

BOX 52 ASSOCIATION



THE LINE BOX

Vol. 12 No. 4



B.F.D. Doin's

By the time you read this issue of the Line Box, the new E-One "Metro 100" rear mounts should be in the process of being delivered. No company assignments have been announced yet.

Comm. Finn and the BFD have released a second video in their cancer awareness program. You can check out the video at:

<http://www.statter911.com/2016/04/12/new-boston-fire-department-cancer-prevention-video/>

The latest recruit class was sworn in on Feb. 23. The class of 25 Probies are all veterans.

Rescue 1 has had its shake down and the punch list of items were corrected. The 2007 Pierce has been assigned as a spare rescue.

Boston Fire played host to several senior fire officials from the United Arab Emirates on Feb. 25. They toured Fire Alarm, Training Academy and stations as well as taking part in discussions covering communications, high rise fires, training, operations and staffing.

Boston has bids out for a new Haz-Mat unit.

Marine 2 has taken delivery of an Armstrong Marine 32 ft. Catamaran Landing Craft. It is equipped with a 500 GPM pump and a 40 gallon AFFF tank. And she was christened the "Father Dan" in honor of long time BFD Chaplin and good friend of Box 52, Father Daniel Mahoney. A fitting tribute to a man who has served his flock for so long and so well. All Photos courtesy of Member Bill Noonan





3rd alarm Temple St Beacon Hill, yup that's a 50! Photo courtesy of BFD



Ahh spring in the Fenway, photo by Mark Garfinkle Boston Herald



METRO FIRE UPDATES & Other Goodies

Cambridge: Has awarded a bid to Anderson Motors to build a new Haz-Mat Command/Rehab bus. Pierce has been awarded to bids to build the new pump with foam capabilities for Engine 3 and for the new heavy rescue. The former Haz-Mat 1 a 1994 Ford/3D Metals has been converted into the Dive Team Unit.

Chelsea: K-2 is now assigned a new 2016 Ford Explorer.

Dedham: Has placed an order with E-One for a new Metro 100 aerial.

Lynn: Seagrave is building the new 105 ft. tower to replace the current Ladder 4.

Malden: Fire Chief Jack Colangeli has retired after 36 years. Deputy Chief Kevin Finn is Acting Chief.

Medford: The City Council has funded new masks for the MFD. The amount was \$ 280,000 and They will purchase 125 masks, 40 harnesses, and 120 air bottles.

Newton: Congratulations to the NFD on their ISO rating of CLASS 1 Fire Department. They are the fourth fire department in the Commonwealth to have this rating. Boston, Cambridge and New Bedford are the others.

Somerville: The Aux. Fire Department has accepted a donated ambulance from Professional Ambulance. The unit has been painted and lettered for Squad 1.

Waltham: Seagrave has been awarded the bid to build a new heavy rescue for Rescue 6. Funds have been approved for a new tower ladder to replace Ladder 1's 2002 E-One tower.

Winthrop: A new Seagrave pump is on order and will be a twin to Engine 1's 2015 model.

MBTA: A heavy rescue is being built by KME.



APPARATUS UPDATES

By Michael Boynton, all photos by the author

As we approach press time, the following apparatus deliveries have occurred in the Metro area, and throughout Massachusetts:

BOSTON & METROFIRE

Brookline – Engine 5 – 2016 KME Severe Service 1500/500/30F



Woburn – Engine 4 – 2016 Pierce Dash CF PUC 1500/750



OTHER MASSACHUSETTS APPARATUS

Amesbury – Engine 1 – 2016 KME Severe Service 1500/750/30F

Bellingham – Tower 1 – 2016 KME Severe Service 102' RMA

Boxborough – Engine 61 – 2016 Ford F-550/Fire-1 4x4 300/300/12F

Charlton – Tower 1 – 2016 KME Predator 95' MMA

Duxbury – Forest Fire 49 – 2016 Ford F-550/BRAT 4x4 300/300/10F

Falmouth – Engine 24 – 1992 Sutphen 1500/500/30F (former Southold, NY)

Hingham – Engines 2 & 3 – 2016 Pierce Impel PUCs 1250/750/20F

Leominster – Ladder 1 – 2016 Pierce Arrow XT 105' RMA w/ Pre-Piped 750-gpm Deck Gun

Northborough – Engine 2 – 2016 E-One Typhoon 1500/980/20A/30B

Rehoboth – Engine 2 – 2016 E-One Typhoon 1250/1000/30F

Southbridge – Engine 1 – 2015 Spartan ERV 1500/750/30F

Westborough – Forestry 1 – 1999 Ford F-550/Fire-1 4x4 500/300/10 (former Northborough Forestry 1)

Worcester – Ladder 23 – 1995 Sutphen 1500/270 100' MMA Tower (former Auburn Tower 1)

Yarmouth – Squad 50 – 2016 International/Pierce Special Operations & Dive Rescue Unit



