

Box 52 Association



The Line Box



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

Winners of the 2024 IFBA Newsletter of the Year Award

Vol. 21 No. 4

Your Line Box staff has put together a Grand Slam of great and different articles, that we know all our readers will enjoy! Wishing all our readers a safe, healthy and enjoyable summer!



Late Box 52 members Jim Blomley & Danny Sullivan taking in the job on East Dedham St. May 1975. See full story of this fire inside this issue. Photo by George Rizer collection of Honorary Member Paul Christian.

Boston's Eight Alarm

Inside Rubbish Fire

8-1715

64 Gerard Street Sunday March 16th, 2025

At 0828 hours Fire Alarm received a call for a fire at Resource Recovery, a construction material recycling company at 64 Gerard Street.

The building was a 100 x300 feet open waste transfer facility. The fire deep seated in the tons of materials in the building. Defensive operations commenced and the crews settled in for a long day.

First due Engine 22 ordered the second alarm, shortly after arrival.

The fire pushed a large plume of thick black smoke over the City and the fire was located just about two miles from the annual St. Patrick's Day Parade in Southie.

The fire was placed under control around 1630 hours and detail companies remained on scene until early on Monday,

Time	Alarm	Engine	Ladder	Rescue/Spec.	Chiefs
0828	1715	14, 3, 22, 21	4, 26	2	Dist. 7
	RIT	21, 20	23, TL-3, 14		Dist. 9, H1
0834	2-1715	24, 37, 33	15, 17, TL-10		Div. 2, Dist. 4
0836	3-1715	3, 17	7		
0840	4-1715	42, 10			
0850	5-1715	18, 28, 39	29		
0853	6-1715	4, 2, 52			C-1
0906	7-1715	8, 5	16		C-3
0916	8-1715	53, 41			C-2

As always thanks to Retired BFD Commissioner Paul Christian for supplying the info on this strange job!



HISTORY OF REVERE ENGINE 2

**By Member Peter Aloisi
All Photos by the Author**

The Point of Pines Fire Station was constructed, under the WPA, in 1938 on land donated by local real estate developer Alden A. Mills, at 140 Lynnway, which is located at the northerly end of Revere Beach, and just feet from The General Edwards Bridge and the City of Lynn.

To the East, is the Atlantic Ocean and to the West is the Pines River. In between were mostly modest, single-family homes, many of which were built by Mr. Mills. The fire station, Alden Avenue and Mills Avenue were all named after him.

With the exception of going over the bridge, to Lynn, on Mutual Aid, all of Engine 2's runs were south 200 yards on the Lynnway, past the former General Edwards Inn and onto Revere Beach Boulevard.

Engine 2 often covered Engine 5, still located on Freeman Street, which is at the intersection of Revere Street and Northshore Road, or they went directly to a working fire. Due to its location, Engine 2 always had the least number of yearly runs in hand – me- down apparatus and staffed with mostly older firefighters, close to retirement age.

I witnessed, first-hand, most of Engine 2's responses, going past my house, for nearly twenty years, as I was born and grew up on the Lynnway. I never visited or hung out at the station, in fact, the only time I entered the station was to vote, when I turned 18.

Due to extreme budget cuts, Engine 2 and Engine 3, in Beachmont, were disbanded, in 1991. Later, in 2008, Engine 3 was reactivated and relocated to a newly constructed firehouse, in North Revere which also quartered Malden Engine 4.

Even though Engine 2 was disbanded, Revere's spare apparatus was numbered Engine 2 and during extreme weather conditions, involving flooding and over the July 4th Holiday, Engine 2 was temporarily activated, in their original quarters.

During the past decades, thousands of new apartments and condominiums have been constructed on Revere Beach Boulevard and in The Point of Pines. In 2021, the City approved reopening and staffing Engine 2, however, the building was beyond repair and had to be demolished.

The City then approved funding to build a new firehouse, with groundbreaking taking place in 2023, and the station is scheduled to open next month. A new 2025 E-One Typhoon is on order, but until delivery, Engine 2 will use a 1995 Pierce, Saber, formerly Bolton Engine 1. This will mark the first time Engine 2 receives a new rig.



The new Point of Pines Station, due to open in a few weeks.



"New" Revere Engine 2, former Bolton, MA. Engine 1.

The following are the apparatus which ran as Engine 2:

1917 Seagrave formerly Engine 1 – S/N # 17071, one of two purchased along with a ladder truck. No photo available

1942 American LaFrance formerly Engine 1



1948 American LaFrance formerly Engine 5



1951 Mack formerly Engine 1



1964 Seagrave formerly Engine 5



1979 Mack formerly Engine 4



1989 Pierce formerly Engine 1



2004 Pierce formerly Engine 1



Fires That Didn't Make the 6 O'Clock News
Saturday May 10th, 1975
3-1646
103-105 East Dedham Street

By Editor Frank San Severino
Information and Photos by Staff Member Paul Christian and William Noonan

Saturday evening of a pleasant May weekend was getting going. Buffs were arriving at the "Lot" of the Howard Johnson's restaurant on Mass. Ave and South Hampton Street adjacent to Boston Fire Headquarters. Other Buffs were in the Club Rooms of the Tapper Club and the Boston Sparks at 99 West Fourth Street on the second and third floors with radios blaring. Shortly after 2100 hours Tower 1 called Fire Alarm and ordered the box for a building fire on East Dedham Street. Fire Alarm transmitted box 1646 at 2104 hours.

Tower 1 reported a fire at 103-105 East Dedham Street in a vacant four story warehouse. A heavy smoke condition was encountered by the companies.

The fire was eating its way through the building and flames soon burst through the roof. At 2119 hours District Chief Doherty of District 4 ordered the second alarm. Fire conditions were getting worse and soon the building was fully involved and Companies were using master stream devices and big lines.

Division 1 Deputy Chief O'Mara ordered a third alarm at 2119 hours and the companies prepared for a long stand. The upper floors of the warehouse started to collapse into the first floor. Engine 26's Sqrt wagon was used with great effect in hitting the fire. The allout was sounded at 0012 hrs of Sunday May 11th.



Engine 21 with their gun working. Photo by George Rizer collection of PAC.

Time	Box	Engine	Ladder	Rescue/Special Units	Chiefs
2104	1646	3, 43, 7	Twr 1, 13		Dist. 4
2119	2-1646	22, 26, 12, 10	17,4	R1, Lighting Plant 1	Div. 1, Dist. 2
2134	31646	21, 24, 25, 37	15		



Another George Rizer photo with Rescue 1 and Aerial Tower 1 working. Collection of PAC.



