted. Like many properties in a typical Beachside community, the buildings were located within feet of each other. Because of the increased winds, embers began landing on roofs and decks, igniting a roof fire and two deck fires that mutual aid companies were able to extinguish.

Due to the intense winds, it made it very difficult to extinguish the fire even with 4 deck guns, two ladder pipes and multiple hand lines in operations.

In total, nine alarms were transmitted. There were 26 engines, 4 Ladder trucks, Mass DFS ISU, DFS Rehab, Mass State Police FIU, Boston Sparks, Rehab 5, Atlantic Ambulance, Red Cross, MEMA.

This fire was a loss of about \$5 million in property value.

Time line of fire from Broadcastify Archives

0147 Still alarm, reported porch fire 38 Central Ave

0152 Orders of Engine 6 transmit the first alarm have an 80x60 2 story wdfr fully involved

0154 Orders of Engine 6 strike second alarm

0154 Orders of Engine 6 strike 3rd alarm, multiple bldgs. involved

0156 Car 2 Capt. Murphy on scene has command, defensive ops, heavy fire conditions

0218 Orders of Car 2 strike 4th alarm

0232 Orders of Car 2 Strike 5th alarm

0236 Strike 6th alarm orders of Car 2, reports four bldgs. involved

0240 Transmit the 7th alarm

0242 Transmit 8th alarm

Cambridge Engine Co. 9 “Returns to Quarters”
By Mark Roche
All photos, author’s collection



On June 3, 2022, Cambridge Engine 9 returned to their 128-year old firehouse at 167 Lexington Ave after a \$4.3-million renovation
(M. Roche Photo)

The rehab included;

- Upgraded HVAC system
- Installation of a fire sprinkler system
- New modern kitchen relocated to the second floor
- Creation of a fitness room
- Four new bunkrooms
- New bathrooms with accommodations for female firefighters
- Upgraded electrical system and new plumbing
- Information technology improvements
- Separate room on the first floor for PPE lockers
- Addition of PPE extractor & dryer located in a first floor decon room
- All new energy efficient windows
- Improvement to the station driveway and parking area



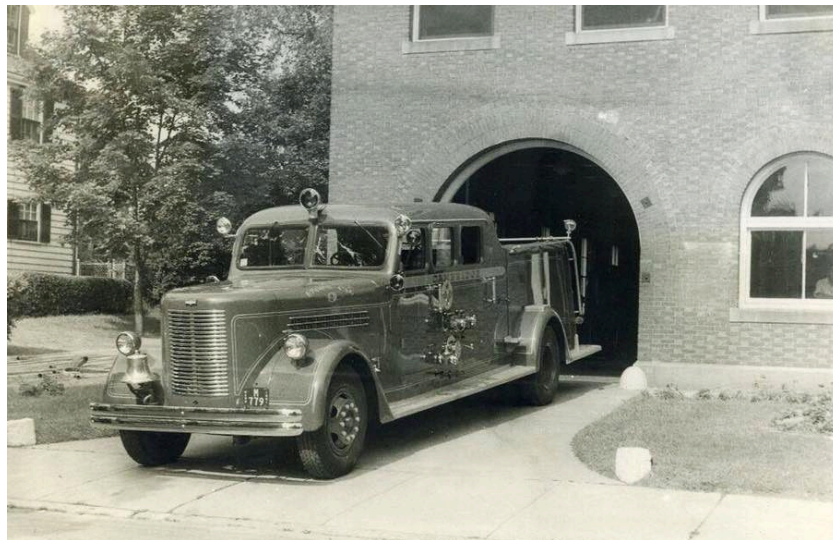
During the 16-month project, Engine 9 was relocated to a temporary station at 144 Smith Place (*M. Roche photo*)

Station 9 was built in 1874 and occupied by horse-drawn double tank chemical wagon designated Chemical 2 on June 7 of that year.

In 1917, Chemical 2 was re-designated as Combination 2 with the delivery of new motorized Knox chemical & hose wagon.

In 1928, a new ALF 750 gpm pumper was delivered and designated Engine 9.

In 1951, Engine 9 was assigned a 1948 Pirsch closed-cab 1000gpm pumper, former Engine 2. The Pirsch pump was heavily damaged after an MVA in 1955.



Engine 9: 1948 Pirsch (*K. Boyle collection*)

The 1948 Pirsch was then replaced by a 1944 Pirsch open-cab, X-Engine 6.



Engine 9: 1944 Pirsch (K. Boyle collection)

In 1952, Engine 9 was issued a GMC/Lacey/Robinson hose wagon as a second piece. The GMC was replaced by one of the eight infamous IH/Farrar wagons in 1967.



Engine 9 Wagon: 1967 IH/Farrar (T. Mulvihill collection)

In 1971, Engine 9 received one of the four Maxim S-Model 1250 gpm pumpers delivered to Cambridge.



Engine 9 Pump: 1971 Maxim (A. Munzing photo)

In 1979, Engine 9 received a new 1250 gpm pumper built by CFTI on an HME chassis.