Amesbury Engine 1



Bellingham Tower Ladder 1



Boxborough Engine 61



Charlton Tower 1



Duxbury Forestry 49



Falmouth Engine 24



Hingham Engines 2 & 3



Leominster Ladder Co. 1



Northborough Engine 2



Rehobeth Engine 2



Southbridge Engine 1



Westborough Forestry 1



Worcester Ladder 23



Yarmouth Special Operations

Call the Gas Squad!
By John Pozark

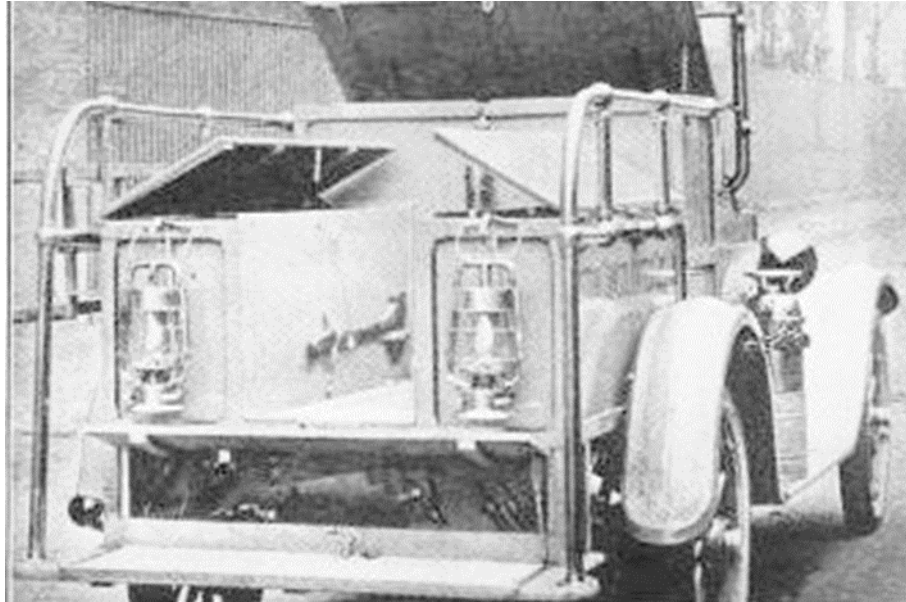


The Boston Consolidated Gas Company was one of the first gas utilities to provide service in the United States. Beginning in 1822 what would become Boston Consolidated Gas Co. started providing light in the homes of Boston with Illuminating Gas. As time went by this gas would expand to provide heat, hot water and even refrigeration. Illuminating gas was also called Coal Gas, Water gas and by some other names. Illuminating gas is a manufactured gas. The principal component of Illuminating gas was Carbon Monoxide.

The introduction of such a dangerous product into the places where people live and work presented risks. Besides the obvious risks of explosion and fire, there was also the risk of death by asphyxiation. This liability to corporate finances and image required special attention. In an era before fire department, Hazmat Units the gas company had to take care of itself. To do this it established Emergency Squads. Organized and operated like fire companies and dispatched from a central dispatch office known as the "Telephone Table", these squads responded to alarms of fire, explosions and reports of leaks with bells clanging and the right of way.

By the early 1920's Boston Consolidated Gas Co. provided service to Boston and Brookline, which were divided into 15 districts, each with its own squad. The emergency squad was located as centrally as possible in each district and prepared to respond to other districts in place of or to support other units.

These units were equipped with Dodge light trucks, painted French Grey, mounting special tool carrying bodies and staffed by three man crews. For stopping and repairing leaks the trucks carried all the necessary tools and materials, including wrenches, bars, hammers, saws, etc. For crew protection they carried rubber boots and coats, two filter type masks and electric torches. A ladder for accessing vaults and manholes, ropes, chains, cable and two fire extinguishers.



A fundamentally unique purpose of these units was the resuscitation of persons overcome by gas. With special training not provided to all physicians and equipment not available in every hospital the squad responses were not limited to gas emergencies. As a public service, they would respond to drownings or any situation where resuscitation was required. The squads carried a first aid kit and a Pulmotor.



The Pulmotor was developed about 1907 by the Draeger Company in Germany, the same company, had developed the early self-contained breathing apparatus used by F.D.N.Y.'s Rescue Company. With training, equipment and a particular emergency medical focus, these were the first "Paramedic" squads.

Arlington Ice House Fires

Arlington was known far and wide for its ice from Spy Pond located just south west of the Center. Spy Pond ice was shipped as far away as India, and supplied most of the ice for the metropolitan Boston area.

The story of Spy Pond begins fifty thousand years ago, when it was covered a mile deep in ice by the Wisconsin Glacier. Fifteen thousand years ago, the ice began to recede, leaving depressions or "kettle holes" in its wake. Initially filled with water from the receding glacier itself and then by natural runoff, the kettle holes eventually formed small lakes and ponds throughout the area. Spy Pond is now fed by a combination of groundwater and surface runoff from the surrounding area.

Ice cutting on Spy Pond was one of the major business and a large employer of the many workers who worked the numerous farms in the area during the warm growing and harvesting seasons. They then cut ice in the winter months to support their families.



As the ice industry grew, an infrastructure was created to support the ice harvesting. These included: tool manufactures, sled makers and many other industries including the building of numerous ice houses along the shore of the Pond.

The ice houses were built of heavy wood timber and the walls were filled with sawdust for insulation in these first houses. There were no windows in any ice house. As time went on and newer houses were built, they used cork insulation in the walls. These ice houses would be the scenes of some of the biggest fires in Arlington History.