Photo by Member Bill Noonan



Bill Noonan caught member and freelance news camera man Dany Sullivan getting the shot.



Engine 3, first due pump working as smoke pushes from the upper floors. Photo by member Bill Noonan



Engine 26's Squrt wagon hitting the fire in the 4th floor. Photo Bill Noonan.



Fully involved! Photo by Bill Noonan.



Engine 26's Sqrut Wagon working on the upper floors.

The next day companies were still at work on the fire.



This shot is looking down East Dedham Street. It is the same location that G. Rizer's picture with Rescue 1 and Aerial Tower 1

working.

On Sunday, first due Ladder Company - Aerial Tower 1 was still hard at work, hitting the fire. Both photos by Bill Noonan.



The Eagle Engine Company 3 & Firefighter William F. Noonan

Before Bill Noonan was assigned to the BFD Arson Squad as one of the photographers, he was a firefighter assigned to Engine Company 3 in the South End. As thank you for all the photos he shares with the Line Box. I thought it fitting that a few shots of Engine 3 in action as the first due Engine Company at the fire would be fitting. Hope you enjoy these photos that Bill took of his old company!





Somerville June 10, 1974

Arrow Paper Fire

3-21

By Frank Lee, Somerville District Fire Chief

Monday June 10, 1974, was a very warm, sunny, late spring day in Somerville, MA. The recorded high was 93°F at 1500. At 2000, the temperature was 68°F with 76% humidity, and winds of 15 MPH gusting to 25 MPH. Also, it was graduation night for Somerville High School.

The Arrow Paper Company was located at 29 Harding St., in a one-story cement block and steel bar joist warehouse that was heavily stocked with paper products for restaurants. Adjacent to it, at 33 Earle St. was Marks Dispatch, a trucking company, housed in a one-story brick and wood joist garage along the railroad tracks. The area, known as the Boynton Yards, consisted of railroad yards with commercial buildings, abutting a tightly packed area of 2½-story wood-frame dwellings and three-deckers.

At Somerville Fire Headquarters, group 3 had reported to duty at 1700. At that time Engine 1 and the 303 car (on-duty District Chief) ran out of 265 Medford St at the intersection of Highland Ave. Somerville Fire Alarm was located in the building next to HQ. Engine 1's crew consisted of Lt. Riccio, Firefighters Frank Bennet, John Zonghetti, Dick McKenzie and George Janus. In the 303 car were District Chief Chester Timmons and his aide, Charlie Morgan. The Deputy in the 302 car, was Deputy Chief Edward Callan, 302 ran out of E7 at 265 Highland Ave.

At the Cross St. Station, Engine 2, with a pump and wagon, had a crew of four, including Acting Lt. Joseph Reilly, one of the most senior firefighters on the job. On the backstep of the wagon was FFOP Robert Brickley, with four months on the job. Ladder 2 also had crew of four, including Lt. Dick Cahill, chauffeur Charles Breen Sr. (father of current Chief of Dept. Charles Breen Jr.) and tillerman Louie Ferretti (uncle of your author).

In Union Square, the normal first-due companies were already busy. Both companies would soon be in Cambridge. Engine 3 covering E5 in Inman Square and Ladder 1 at a fire on Albany St. At the time, Somerville Engines 4 and 5 ran out of the Lowell St. Station. Engine 5 was out of service due to mechanical problems, with no spare available.

A fire at 29 Harding St. should have called for Box 23, (South & Hunting Streets.) For reasons lost to time, is why Box 21, (Medford & South Streets) was transmitted instead.

Somerville Fire Alarm Operator Dick Langille transmitted Box 21 @ 2020.

Engine 1 and 303 arrived first, they found a fire at the rear of the building, in the loading dock area. Engine 1 placed their wagon in between Arrow Paper and Marks Dispatch. Engine 1 and Engine 2 both ran 1½-inch lines to extinguish the fire on the outside of Arrow Paper's loading dock. At this point, District Chief Timmons observed fire inside the warehouse. He ordered Ladder 2 to throw the stick to the roof and vent. Then he climbed into Engine 1's wagon to order a Working Fire @ 2026. While returning to the loading dock, an explosion occurred, and the north wall of the warehouse suddenly collapsed on top of the firefighters of Engine 1 and Engine 2. Lt Riccio dazed and on the ground, notified Chief Timmons that Firefighter George Janus was buried in the collapse.



Chief Timmons went to assist and directed other arriving companies help dig out Firefighter Janus, who was buried up to his chest in bricks and flaming debris. A hose line was ordered to keep Firefighter Janus cool. Chief Timmons transmitted a second alarm and requested ambulances to the scene @ 2028 hours. Firefighter Janus was extricated under extreme heat and smoke. Janus and four other members, who were burned or injured during the rescue were transported to Mass General Hospital. Fortunately, the members of Ladder 2 had not yet reached the roof when the explosion occurred.

Chief Timmons was then notified that two members of Engine 2 were missing on the other side of the collapse.

He transmitted a third alarm at 2029 and requested Car 301, Chief of Department Joseph Mack, to the scene. Soon after, 302, Deputy Chief Callan arrived, he had Chief Timmons supervise the rescue efforts. The Deputy started positioning companies to halt the spread of the fire.



Photo by Late Box 52 Member Hank Brennick, courtesy of Firenews.org.

At this time, the fire was heavily impinging on Marks Dispatch. There were three trailer trucks inside the building, members were ordered to enter and attempt to remove them. With little time to spare, the trucks were driven through the closed roll-up doors. The fire was gaining intensity, with large firebrands dropping onto the neighboring residential area.

Deputy Chief Callan called Fire Alarm @ 2042 to special called six engines to the fire. Dick Langille then called Newton Control, "we need ten engines, Six to the fire and Four to cover."



Photo by late Box 52 member Hank Brenick, courtesy ofFirenews.org

During the extrication of the members of Engine 2, identifying who was missing was challenging, as five members had already been transported to the hospital. While the two buried Firefighters were dug out, it was initially thought Engine 2 Firefighter Patrick Sullivan was among those buried. However, Sullivan had the night off. Acting Lt Joseph Reilly was wearing Sullivan's boots, because Reilly's were wet from a fire the previous night. The two crushed members were extricated and sent to MGH, along with five additional Firefighters and a police officer injured during recovery efforts.

Over the next several hours, numerous special calls to the scene were requested, including the Malden Tower.

From a Boston Globe Article: Fire Investigators were focusing on a report of an explosion at the height of the fire which caused the roof and part of a wall of the warehouse to collapse and trap the firefighters. A crane was brought in the next day to dismantle the smoldering building to remove parts of the structure still left standing and to sift the rubble for clues to the origin of the fire. Lieutenant Joseph Ambrogne of the MA State Fire Marshalls Office said, "The area of the fire, in the rear of a large shopping center at Somerville Avenue, Washington Street, and McGrath Highway, had a series of small incendiary fires believed to have been set, recently. The cause of the fatal fire may not be determined for days."