Engine 9: 1979 HME/CFTI (B. Joyce photo)

In 1989, Engine 9 received one of three new 4-door cab Pierce Lance 1250 gpm pumpers



Engine 9: 1989 Pierce Lance (R. Washburn photo)

Engine 9 is currently assigned a 2004 Pierce Saber 1250 gpm pumper. This rig is scheduled to be replaced in 2023.



Engine 9: 2004 Pierce Saber (M. Boynton Photo)

**Lawrence 5-7111 April 15th, 2022
28 Crosby Street
All photos by Kevin White**

On Friday evening April 15th Lawrence Fire Alarm received a single call for a building fire at 28 Crosby Street. Box 7111 was transmitted at 2149 hours with the first alarm assignment of Engines 6, 8, 9, Ladder 4, Squad 1, Car 21 Deputy Chief and Box 52 member John McInnis.

Arriving first due companies reported heavy fire showing. Car 21 reported on arrival heavy fire showing from the third floor of a 3 story woodframe. Deputy McInnis ordered the second alarm at 2153 hours followed by the third alarm one minute later. The fire was reported to be extending to the "B" and "D" exposures. The fourth alarm was ordered at 2203 hours with the companies to report to staging at Ladder 4's quarters. The fifth alarm was transmitted by Car 20 Chief of Department Brian Moriarty at 2209 hours.

A total of five buildings were involved, two were so heavily damaged that they were demolished the next day. The fire left 15 families homeless.



Box 52 Assoc. Photo by member Kevin White

Heavy fire from 28 Crosby Street



NASHUA FOURTH ALARM FIRE

By Kevin Kerrigan & Dave Parr

Nashua is a city in southern New Hampshire. As of the 2020 census, it had a population of 91,322, the second-largest in northern New England after nearby Manchester. It is a seat of New Hampshire's most populous county, Hillsborough.

Built around the now-departed textile industry, in recent decades Nashua's economy has shifted to the financial services, high tech, and defense industries as part of the economic recovery that started in the 1980s in the Greater Boston region. Major private employers in the city include Nashua Corporation, BAE Systems, Amphenol. The city also hosts two major regional medical centers, Southern New Hampshire Medical Center and St. Joseph Hospital. The South Nashua commercial district is a major regional shopping destination, lying directly on the Massachusetts border and taking advantage of New Hampshire's lack of sales tax. It is anchored by the Pheasant Lane Mall and numerous smaller shopping centers.

Nashua was twice named "Best Place to Live in America" in annual surveys by *Money* magazine. It is the only city to get the No. 1 ranking on two occasions—in 1987 and 1998.

Nashua is protected by the Nashua Fire Rescue Department, a full paid career department with an ISO II rating, the second largest department in the state, under the command of Chief Steve Buxton. NFR consists of 176 career members operating out of eight facilities: six fire stations, a dispatch center, and a training site. With a command structure of one Chief, one Assistant Chief, four Deputy Chiefs, seven Captains, twenty-nine Lieutenants, and 112 Fire Fighters staffing six engine companies, three ladder companies and the Deputy Chief – Shift Commander and his Incident Command Technician (Aide). Each company is always staffed with an officer and three firefighters. The department responds to over 52,000 calls for service annually. The average emergency response time to arrive on scene is 4 minutes or less in over 90 percent of the time. The department operates with an all-Pierce fleet of apparatus.



Box 52 Assoc. Photo by Dylan Conway

On September 3rd 2021, @ 10:12 in the morning Nashua Fire Alarm was receiving calls for a building fire on the corner of Harbor Ave and East Otterson Street which is just 4 blocks from Engine 4's quarters on East Hollis Street. Nashua Fire Alarm located on Lake Street transmitted Box 4216 with a response of Engines 4, 1, 3 (RIT), Ladder 2, and C-4 with OIC Deputy Chief and Box 52 member Kevin Kerrigan. Engine 2 and Ladder 1 were at Station 2 out-of-service for EMS training and went back in service immediately once this was confirmed as a "job".

Upon arrival Deputy Chief Kerrigan found heavy fire showing from the second floor and attic of a 25 x 75 - 2 ½ story brick and wood building with a 1st floor auto repair shop with an apartment above on the second floor. A major factor was another 2 ½ story wood frame 15 unit occupied residential building attached to the fire building on the exposure 4 / D side, that shared a common wall with the roofs of both building connected. After making his initial size up Deputy Kerrigan transmitted a second alarm at 10:14, with a second alarm response of Engines 2, 5 and 6 and Ladder 1. Covering the city on the second alarm was a Merrimack Engine at Station 1, a Manchester Engine and Nashua Ladder 3 at Station 2, a Lowell Engine and the Hudson Ladder at Station 3, and a Hollis Engine at Station 6.



Nashua Engine 4 crew led by newly promoted Lieutenant Patrick Kerrigan, son of the IC, stretched their attack line right up to the second floor and made good progress hitting heavy fire however there was still heavy fire in the attic above. Ladder 1 and Ladder 2 split their crews to vent the roof over the fire and did searches in the fire building and exposure building evacuating any remaining occupants. With an aggressive interior attack underway but with a severe exposure problem, Deputy Kerrigan transmitted a 3rd alarm @ 10:20. Response on the third alarm was the Merrimack Engine, Hollis Engine and Nashua Ladder 3. 3rd Alarm coverage was a Londonderry Engine to Station 1, Manchester Engine and Ladder at Station 2, and a Chelmsford Engine at Station 6. The Lowell Engine and Hudson Ladder remained at Station 3.