The First Ice House Fire

The first major ice house fire broke out on Tuesday April 30th, 1901 at the Metropolitan Ice Company at 2:20 PM and two alarms from box 36 were sounded by Chief Gott summoning a

hose company from Belmont and a steam engine from Cambridge. Damage was extensive, and the ice house was filled with recently harvested ice.

The Second Ice House Fire

The next fire took place on Saturday October 4th, 1913. The alarm was sounded from box 16 at 4:48 PM. Witnesses stated that smoke was visible a full twenty minutes before the alarm was sounded.

Coming into the fire, Combination A (*1911 Knox combination Hose & Chemical - editor*) from the Highland station came down Pond Lane intending to use a long driveway and then down the B&M Railroad spur track to the fire. But, owing to the heavy rains, the rear wheels slipped off the driveway and it was stuck in the mud for about an hour. Combination B (*1913 Knox 650 gpm pump - editor*) had its own problems, breaking a gear piece and being delayed in getting into action. Intense heat pushed the men back. Upon his arrival at the fire Chief Pierce ordered the general alarm bringing Somerville Engines 4 and 6 to the fire.

As the fire raged the walls started to collapse. Firefighters used hand lines from Combination B to play on several nearby houses preventing the fire from damaging these homes.

The cause of the fire is unknown. The house had been empty of ice since early in August. The building was one large building 180 feet long by 40 feet wide and 32 feet in height. The capacity of the ice house was 43,000 tons of ice. The loss was estimated to be \$ 50,000 by Edward Kimball President of the Company. He also stated that re-building would start quickly to prepare for the coming winter's harvest.

Traffic on the Boston & Maine Railroads Bedford branch was halted for several hours until crews could dig trenches under the tracks for the hose lines. On Massachusetts Avenue service on the Boston Elevated Street Car line was stopped for nearly two hours.

The third ice house fire occurred some twelve years later in 1925.

On Thursday February 5th, 1925, at 9:04 AM box 24 was pulled by a worker who saw flames at the Arlington-Belmont Ice Company on Pond Lane. Arriving with the first alarm companies, Chief Tierney ordered a second alarm, bringing the remaining Arlington Companies, and then struck the General Alarm summoning mutual aid from Belmont, Medford and Somerville. The fire spread rapidly and within a few minutes, the entire building was engulfed in flames.

Third Ice House Fire

Men were at work harvesting ice on Spy Pond and the houses were almost full. The rapidity of the spreading, gave the firefighters a hard fought battle.

The ice house was located at the foot of Pond Lane and was over 500 feet in length. The fire started in the engine room and John White the engineer was burned about the face and hands as he tried to fight the fire. The stiff wind from the northeast carried the sparks and smoke out over Spy Pond. Chief Tierney estimated damage at \$ 150,000.00.

Three months after the February fire, Arlington firefighters again responded to the building.

Thursday May 21, 1925 at 2:47 PM box 161 was pulled for the remains of the Arlington-Belmont Ice Company. Once again firefighters rushed for the apparatus and within seconds of the box coming in, companies roared out of the newly built Headquarters station in Arlington Center with Chief Tierney leading them. They made the short run down Mass. Ave making a right turn on to Pond Lane to the fire. Upon his arrival Chief Tierney ordered a second alarm and once again Combination A and Ladder 2 from the Highland station started down the Ave to the fire. As the

mutual aid circuits banged in the second alarm, Belmont, Medford and Somerville companies once again started for the fire.



Photo Leslie Jones Collection Boston Public Library

The fire was in the buildings untouched from the earlier fire that stored ice harvesting equipment and the ruins of the burned ice house.

Brands from the fire set a roof fire on a house at 269 Broadway and soon the roof was ablaze. At the same time flying brands sent fire to the roof of the Grand Army of the Republic Hall on Massachusetts Ave. A roof fire also started at next door house to the GAR Hall at 364 Mass. Ave. These two fires were quickly contained. Brands also started roof fires along Pond Lane at one house and the office building of the ice company. The cause of the fire was thought to be children playing in the ruins of the earlier fire.

After a lull of five years, during which time Chief Tierney had a drafting platform built at the foot of Pond Lane, that would allow two engine companies to draft from Spy Pond adding additional water to the already increased hydrants in the area. Chief Tierney knew that it was only a matter of time before the ice houses would burn again. The Arlington Fire Department, along with Fire Engineer and well known fire buff Harold Walker developed comprehensive pre-fire plans and Arlington Firefighters drilled several times a year on these. Chief Tierney also shared the plans with mutual aid cities and towns that would be responding. These plans would be put to the test at the next ice house fire along the shores of Spy Pond.

The Fourth Fire, Sunday April 6, 1930, the Big One!

The firefighter on house watch received a telephone call from an unknown person reporting fire in the ice houses at the foot of Linwood Street. Box 16 was sounded yet again this time 7:03 PM, and once again, the Headquarters Companies roared out of quarters heading down Mass. Ave, this time passing Pond Lane and heading for Linwood Street. Per the plan, Engine 1 went in from Pond Lane with Hose 1 and Ladder 1 turned into Linwood Street. As soon as they looked down

the Ave they could see fire in the sky. Captain Kennedy on Engine 1 ordered the second alarm for Box 16 at 7:05 PM. As the second alarm was transmitted Engines 2, 3 and Ladder 2 all started to head east down the Avenue from their quarters in the Heights section of Town. Surrounding communities started companies to either cover or respond to the fire.