The origin and cause of the fire was never determined.



SOM L1 the next day. Capt. Bill Doherty and FF Lou Devlin on turn table (photo courtesy Ed Morrissey)



Area where FF's were buried. Marks Dispatch on the right. (photo courtesy Ed Morrissey)

Firefighter Joseph W. Reilly, age 53, was a 24-year veteran of the Somerville Fire Department. Joe was a U.S. Navy veteran of World War II, serving on the U.S.S. Massachusetts from its launch in 1942 to the end of the war. Engaging in 16 battles, his ship fought in both the Atlantic and Pacific theaters. His love for his ship didn't stop at the war's end. He was on the Committee that created "Battleship Cove" in Fall River. The U.S.S. Massachusetts rescue from the scrap heap was partially due to Joe's efforts, and there is a memorial on the ship honoring him for those efforts and recognizing his line-of-duty death while with the Somerville Fire Department. A Funeral Mass for Firefighter Reilly was celebrated at St. Clement's Church in Somerville. Interment followed at Woodlawn Cemetery in Everett.

Firefighter Robert H. Brickley, age 32, had joined the Somerville Fire Department just four months before his death. Born and educated in Everett, Robert was a sports and fitness advocate and bodybuilder. He was expected to win an upcoming Mr. New England Body Building competition. He had been on the waiting list to become a firefighter in Melrose but decided to take an opening in Somerville. Prior to joining the Fire Department, he worked for 10 years in the Water Division of the Metropolitan District Commission. A Funeral Mass for Firefighter Brickley was celebrated at St. Therese's Church in Everett. Interment followed at Woodlawn Cemetery in Everett.

Firefighter George Janus sustained burns over most of his body. He recovered from his injuries and eventually returned to full duty. George always wore long sleeve shirts to work after this. He remained on Engine 1 until he retired over twenty years later at age 65. Sadly, he passed away a few months after retiring. All other injured firefighters also returned to duty.

The current Somerville Fire Department Headquarters at 266 Broadway was under construction at the time of the fire. It was named the Reilly-Brickley Central Fire Station, with a bronze plaque honoring the two firefighters displayed on the front wall.



Photo by Frank Lee

On June 6, 1999, marking the 25th Anniversary of the fire, a large gathering of area firefighters assembled on South Street, a short distance from the fire site. There, they dedicated a cast bronze sculpture, depicting a coiled fire hose with nozzle and two crossed axes. The names of the Firefighters are inscribed on the memorial. Every year since, on Firefighters Memorial Sunday, there are two ceremonies held: one at the Arrow Paper Memorial and one at the Lowell Street Station.

The former Boynton Yards industrial area has been redeveloped and no longer exists as it once did. Boynton Yards is now a 1.8 million square foot mixed-use biotech development, featuring lab and office space, apartments, an arts and community center, and over two acres of public green space.

Due to the extensive redevelopment, the memorial to the fallen firefighters has been relocated near the fire site, to 111 South Street. A small park surrounds the memorial, with four granite benches arranged in a semi-circle around the sculpture.

Response to Box 21 for 29 Harding St

2020 hours - Box 21 E1-E2-E4 **L2-L4** 303 (District Chief)

First due E3 and L1 in Cambridge. E5 OOS due to mechanical, no spare pump available

2026 - Working Fire by orders of 303 District Chief Timmons.

response 302 Deputy Chief and 410 Auxiliary Lighting Plant

2028 2-21 Engine 7 (before FA could fill it out, 3rd was transmitted)

2029 3-21 SOM E6, E9 (Aux), BOS E32, MED E5, EVE E2, **SOM L3**

301 car Chief of Dept Joseph Mack

2040 SOM L1 to fire from the fire in Cambridge, on Albany St

2042 Orders of Deputy Chief Callan (302) special call six engines

BOS. E8, E10, E3, E33, MAL. E3, CHE. E5

2046 BOS E11, MEL E1,

2049 SOM E3 cleared from a run to Cambridge Box 217, ordered to the fire by Cambridge Fire Alarm

2057 Revere E4, Watertown E1

2101 Malden **Tower Ladder 3**

2102 Cambridge Aux Lighting Plant from the fire on Albany St CAM

2112 Logan Airport E1

2217 Lynn E9

2245 Watertown Aux Lighting Plant

2252 Chelsea E4

2343 Cambridge E5

Destroyed buildings: 29 Harding St. Arrow Paper,
33 Earle St. Marks Dispatch

Dwellings and commercial damaged by heat and flying brands:

28, 29, 32, 33, 34 Ward St. 22, 24, 30, 34, 36, 40 Horace St.

June 12, 1974: Nearly 44 hours after the first alarm for Box 21, some Somerville companies were still operating at the Arrow Paper fire scene. The department was in mourning, getting ready for the funerals of Firefighters Joseph W. Reilly and Robert H. Brickley, when another multiple alarm fire occurred. Covering companies were still in the city at the time.

1539 hours - Box 42 for 82 Sacramento St corner of Beacon St.

SOM E4, MED E4 (from E7), SOM E6, with CAM E1 on line box.

SOM L4 from quarters, **SOM L3** (from Box 21), Car 302

1541 Second Alarm Box 42 By orders of E4,

MAL E3 (from E1), CAM E5 (from E2).

BOS E32, MED E5, **SOM L2** (From Box 21), **EVE L2**

The fire was in a 2½-story wood-frame building housing a bar with apartments above, now known as The Cornerstone (formerly R.F. O'Sullivan's), across from Star Market

Engine 4 reported heavy smoke showing on arrival and they had a report of people trapped. The fire originating in the walls and spread to the upper floors.

Residents were removed over ground ladders and interior stairways.

1710 All Out transmitted Box 42



City of Somerville Fire Department

SOMERVILLE, MASS.