Nashua Chief of Department Brian Rhodes arrived on scene and assumed command, with Deputy Kerrigan assuming the role of Operations Chief. Chief Rhodes ordered a 4th alarm at 10:29 bringing the Lowell Engine, Hudson Ladder, and the Londonderry Engine to the fire.

4th Alarm coverage was a Windham Engine at Station 1, a Salem Engine and Dracut Ladder at Station 3. The Manchester Engine and Truck remained at Station 2 and the Chelmsford Engine remained at Station 6.

An aggressive interior attack combined with prompt sounding of additional alarms resulted in a terrific stop, confining the fire to the building or origin with no extension into the exposure. Nashua fire investigators determined that the fire likely was electrical in nature starting in the attic area. The owner of the auto repair shop lived in the apartment over the shop. The wife of the owner came into the shop to report the fire to her husband, and fortunately she had evacuated her kids but was evaluated for smoke inhalation.





Apparatus Update
By Michael Boynton
All photos by the author

Welcome to Summer! The area has again been busy with apparatus arrivals, and many more orders as well. What remains to be seen is exactly how the global supply chain issues will affect these new orders in terms of delivery times, but the projections are not good....up to 22 months to receive ambulances, and as much as 26 months for engines and ladders. This unprecedented time is already having an impact on prices, and availability of equipment, such as hose, is in high demand and low quantity. As this continues to unfold, departments are being forced to reexamine capital plans, and in many cases accelerating replacement of vehicles. It is certainly hoped that better days are ahead.

In terms of new rigs since our last update, here are a few from Metro Boston and Eastern MA.



Dedham – Engine 3 – 2022 E-One Typhoon eMAX 1500/750/30A



Lynn – Engine 2 – 1996 KME Renegade 1250/750 (former Halifax E-2 – Purchased as a Reserve Engine)



Medford – Ladder 1 – 2021 Seagrave Marauder 100' TDA



Medford – Ladder 2 – 2021 Seagrave Marauder 100' RMA

EASTERN MASSACHUSETTS



Abington – 2021 Ford F-550/Firematic BRAT 4x4 250/300/10F



Bedford – Squad 1 – 2021 Ford F-622/HME Ahrens Fox Mini-Evo 4x4 1500/400/10A



Framingham – Engine 7 – 2021 Pierce Enforcer 1500/750/100B



Groveland – Engine 3 – 2021 Ferrara Cinder 1500/1000/20A



Halifax – Engine 2 – 2021 E-One Typhoon eMAX 1250/1000/30F



Kingston – Tower 1 – 2022 Spartan/Smeal 2000/300 100' MMA



Massachusetts Firefighting Academy – Bridgewater – Engine 9 – 2022 International/Ferrara 1250/530



Methuen – Engine 1 – 2021 Pierce Enforcer 1500/750/20A



Scituate – Car 3-7 – 2020 Ford F-550/Fouts Brothers 4x4 1500/285/15F



Wayland – Engine 2 – 2022 Pierce Enforcer 1500/750/30A



CIRCLE

Rides The Leaders

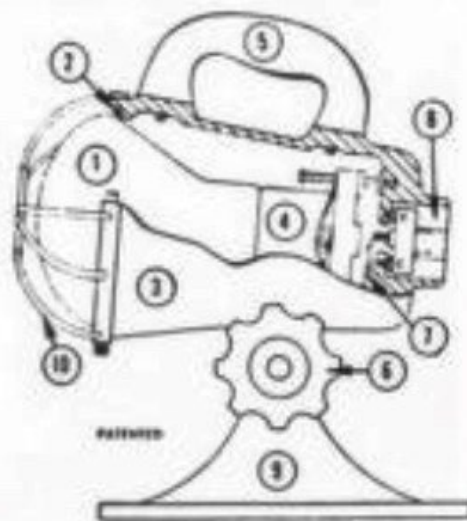
Leading Apparatus Builders Furnish CIRCLE-D-LIGHTS

1. Shock and Ice Water Test proves **CIRCLE-D LAMPS** can take it.
2. Silicon Gasket cushions lamp — withstands heat, remains soft and pliable.
3. Full depth housing for complete lamp protection.
4. Spring mounted socket — absorbs shock, pulls lamp against gasket, can't shake loose.
5. Plastic handle — comfortable to hold, resists heat and cold.
6. Friction clutch elevation adjustment — just position, stays put.
7. Fiberglass insulated wire — withstands heat and cold.
8. Twist lock cord connection — can't pull loose.

9. Large anti-tip base.
10. Rugged spot welded lamp guard.

CIRCLE-D's are designed to take the abuse of emergency use.

Write for Catalog P2.



NATALE MACHINE AND TOOL CO:
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