Chief Tierney arriving from his home, just ahead of the second alarm apparatus, ordered a third alarm at 7:14 PM. Companies were getting streams going to protect the exposures. Engine 1's pump was drafting from Spy Pond using the drafting platform. This pump would soon be joined by Cambridge Engine 4. These two engine companies pumping at capacity, were able to supply numerous large hand lines.

Flying brands were causing many spot fires to break out all over the Center area. Chief Tierney ordered box 271 sounded at 7:19 PM for additional help. And five minutes later, another general alarm was sounded from box 361. At 7:27 PM an alarm was sent on box 36 followed by a second alarm on this box at 7:30 PM. The Arlington Fire Alarm Office was a scene of bedlam, as alarms were being received over box and dispatch circuits. Telephone calls were pouring in about roof fires and calls from curious people and the newspapers in Boston about the fire.

Covering companies on box 16 had just backed into quarters. In the case of Lexington Engine 1 covering at Highland, the chauffer had not even shut the motor off in the American La France pump, before they were on the way down Mass. Ave to the fire!

Conditions were getting worse on Linwood Street. Chief Tierney ordered incoming mutual aid companies to the leeward side of the fire and concentrated the full effort on protecting the exposures near the fire.

Brands had ignited roof fires on Whittemore St, Avon Place, Franklin Street and store awning along Mass Ave. The wind was blowing from the east/south east pushing the flames towards homes across the Boston & Maine Railroad tracks. Embers and brands were being carried over a half mile from the fire.



Looking across Spy Pond from the Belmont side.
Collection of F.J. San Severino

On Whittemore Street, Lexington Engines 1, 2 Ladder 1 with 33 firefighters under the command of Chief Taylor and Deputy Wood went to work and extinguished four roof fires, including one in a duplex at 26-28 Whittemore St (*this was my grandfather's house and the house I grew up in. 48 years after the fire on August 28, 1978, I would be appointed to the Lexington Fire Department. - Editor*). These companies used 170 feet of ground ladders 1,350 feet of hose, 2 booster tanks, along with salvage covers.

Mutual aid companies worked on fires on Russel Terrace, the coal and wood yard of Pierce & Winn Coal Company, and a stable nearby kept four mutual aid engines and two ladders busy for a few hours! Roof fires on several factories along Water Street started, which companies from Waltham and Woburn dealt with. In addition to the store awnings burning, embers ignited many automobile tops. It was during these fires that booster tanks and chemical tanks were used effectively and kept the fires from growing.

The fire heavily damaged five houses, 3 on Belknap St and 2 on Linwood Street. All were rebuilt and are still standing today.

Arlington Companies used over 4,400 feet of 2 ½ inch hose. The Eastman deluge gun which had been mounted on Hose 1 used a 1 ¾ inch tip and was used very effectively.

In Boston, 3 fire alarms were pulled for this fire by excited persons who thought the fire was in their neighborhood. A box was pulled in North Square downtown, on Weld Street in West Roxbury and on Fenway Rd in Roxbury. Randolph a motorist pulled a box believing the fire was in the north end of the town. Engine 1 and Ladder 1 followed the glow as far as the Milton/Quincy line.

At the height of the fire 14 Engines, 1 hose company, 6 ladder trucks and 14 chief officers and 188 firefighters were all working.

Sunday March 15, 1970 Fifth and Last Ice House Fire

On a beautiful late winter Sunday afternoon, a telephone call was received at the Fire Alarm Office reporting an odor of smoke in the area of Pond Lane near the railroad tracks. As Engine 4 turned down Pond Lane as AFD companies had done so many times over the last 70 years. Lt. Keenan ordered the box when smoke was seen coming from the Arlington Pipe and Supply Company.

Ladder 1 pulled nose in to the yard and the crew threw ground ladders to the roof and started to vent the building. Heavy black smoke pushed out, Acting Deputy Captain Warren French ordered a second alarm on box 241 at 2:06 PM. The building was one and a half stories 300 feet long and 90 feet wide, was a former ice house of the Metropolitan Ice Company and was now filled with bath tubs and other plumbing supplies.

As fire conditions worsened, Chief Blomquist transmitted a third alarm on box 241 at 2:06 PM. He ordered that Ladders 1 and 2 along with Medford Ladder 2 prepare for ladder pipe operations. Four additional Engines Companies were special called to the fire, to set up relay pumping operations from hydrants along Mass. Ave to supply the ladder pipes.