19

To: Joseph M. Mack, Chief Engineer

FROM: District Chief Timmins

SUBJECT: Activity Report - 3rd Alarm Fire - Box 21 June 10, 1974

Sir:

Upon arrival Engine #1 Wagon located between Marks Dispatch and Arrow Paper Company to a point within 75' of loading platform that was burning upon arrival. Engine #1 and Engine #2 Companies operated 1½" pre connected lines to extinguish fire on outside of Arrow Paper Company building. I observed fire within the building and ordered Ladder #2 to raise stick to the roof to ventilate. I went to Engine #1 Wagon to radio Fire Alarm that we had a working fire and was returning to the platform area when the rear wall blew out and Lieutenant Riccio was laying on the ground. I dragged him to a point of safety. Lieutenant Riccio came to and notified me that George Janus was back in the area of the wall collapse. I looked back and saw Janus buried up to his chest with bricks, head bleeding and his arms showing above the pile of bricks. I went to his assistance and summoned firefighters at rear of building to assist in removing Janus from his trapped position. Janus was removed under severe heat conditions and I radioed Fire Alarm to sound a second alarm and dispatch ambulances to the scene. A hose line was ordered to cover Janus while the removal operations were being performed. When Janus was extricated I ordered that he be taken to the Massachusetts General Hospital and that Lieutenant Riccio and other firefighters who has been burned and injured be also removed to the hospital.

I was then notified that 2 men were missing from Engine #2 Company. I ran to the other side of the wall collapse between Mark Dispatch and Arrow Paper Company where these men were buried under the collapsed wall. I ordered a 2½" line to sweep area to keep radiated heat from the location where men were located and ordered an immediate search for missing men. Under protection of the stream from the 2½" line we searched for and removed first firefighter Robert Brickley and then firefighter Joseph Reilly. They were both sent to the hospital. I summonsed Chief Mack via radio to this location. When Chief Mack arrived he advised me to be taken to the hospital for treatment. I was taken to the Somerville Hospital by my aide Charles Morgan.

Respectfully submitted,

Charles Timmins
District Chief Timmins

**METROFIRE
1981-2025**



**David L. Frizzell, Executive Director
March 2025**

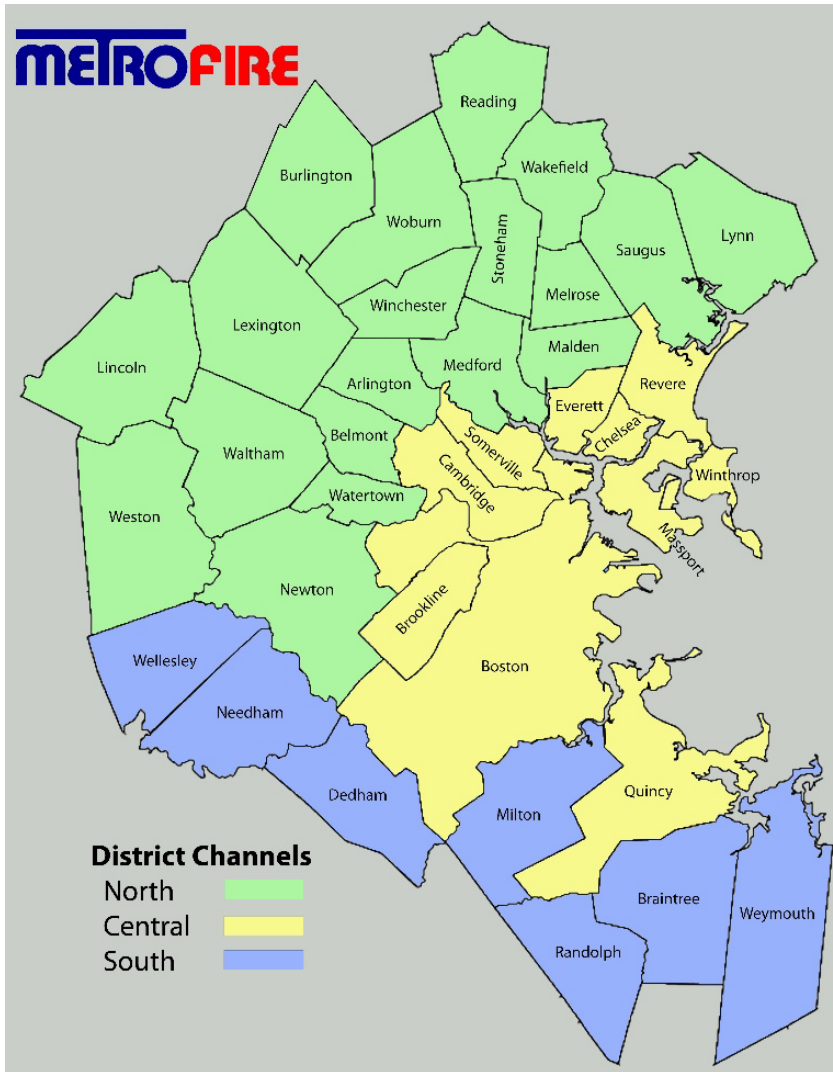
Let me first introduce myself. I am Chief David L. Frizzell, retired Chief of Department in Belmont Massachusetts. After retiring with almost 35 years of service, and the last 16 years, as of Chief of Department, I applied for and was the successful candidate for the Metrofire Executive Director's position. The Executive Director's position was created back 2016 to meet the ever-increasing demands of running Metrofire. I have over 20 years of experience in Metrofire.

In the last four years there has been significant improvement in moving Metrofire into the 21st century both operationally and administratively. The three main focuses are Mutual Aid, Communications, & Training.

Primary mission, of Metrofire, is mutual aid. Metrofire grew out of Executive Order #37 by Governor Furcollo which established 14 Fire Districts across the Commonwealth in 1960. The Fire Districts are fixed by the Executive Order(s). In 1981 the initial group of 33 municipal departments and Massport Fire signed a formal mutual aid agreement and started Metrofire. In 1982 Governor King, by Executive Order 221, increased the number of Fire Districts from 14 to 15 and formally recognized all of the members of Metrofire Agreement as being Fire District 13. The most recent Mutual Aid Agreement runs until 2041.

Metrofire was the formulation of what is known as a Mutual Aid Organization. It can have members who are outside of the identified State Fire Districts. A department can belong to multiple mutual aid organizations. Prior to the formation of Metrofire individual communities had mutual aid agreements on a community-to-community basis. This caused a very inefficient "leapfrog" of apparatus where communities would send all of their resources to a fire in an adjoining community and then apparatus would come and backfill or "cover" their stations. There was no order to the system. Metrofire has grown when Randolph asked to join, bringing the total number today to 35 departments providing one mission.

Metrofire protects the largest number of residents in the Commonwealth. The Organization is composed of 35 full-time staffed fire departments including Massport which has two locations being Logan International Airport, and Hanscom Field. Metrofire departments are in the four counties of Suffolk, Norfolk, Essex, and Middlesex. Its members also belong to three different Homeland Security Regions. Metrofire has been subdivided into three sub-districts which follow the Homeland Security Regions. The sub-districts are the North, Central, and South Districts.