Collection of Member F. San Severino



Collection Member F. San Severino

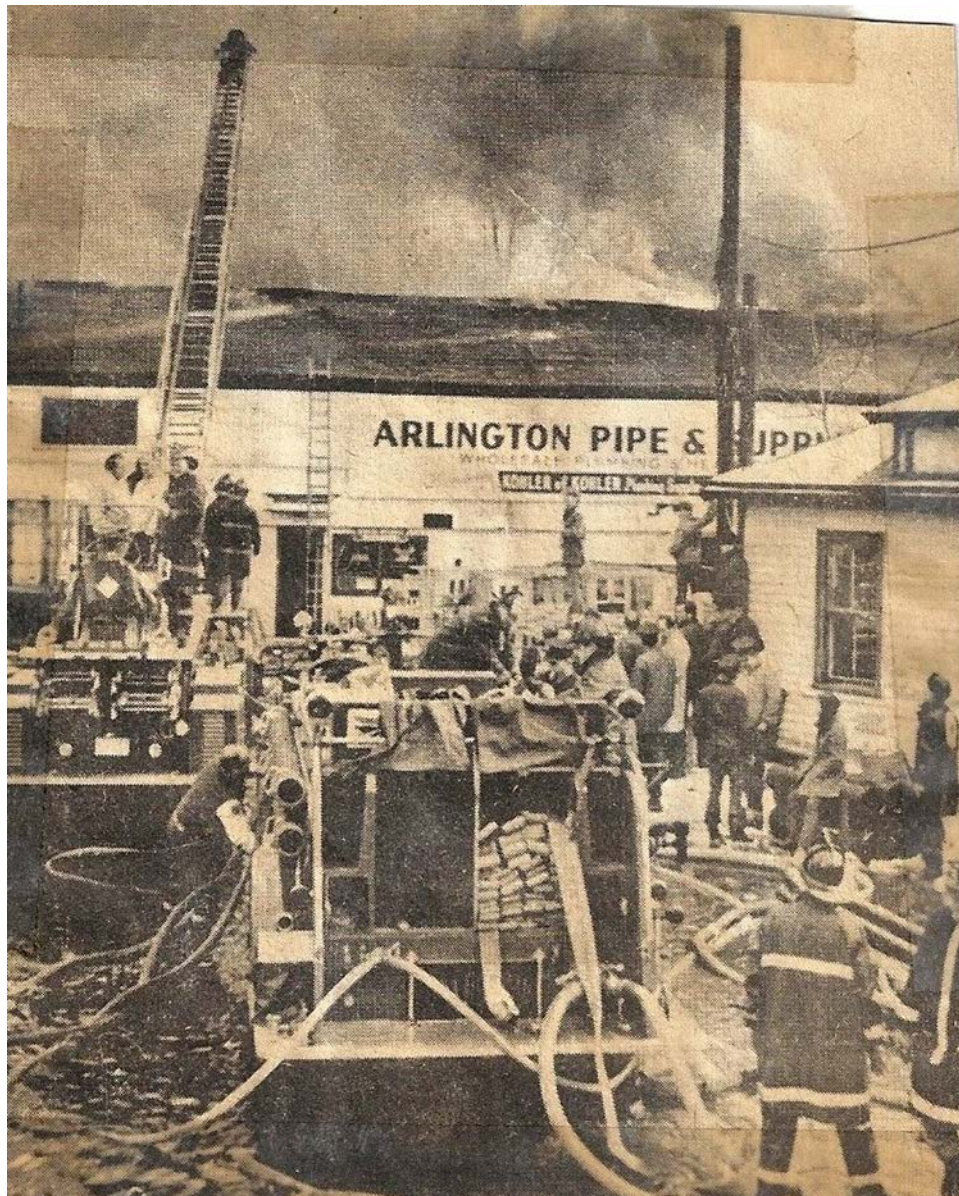
Medford Ladder 2 took position in a driveway on Wyman Terrace, with Arlington Ladder 2 from the Anderson Window Company factory lot. With Ladder 2 in position, and a brick firewall between the Pipe and Supply and the recently vacated Anderson Window, a large complex of large wooden buildings, firefighters were directed to concentrate their efforts on preventing the fire from spreading. Heavy streams and 'big' lines were used with great success in preventing any extension. Companies had the fire under control by 4:00 PM, but remained on the scene until late Monday evening. Lighting Plants responded from Somerville and Winchester Auxiliary Fire Departments. The cause of the fire was found to be a sub main cable that had shorted out and dropped sparks over a wooden stairway leading to the second floor office.

By Wednesday, the last vestige of the ice houses in Arlington was a vacant lot, after 70 years not one piece of evidence was now left of this million dollar a year industry. A sad ending for a very unique New England industry.



Editor's Note: This is the author's memory of this fire

I was living at 26 Whittemore St and in the 6th grade at St. Agnes School. It was a March Sunday and I was in the attic playing with my Lionel Trains, when I heard the sirens of HQ companies and then they stopped. I walked to the rear of the attic looked out the window and saw a column of smoke coming up. It looked like the fire was either on Pond Lane or Wyman Terrace. I flew down the stairs, grabbed my hat and coat yelled to my mother "I'm going to the fire" and out the door I bolted. I ran down the tracks and at Pond Lane I saw that the fire was at the Pipe & Supply Company. By this time, the second alarm had been transmitted and I stood by Ladder 1 and Engine 4 for a long time until the Cops kicked me out. I then went up on the tracks with a ton of other people and watched the fire for a few hours. This was the first major fire I had seen in Arlington and it was an amazing scene for a young buff! It was this fire that sparked my lifelong interest in the AFD!



Philadelphia Tuesday May 12, 2015
Amtrak Regional Train # 188 Washington D.C. to New York
Derailment area of Coral Street & W heatsheaf Lane
8 Dead, 236 passengers and 5 Amtrak crew injured

Note **FCC** = Fire Communications Center, AKA Fire Alarm

PL = Pipe Line Engine Company

Time	Comment/Response
2126	Box 869 Frankford Ave & Backias St. E-7, E-70, ES-9, PL-28, PL-28 L-10, L-15 Medic-22, Batt 10 & 8
2128	Spec. Call by FCC: Rescue 1
2132	Batt. 10 on scene reporting a train has rolled over at Frankford Ave and W heatsheaf Lane
2132	Spec. Call by FCC: ES-3, ES-6, Medics 24, 17, 18, 20
2133	Spec. Call by FCC: Medics 46B, 42B. Recall Medics 18 & 20
2133	Spec. Call by FCC: Squad 72
2134	Batt. 10 requests Northeast Corridor rail line be shut down. There are people on the tracks and well as overturned passenger cars.
2135	Spec. Call by FCC: DC-2, E-29 with Collapse Rescue 1
2136	Batt. 20 requests Amtrak to shut power down to the overhead (catenary) power lines
2137	2-869 on orders of Batt Chief 10 E-25, E-55, Foam 33, L-2, L-16, Batts 12, 2,4,9
2139	Spec. Call by FCC on the 2 nd alarm: PL-34, E-16 with Mass Casualty 1, Medics 18, 20, 21
2140	DC-2 reports on scene Spec. Call by FCC on the 2 nd alarm: PL-19
2141	Car 3 is responding
2143	IC rpts 50 injured people from the train at 2267 Butler St
2144	IC rpts at 10 passenger cars are overturned
2144	PL-50 is assigned and responding
2146	Spec. Call by FCC: Medic 32, Squad 47
2147	Medic 15, SA-1 responding
2148	3-869 on orders of Batt. Chief 10 E-64, E-2, E-71, WT-38 Spec. Call by FCC: Medics 12, 2, 49B
2152	DC-2 now IC, Batt 10 East Div. Command Post, Batt 8, West Div. Command Post. At least 50 patients at East Command are in need of resources!
2155	L-3 assigned as RIT on the 3 rd alarm. IC rpts that a lot of rescues need to be made, and that many patients are still on the tracks
2200	IC requests the Second Alarmers large light wagon
2203	IC advises that the first officer in the staging area is to be the Staging Manager
2206	Staging area for 3 rd alarm box 869 is Frankford & Butler/
2212	IC requests that all helicopters over the scene use their high beam lights assist in lighting the scene.

	IC requests 2 SEPTA* buses to Frankford & Butler and W heatsheaf & Butler. Rpts that companies are still attempting to make entry into some of the rail cars to make rescues
2217	EX-1 on scene
2219	Car 3, SOC-1 on scene, Car 2 is responding
2224	4-869 on orders of DC-2 E-51, E-27, PL-62, PL-61
2233	IC rpts there are still multiple patients in a couple of cars. The bulk of the injured have been removed. Primary search of all cars is underway.
2249	Batt 9 aide is directed to pick up the Capt. of E-68 and restore the 9 th Batt.
2302	IC rpts: all casualties have been removed in the primary and secondary searches. 7 rail cars were involved in the rollover, 236 passengers plus 5 crew members. SEPTA buses have taken 53 victims to hospitals. 23 via bus to the Hahneman and 23 on the 2 nd bus to Torresdale Hospital.
2313	2 SEPTA buses are staged at Frankford & Castor Ave.
0007	IC places incident under control

Incident audio courtesy of Stater911.com

<http://www.statter911.com/2015/05/12/live-video-audio-from-philadelphia-amtrak-derailment-4th-alarm/>