Metrofire & Shaded Sub-Districts

As a member of Metrofire, a community must give mutual aid to get mutual aid. The jurisdiction of an incident always remains with the local Incident Commander (IC). In the event the incident covers multiple communities or disciplines the Incident Command System (ICS) and the National Incident Management System (NIMS) is used and a unified command is established.

Metrofire operates with the guidance of its "Operations Plan" which is loosely defined as the "10 Alarm Run Cards". There are two versions of this plan. One version is for departments and dispatch centers and includes more information and resources than the 10-Alarm Run Cards. The other is the "Public" version which has the 10 Alarm Run Cards but has critical information redacted. The MOST current version of the 10-Alarm Run Cards can be found on our Official Website.

The 10-Alarm Run Cards follow a basic format with some changes for the current 2025 version which was issued last week. These cards contain a lot of information for departments. Including a unique mutual aid box number assigned to each community, standardized community abbreviations, preidentified fireground and cover radio channels, and special information. The card is arranged with alarm levels increasing as you move from the top of the card to the bottom. Working from left to right are the companies or resources that respond to an incident and those that go to cover. New this year

companies that are to cover in the same stations are grouped together and shaded and in general they are arranged in order of engine company number increasing from left to right. An example of the new formatted card for Cambridge below.

CAMBRIDGE							MUTUAL AID BOX 8218											
FIREGROUND PRIMARY CHANNEL Assigned by Cambridge Fire Alarm							ALT. FG As Assigned By Cambridge											
COVERING PRIMARY CHANNEL Cambridge Fire Ch. 1 471.3125							ALT. COVERING NONE											
	TO FIRE						COVER											
ALARM	ENGINES			LADDERS	SPECIAL	CHIEFS	ENGINE	LADDER	ENGINE	LADDER	ENGINE	ENGINE	ENGINE	ENGINE	LADDER			
1ST							Station 10 E1 & L1		Lafayette SQ E2 & L3		Lechmere SQ E3	Porter SQ E4	River St. E6		Taylor SQ. E8 & L4			
WF																		
2ND										BRK	SOM	ARL	BOS	BEL	SOM			
3RD			SOM	(SOM)			WAT		BRK					BEL	NO COVER			
4TH	(WAT)	(BEL)	(BRK)	(BRK)			WAL	WAL	BOS	BOS				NEW				
5TH	(WAL)	(SOM) From E-3	(ARL)	(BOS)		BOS	CHE		BOS	NEW		MED						
6TH	(CHE)	(MED)	(NEW)	(WAL)			MAL	MED						LEX				
7TH	(MAL)	(LEX)	SAU	(MED)			MSPRT	MAL										
8TH	(MSPRT)	EVE	REV	(MAL)			WINC	CHE										
9TH	(WINC)	LYN	MEL	(CHE)			WAK	EVE										
10TH	(WAK)	WEST	QUI	(EVE)			WOB	REV										
ADDITIONAL	ENGINES:	BOS, MED, NEW			LADDERS:	BOS, LYN, QUI								Rev Date	Issue Date			
() Responding from Coverage Assignment. All Blank Companies above Heavy Line are per Local Runcards														3/21/2025	2025-1.6			

Metrofire has variable availability and is reported daily. A community can commit to a certain number of engines “and” ladders or engine “or” ladder, or a single engine. There are 63 pieces of apparatus available for mutual aid. There are 37 engine companies, and 18 ladder trucks committed to mutual aid in Metrofire with an additional eight engines or ladders available. Our mutual aid system is robust. A recent fire in Chelsea that went to 9 plus alarms there were 32 engines and 10 ladders that responded in addition to numerous other units. This still left a significant number of resources available to the remainder of Metrofire.

Metrofire in an effort to increase its professionalism has created “Divisions” within Metrofire. The Divisions operate with a liaison chief assigned and is intended for department members below the rank of Chief to exchange information and provide resources. Currently, there are five Divisions being Apparatus, EMS, Fire Investigation, Fire Prevention, and Training. Some of the Divisions meet monthly, bimonthly, and others meet quarterly.

Metrofire is also developing its electronic and social media presence. The new website was launched about six months ago. It has the most current information about the organization and is the place to look for the 10 alarm run cards. There are legacy websites out there which are not up to date and are trying to sell insurance. The Official Website for Metrofire is **Metrofire.us**. We will be starting a photo gallery of recent incidents so if you have a photo, that you have taken, and would like to put on the

website please submit it to executivedirector@metrofire.us. Please give basic information of the date, time, and location of the incident.



***History Of Boyd & Son Boston, Massachusetts
Submitted by Staff Member John Pozark***



Boyd & Sons was founded in 1819 at Boston, Massachusetts by James Boyd, an Irish Immigrant. James was the son of Hugh and Mary Patton Boyd, and was born in Newtownand, Ireland on November 11, 1793. He married Margaret Curry of Caineey Caw, Ireland in 1815 and came to Boston in 1817. His firm was well known as saddlers and manufacturer of leather fire hose, buckets and helmets and general fireman's supplies. The Boston firm was also a well established accoutrement maker for the U.S. Government. During the Civil War James Boyd's son Alexander Boyd continued the business.

In 1819, James Boyd began manufacturing fire hose in Boston, Massachusetts. Two years later his first patent – for the rubber-lined fire hose – revolutionized firefighting by making it possible to pump water through hose, rather than draw it by suction. At the time, the Mayor of Boston reported a 100 feet of Boyd's fire hose would do the same work as 60 men – and do it more efficiently, faster and safer.

James Boyd became a member of the Boston volunteer fire department.. He was the founder of the Charitable Association of the Boston Fire Department and drew up its constitution and by-laws in 1828. This Charitable Association was the first of its' kind in the country to be originated for the benefit of the fire fighters injured in the line of duty. He was elected the president of the board of trustees from May 1838 to January 1839 when he retired. He died in Boston in 1855.

In 1881 under the leadership of yet another generation of Boyd's (Alexander Boyd) the firm moved to Philadelphia, Pennsylvania. Known now as James Boyd and Brothers, Inc they designed and built fire apparatus from 1908 to 1916. They held some early fire hose patents and made hose carts, hose carriages, ladder trucks, hose wagons, combination chemical hose wagons, and motorized equipment. (See Photo of Boyd Fire Truck near end of this page.)

In the 1920's, Boyd's company changed its name to National Foam and began developing firefighting foams and delivery systems. In the years since, nearly every major fire department in the U.S., the United States Armed Forces and tens of thousands of corporate firefighting teams have trusted National Foam to help them save countless lives and billions of dollars in property. Much in the world has changed in the 200 years since James Boyd's vision for more effective fire control began to take shape. His company, however, carried on his legacy of innovation. Today, National Foam is the acknowledged world leader in foam firefighting, claiming the most patents of any company in the industry. (See List of Boyd's many patents at end of this page.)

*1825 broadside advertising "Sponge Boots" made by the Boyd Company.
Library of Congress, Rare Book and Special Collections Division*

PATENT SPONGE BOOTS, FOR HORSES FEET.



THE subscriber respectfully informs the public, that he is manufacturing and has for sale, the above article, the utility of which, in preserving Horses' Feet from the many diseases to which they are liable, is appreciated on first sight, by all who have seen them.

It is known to all who have had any care of horses, that their standing on dry litter, or on a dry floor, is unnatural to their feet—so much so, that from this cause alone, great numbers of them soon become unsound.—Some of these diseases of the feet are known by the names of contracted heels, sand cracks, running thrushes, false quarters, &c. all of which can be prevented if the hoof can only be kept moist. To communicate this necessary moisture is the object of the

Patent Sponge Boots.

There is no trouble or inconvenience attending the use of these Boots. They may be kept on all the time the horse stands in the stable, only taking care to wet the sponge afresh, with soft water, every 12 hours.

Gentlemen who keep valuable horses, are respectfully invited to call and examine this article. They may find that by spending a *few* dollars they will save a great many, besides contributing vastly to the comfort of their animals; for it is believed that a dry, hard hoof, on a horse, produces a similar sensation to what a tight, hard boot or shoe produces on a human being. It is expected that the use of these Boots will entirely restore hoofs that have already become so brittle as to be incapable of holding the shoe.

Orders for the above, from any part of the country, will be attended to with punctuality.

JAMES BOYD.

24, Merchants' Row.

Boston, June 1, 1825.

TRUE AND GREENE, PRINTERS, BOSTON.

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NEW WATER HOSE.—We have lately examined a
new water tubing manufactured by James Boyd & Sons,
of Boston, which promises to be a cheap and very suit-
able substitute for the hose now made from other mate-
rials. It is composed of a strong cotton webbing, not
woven in tube form, like the Grenoble hempen hose, but
in a plain loom, then lined with india-rubber and riveted
like leather hose. It has been successfully tested under
a pressure of 170 pounds to the square inch, and appears
well adapted for all purposes to which flexible water-
hose is now applied.



James Boyd started it all in 1819, manufactured leather goods for the military during the Civil War, now his legacy continues today under the name of National Foam. They are the acknowledged world leader in foam firefighting, claiming the most patents of any company in the industry.

- 1819 First U.S. manufacturer of fire hose
- 1859 First cotton fire hose and expansion coupling
- 1903 First front wheel drive fire apparatus introduced
- 1928 First U.S. manufacturer of firefighting foam- National Foam System, Incorporated
- 1933 First polar solvent foam
- 1943 National foam honored by the James Forrestal, Under Secretary to the Navy Department for outstanding war production achievements for the first complete mechanical foam fire protections systems
- 1948 First foam-water sprinkler system
- 1952 First large-capacity foam nozzle, monitor
- 1955 First hydraulic foam tower
 - First Dual agent truck for both foam and dry chemical
- 1960 First Foam fire apparatus with automatic balanced pressure proportioning
- 1963 First Patented High Back Pressure Foam Maker
- 1964 First Fluoro-Protein foam
- 1965 The first oscillating monitor
- 1969 First emergency response service
 - First foam AR-AFFF
- 1973 NF's long-standing emergency response service was formalized and named Red Alert
- 1976 First foam training school
- 1979 First fire modeling lab for evaluation of foam performance
 - First Servo command foam proportioning system
- 1982 Introduction of Universal Gold first patented 1 X 3% AR-AFFF
- 1991 First environmentally responsible foam concentrates
- 1995 New selectable aspirating/non-aspirating foam nozzle
- 1997 First Dominator-portable 5,000 GPM pump
- 1999 First Iron Man-10,000-12,000 GPM water cannon
- 2000 First Neptune- 6,000 GPM water supply pump system
- 2004 First Triton-6,000 GPM water supply submersible pump system
- 2006 Environmentally responsible high expansion foam and generator set
- 2007 First Marine Assault Unit
- 2010 First Portable Foam System delivered flowing greater than 10,000 GPM

WORCESTER MA. FD – UPDATED PROFILE

**By Line Box Staff Writer Dave Parr – Special thanks to District Chief Gary Fleischer
WFD, Mike Boynton, and Mark Roche**

In a recent issue of The Line Box, we remembered the 25th anniversary of the tragic fire at the Worcester Cold Storage facility that resulted in the Line of Duty deaths of 6 Worcester Firefighters. As part of that issue Staff Writer Mark Roche provided an excellent profile of the Worcester Fire Department at the time of the fire in December 3rd, 1999. For this issue, we present an updated profile of Worcester FD today in 2025.

Worcester is the 2nd largest city in New England and is a business, residential, educational, cultural, and transportation center. Worcester is 40 miles west of Boston and 35 miles north of Providence, RI. Its 206,518 residents reside in a city of 37.2 square miles. Most of the population live in urban neighborhoods with others in small suburban areas on the outskirts.

The US Census reports Worcester has grown 14.1% in population in the last census cycle. This growth is anticipated to continue as several large residential projects are currently under construction. Buildings adding 228 and 173 units are being constructed in the Canal District. These projects include public parking garages, retail space, a 200,000 square foot office building, and a hotel. These large mixed-use buildings are becoming the norm in Worcester. Housing ranges from high-rise apartments to dense neighborhoods of century-old, balloon frame construction (“three deckers”) with outlying areas of single-family homes. Former mill construction factories have been turned into both low-income housing, luxury loft style apartments, and condominiums. The aging stock of three deckers can create a major fire problem when combined with wind driven fire, hoarding conditions, illegal boarding houses, and over occupied apartments as regularly encountered.

Worcester is home to 8 universities enrolling over 35,000 students. Many students move to Worcester, adding to the total population. Worcester Airport is located partially in Worcester and the Town of Leicester, with airport crash rescue services provided by Massport Fire Rescue Station # 6. Worcester is home to the WOOSOX minor league baseball team since 2021 at Polar Park, and to TABLE TALK PIES since 1924 and POLAR BEVERAGES since 1882.

Besides residential issues, the City is home to 234 hazardous facilities, which include 112 SARA facilities (Superfund Amendments and Reauthorization Act) that use or store reportable quantities of toxic or hazardous substances for manufacture or distribution. Sixty-one of these facilities included Extremely Hazardous Substances (EHS) inventories, which are subject to the Chemical Facility Anti-Terrorism Standards.