Photo courtesy of Railway Age



Photo courtesy of CNN



Photo courtesy of WCAU NBC Channel 10

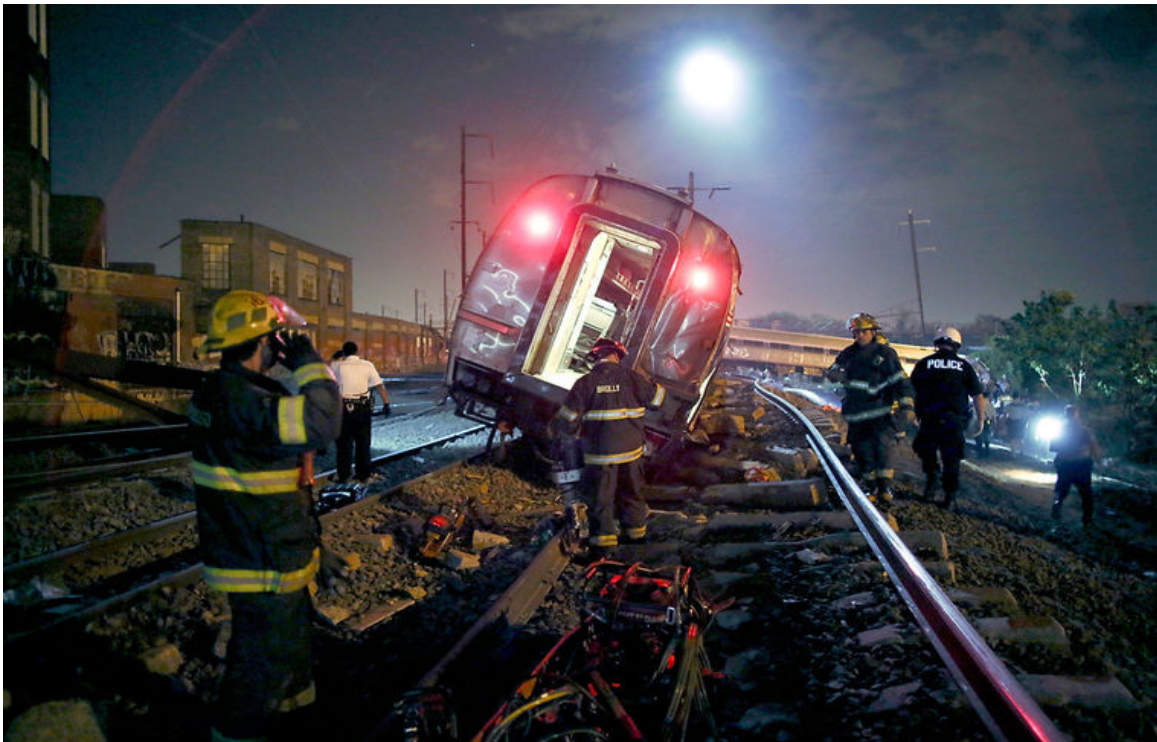
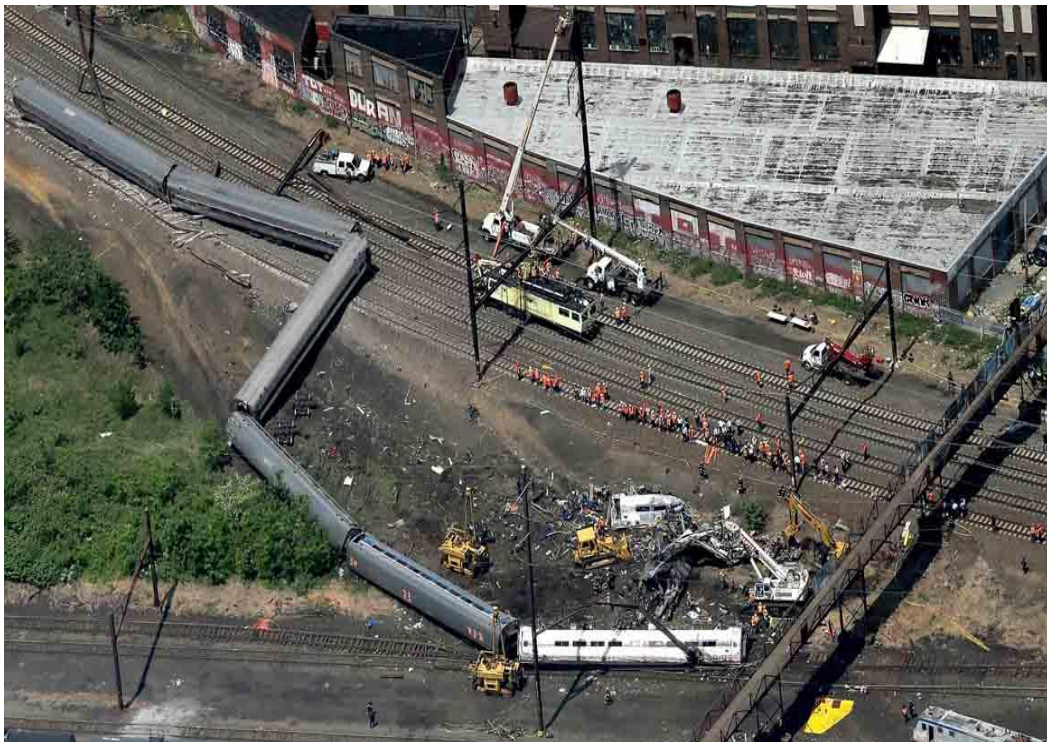


Photo courtesy of Bucks County Tribune

The Next Morning



Photos Courtesy of CNN



Photos courtesy of CNN

Did You Know??????

Did you know... that the FDNY has 143 Ladder Companies? I am sure you did, but do you know how many and what kind? Well The Line box Staff can help you out.....

Number	Type
13	100 ft. tractor drawn aerials
69	100 ft. rear mount aerials
15	95 ft. tower ladders
46	75 ft. tower ladders

Also in the FDNY: the Probationary Firefighter School has recently had its own apparatus assigned and marked as such. PFS E-1 and E-2 are both 2004 Seagrave 1,000 gpm pumps that formerly served at Engine Companies 308 and 68. PFS E-2 the former Engine 68 still carries the New York Yankees pin stripe scheme. Engine 68 is the first due Engine Company into Yankee Stadium. A soon to be replaced 2005 Seagrave 100 ft. rear mount will be assigned at PFS L-1. The Bureau of Training developed the use of the rigs to give the Probies a sense of responsibility in taking care of and cleaning their own company apparatus when they graduate and are assigned to companies. The first class of 320 recruits to use the Engines will graduate in early May.

For those interested in how the FDNY specs it rescue vehicle, here is a link to the bid spec page for a new heavy rescue: <http://www.emtbravo.net/topic/52428-fdny-rescues-out-to-bid/>



One of the FDNY's tillers operating at 77-66-1784 270 Arlington Ave. on Sunday April 24th, 2016.
Photo courtesy of NYC Fire Wire



Did you know...that the Los Angeles County Fire Department has a Life Guard Division and they cover 72 miles of Pacific coastline? I am sure you did, but do you know they have their own units assigned? And provide year round protection at all public beaches in the County? Well they do.