Worcester and the “Worcester Hills” are subject to blizzards and powerful winter storms that can produce over two feet of snow in less than 24 hours. The city is subject to localized flooding during heavy spring rains and melting snowpack and severe thunderstorms in the summer.

The Worcester Fire Department is staffed by a career complement of 414 firefighters with 21 recruits to be added in Spring 2025. 10 civilians round off the total complement of employees that are spread over four Divisions including Fire Prevention, Administration and Support, Training, and Operations. The Operations Division include thirteen engines, seven ladders, one heavy rescue company, a Safety Officer (Captain) and several support units. Minimum company manning is an officer and 3 firefighters on each engine company, an officer and 2 firefighters on ladder companies, and an officer and 4 firefighters on the Rescue. The city is divided into two divisions or districts (North and South) each covered by a District Fire Chief, each with an Incident Command Technician, with an on-duty Deputy Chief serving as the city-wide shift commander. (No aide) Two Fire Investigators are on-call however, plans are in place to have a Fire Investigator assigned to each group by January 2026.

The Worcester Fire Department is dispatched by civilian dispatchers dispatching Police and Fire from the Worcester Regional Emergency Communications Center located at Coppage Drive with the WFD responding to over 43,000 incidents annually that include fire suppression, EMS, HazMat, water emergencies, tech rescue, and motor vehicle accidents. The WFD is a member of multiple mutual aid agreements including the statewide mobilization program. Emergency Medical Services are provided by the University of Massachusetts Medical Center which provides EMS and transport for the City of Worcester and the Town of Shrewsbury from three EMS stations.

HEADQUARTERS - NORTH DIVISION – 141 Grove Street – (1954) This station houses the Administration and Support, Training, and Operations Divisions, including the maintenance facility.

- Engine 3 - 2020 E-One Cyclone 1500/500/30B
- Engine 16 - 2019 E-One Cyclone 1500/500/30B



- Ladder 2 - 2014 Seagrave 100' TDA
- Car 3 - 2024 Chevrolet Tahoe 4x4 – North District Chief
- Car 13 - 2018 Chevrolet Tahoe 4x4 – Spare North District Chief Vehicle (*former Car 3*)
- Engine 20 - 2003 E-One Cyclone II 1500/500/40F (Spare) (*former Engine 4*)
- Engine 23 - 1996 E-One Cyclone 1250/500 (*Spare*) (*former Engine 1 & Engine 3*)
- Engine 26 - 1999 KME 1500/500 (*Training*) (*former Engine 16*)
- Engine 24 - 2002 E-One Cyclone II 1500/500/40F (Spare) (*former Engine 5*)
- Engine 27 - 1999 KME 1500/500 (*Training*) (*former Engine 2*)
- Ladder 24 - 1994 E-One Hurricane 110' RMA (Training/Spare) (*former L-1 & L-4*)
- Ladder 26 - 2006 Spartan/Smeal 105' RMA (*Spare*) (*former L-1 then L-6*)

SOUTH DIVISION – 180 Southbridge Street (1959)

- Engine 2 - 2018 E-One Cyclone 1500/500/30B
- Engine 13 - 2023 E-One Typhoon 1500/500/30B



- Ladder 3 - 2023 Seagrave Capitol 95' MMA Aerialscope
- Car 4 - 2024 Chevrolet Tahoe 4x4 – South District Chief
- Car 14 - 2018 Chevrolet Tahoe 4x4 – Spare South District Chief
- Forestry 1 - 2014 Ford F-350 4x4 125/200
- SCUBA 1 - 2008 Ford E-450/Lifeline (*former Paxton A-2 – Obtained 2020*)
- Marine 2 – 2000 Rescue One Connector Boat (Trailerred)

Franklin Street - 266 Franklin Street @ I-290 {Site of Worcester Cold Storage Fire – Opened Nov. 2008}

- Engine 6 - 2013 E-One Cyclone II 1500/500/30F
- Engine 12 - 2017 E-One Cyclone 1500/500/30B
- Ladder 1 - 2023 Seagrave Capitol 95' MMA Aerialscope
- Rescue 1 - 2017 E-One Cyclone Heavy Rescue – Walk In



- Rescue 2 - 2001 E-One Heavy Rescue – Walk In (*reserve*) (*former R-1*)
- Car 2 - 2013 Ford Interceptor – On Duty Deputy Chief – Shift Commander

Park Avenue - 424 Park Avenue (1979)

- Engine 4 - 2022 E-One Typhoon 1500/500/30B



- Engine 20 - 2003 E-One Cyclone II 1500/500/40F (*Spare*) (*former Engine 4*)
- Ladder 7 - 2023 Seagrave Capitol 95' MMA Aerialscope



- Car 9 - 2020 Chevrolet 3500HD 4x4 – Safety Captain

Webster Square - 40 Webster Street (2002)

- Engine 5 - 2021 E-One Typhoon 1500/500/30B
- Ladder 4 - 2019 E-One Cyclone LTH-100 Metro 100' RMA
- Special Operations 1 - 2005 Seagrave Heavy Rescue (Cross manned by Engine 5)



- SRU (SCBA Repair Unit) - 2002 Chevrolet/Union City Body Company (UCBC) Utility (Manned M-Th Days by the SCBA Technician and after hours by callback)

Grafton Street {Southeast} - 745 Grafton Street (1986)

- Engine 7 - 2012 E-One Cyclone II 1500/500/30F
- Engine 25 - 2007 Seagrave Marauder 1500/500/45F (Reserve) (former Engine 13)

Burncoat Street - 19 Burncoat Street (1965)

- Engine 8 - 2010 E-One Typhoon 1500/500/40F

Tatnuck Square - 1067 Pleasant Street (1925)

- Engine 9 - 2016 E-One Cyclone 1500/500/30F

Greendale - 438 West Boylston Street (1974)

- Engine 11 - 2023 E-One Typhoon 1500/500/30B
- Engine 22 - 2007 Seagrave Marauder 1500/500/45F (Reserve) (former Engine 11)
- Ladder 6 - 2019 E-One Cyclone LTH-100 Metro 100' RMA (former L-1)

McKeon Road - 80 McKeon Road (1994)

- Engine 15 - 2016 E-One Cyclone 1500/500/30F
- Ladder 5 - 2011 Spartan/Smeal 100' TD



- Ladder 27 - 2006 Spartan/Smeal 87' RM Tower (Reserve) (Former Ladder 7)

Boat House – 2 Lake Avenue North

- Marine 1 – 16' Boston Whaler Center Console (former Environmental Police)

Fire Prevention Division – 25 Meade Street (Co-Located with Inspectional Services and other City Departments)

- Licensing
- Fire Investigations
- Public Education
- Fire Protection Engineering
- Code Enforcement
- Superfund Amendments and Reauthorization Act (SARA) Compliance

COMING SOON:

- 2025 E-One Typhoon 1500/500/30B for Engine 8
- New Ladder – Possibly for Ladder 2, with Ladder 2's Seagrave being moved to Ladder 5
- New Station for the South Division being designed at the corner of Southbridge Street and Madison Streets.