The LA County FD has taken delivery of 45 donated Toyota Tacoma sedan cab pick-up trucks, which has allowed them to replace all of their front line units. These are being used as beach response units. In addition to these units they have taken delivery of 18 Toyota Tundra pick-ups for use by EMT's and Para-Medics and the Chiefs. Also being used are two Sequoias as command units.



Photo courtesy of Truck Trend



1960's Boston Police Disaster Plan

As tensions mounted with the Soviet Union during the late 1950's and into the early 1960's many municipalities had to develop plans to cope with disasters both natural and manmade. The Boston Police did its planning and issued a comprehensive plan to deal with any disaster in the City. To put the plan into effect, Police Commissioner Leo J. Sullivan purchased several new trucks to cope with the situations.

A mobile command post was built using a Dodge van, this was called a "Police Headquarters on wheels" by Sullivan. This specially designed unit has enlarged maps of each of the Divisions which has marked vulnerable and possible disasters areas. Important access routes along with suggested command and media briefing points.



Collection of Member F. San Severino

The plan also called for the creation of an Emergency Service Unit with hand-picked officers with prior military or other useful experience or trades. The unit will be available to any emergency in the city. The unit will be under the command of Division 8, the Harbor unit.



Collection of Member F. San Severino

Also purchased by the BPD were two new trucks, one assigned to the Mounted Unit to transport horses and officers to an emergency site. The other truck was designed to carry barriers, ropes, stakes, lanterns and other emergency equipment. Each division will be equipped with these and other emergency equipment. Each patrol wagon carried 200 feet of rope and each cruiser, carried 100 feet of rope to block off any disaster area.

If the emergency involves great loss of life then officers assigned to the Identification Section of the Bureau of Criminal Investigations will be sent to assist the Medical Examiner's Office. These Officers have received special training in this area.

The BPD also bought ten new Ford half ton panel trucks for use as wagons and ambulances in late 1959 and they were placed in service during early 1960. These trucks are the first to be painted all white and carry stretcher's, oxygen and first aid kits.



Collection of Member F. San Severino



Of course many of us remember the Gerstanslager “rope truck”! Photo by Member F. San Severino



Boston EMS Braun ‘Liberty’ ambulances

Boston EMS currently has 53 Braun ambulances total, including reserve units. The existing in service ambulances are all Chief XL models, with a combination of Chevy C4500 and C5500 and International Terrastar chassis. The Chief XL model provides the optimum in room, storage, and comfort. It delivers a powerful emergency vehicle with one of the highest usable payloads in the industry, making it a great choice for Boston EMS.

The most recent order placed was for 12 units. They will be 2016 Braun Liberty models built on 2016 Ford F450 chassis, with a mix of 4x2s and 4x4s. The Liberty is the perfect base unit model, allowing Boston EMS to pick and choose the options most important to their EMS personnel. All units will be complete and delivered in June of 2016.

Inside, the new Boston EMS Liberty ambulances will include a Stryker Performance-LOAD system. Designed to improve operator efficiencies during patient care, the system is a safe and effective way to load and unload patients from the unit. Other interior customizations specific to Boston EMS include no CPR seat, a radio cabinet, and storage with a custom console. On the

exterior, units will include 02 storage, Braun's exclusive EZ-02 Lift system, and storage specific to Boston's needs.

<http://braun.tbghm.netdna-cdn.com/wp-content/uploads/2015/04/2015-F450-LIBERTY-AMBULANCE-DRAWINGS.pdf>

Correction

The Line Box staff received an e-mail that in our story about the Somerville American Mineral Spirits fire (*Line Box Vol. 9 # 5 – Editor*) we had not named the Somerville Fire Chief.

Chief Walter F. Cullinane of the Somerville Fire Department was the commanding officer of the Somerville Fire Department and commanded the fire that day.



Chief Cullinane won many accolades for his handling of the fire. Mr. Rexford Wilson of the NFPA stated *"The fire your men fought and you directed was contained solely through the flawless placement of initial lines to protect exposures and the steel supports of the horizontal tanks still standing. The extinguishment activities were accomplished with the activities of many aiding fire companies and services under your coordination and direction. From the manner which you handles this difficult situation, we have gained the highest admiration and respect for you and the men of the Somerville Fire Department."*

Mr. Cullinane served as Chief of Department from 1960-1965. He passed away on July 23, 1971.

We wish to thank Mr. Brian Couture for bringing this omission to our attention, and sharing both the photo of Chief Cullinane and sending along a copy of Mr. Wilson letter to Chief Cullinane.

Coming Events

Saturday June 11th MAFAA Muster Wakefield 1000-1400 Hrs.

Sunday June 12th Fall River Fire Show at the Old Colony Railway Museum 1000-1500 Hrs.

Sunday June 12th Long Island Fire Apparatus Epic Photo Shot 0900-1500 Hrs.
Heckscher State Park East Islip, NY

Saturday July 9th 41st Annual Pennsylvania Pump Primers Muster Riverfront Park
Harrisburg, PA.

Saturday August 13th SPAAMFA National Muster Middletown NY. See flyer with this issue
for the Box 52 trip to the Muster.

August 16-20th International Fire Buffs Convention New Orleans, LA.



FDNY Ladder Co. 8 Circa August 1976 photo by Member F. San Severino