W.F.D Classics



Engine 7 running with a split hose bed 1965 Maxim 1000/250



Rear view with the split hose bed. Both photos member Jay Pozark



Former Engine 9 1983 Continental Compac 1250/500. Photo by F. San Severino



Former Ladder 2 1969 Maxim S 100 foot tiller. Photo by J. Pozark



Former Ladder 7 1981/1954 Compac/65 ft. Maxim aerial. Photo by F. San Severino



Former Rescue Squad 1 1974 Hahn/ Providence Body. Photo by F. San Severino

August 28th, 1976
Still Alarm
Lincoln Wharf MBTA Power Station
By Staff Member Paul Christian

On Saturday afternoon, August 28th, 1976 the Boston Fire Department was dispatched to MBTA Lincoln Wharf Power Station in Boston's North End for a reported chlorine gas leak. Engine 8, Ladder 1, Rescue 1 and Rescue 2 were responding along with District 3, Chief Michael Laurano.

First arriving companies found a very strong, and irritating odor of chlorine. MBTA employees reported that they were changing out the chlorine cylinders when one of the connections broke, releasing the gas. They immediately fled the building.

Chlorine is a poisonous greenish-yellow gas with a foul odor which is a skin irritant and harmful if inhaled.

The gas cylinders were located in a small one story brick building on the Commercial Street side of the power plant. Multiple chlorine cylinders were cascaded together and used to purify the seawater used for the power plants condensers.

The MBTA employees, without protective clothing, fled the building shutting the door behind them. Boston Fire personnel were equipped with MSA "yellow bird" self-contained breathing apparatus and U.S.N. OBA's (Oxygen Breathing Apparatus closed circuit rebreathers). MBTA personnel were allowed to wear MSA masks, accompanied by BFD personnel, because they knew the location of the cylinders and the method of shutting down the cylinders. As soon as the door was opened to the building housing the cylinders, the accumulated chlorine gas permeated and saturated the exterior atmosphere. Everything turned green. The ground turned green, the fencing turned green and anything containing the least bit of rust or iron filling turned green. Fireboat Engine 47, which had responded from its quarters at nearby Battery Wharf was forced to back down due to the chlorine cloud.

All personnel attempting entry were driven back as the gas permeated fire-fighting gear (rubber coats, boots, helmets, masks and gloves). The MBTA employees attempting to reach the tanks, couldn't take the stinging and burning of the chlorine and were driven out.

Rescue 1 and Rescue 2 suited up in their rubber suits used for corrosive gas atmospheres (usually ammonia leaks) and re-entered the structure. They made several successful entries and were finally able to close the valves and bring the tanks out into the atmosphere and the immediate area was unintentionally sanitized with the chlorine dispersal.



Photo Boston Globe Stan Grossfield, collection of the author

The protective gear provided a better level of protection, but members still suffered from the effects of the chlorine.

Members were effected when the chlorine got by their mask seals and into skin pores. Eighteen were transported to Massachusetts General Hospital, Boston City Hosiptal and the Carney Hospital for

treatment and six were admitted. All members were required to undergo blood gas tests, an extremely painful procedure,

The incident demonstrated the need for improved hazardous atmosphere ensembles for firefighters. One year later, the vastly improved Scott 4.6 self-contained (positive pressure) breathing apparatus was placed in service with the BFD. A mandatory mask rule was ordered and inhalation injuries in the Boston Fire Department became almost non-existent.

The MBTA Lincoln Wharf power plant was abandoned several years later and is currently condominiums.



Baltimore County

Tech Rescue 17

On April 18th, 2025 the Baltimore County Fire Department took delivery of a new Technical Rescue unit for its USAR 17 based at station 17 in the Cockeysville section of the County.

The rig is based on a Pierce Enforcer chassis and is a 'walk-around" style recue body. This new rig replaces a 2007 Hackney trailer which was originally powered by a Freightliner conventional tractor. The Freightliner cab sufferd serious mechanical problems that were too costly to repair. A new tractor was not in the budget. The Fire Department reached out to County DPW and a replacement tractor was supplied, although it was painted yellow and had no warning lights when transferred. At press time it was unknown what will become of the present rig.

The USAR unit has been housed at station 17 since its inception in 2007. It serves as the Counties only heavy rescue company. Engine and Truck 17 cross man the rig. One member is assigned as driver and on a callout both companies respond with the rig. It can also respond with either the engine or truck only.

By the time you read this article the rig should be in service. Other units housed at station 17 include: Medic 17 & 117, ATR 17, EMS 7. The station is known as "Texas" and is a full career station.

Special thanks to retired Balto. County Dispatcher Dale Anderson and retired Balto. City Fire Alarm Captain Donald Crusse for their assistance with this article.



Old Tech. Rescue 17 swapping equipment over. Note the replacement tractor for the original 2007 Freightliner. Photo by Donald Crusse



2025 Piece Tech Rescue 17. Photo by Member Frank San Severino

Seagrave—73 Years of Leadership



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First Centrifugal Pumping Engine in America
First Spring-Rolled Aerial Ladder Truck
First All-Steel Aerial Ladder in America
First 100% Hydraulic Aerial Ladder Motor
First Fire Apparatus With Conquest Cab
First Pumper With Auxiliary Cooler
First Pumper With Automatic Pressure Regulator
First Pumper With "One Side" Pump Control
First Aerial Ladder With Automatic Throttle Control
First Aerial Ladder With Positive Locks
First Aerial Ladder With Hydraulic Jacks

It is the pioneering and new developments introduced by Seagrave that has brought fire-fighting apparatus to its present day, high-degree of efficiency. Most of the features which are now a standard part of fire apparatus construction were first introduced by Seagrave.

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The motors, the bodies, the pumps, the frames, the ladders, cabs and other principal parts are designed by Seagrave and built by Seagrave to work together as a unit to give you the most dependable, trouble-free fire apparatus it is possible to produce.

That's why Seagrave has maintained its leadership for seventy-three years. That is also why thousands of cities have Seagrave-equipped fire departments.



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THE SEAGRAVE CORPORATION

Columbus, Ohio

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From all of the Line Box Staff, have a safe and great summer, see you in September!!!!!!