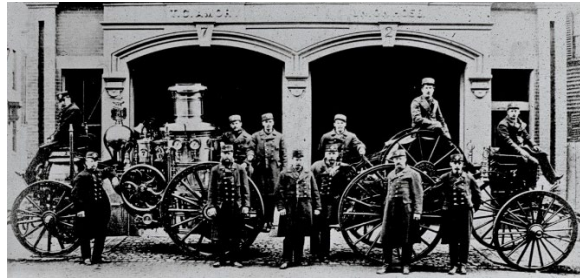


Box 52 Association



The Line Box



I·F·B·A· Member club since 1955!

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

Vol. 19 No. 1

Here we go with another season of the Line Box! And you are getting one a month through December! The next issue will be featuring the Great Boston fire and will be out on November 18th to coincide with the banquet.

Next up we will have the annual Trains & Hoses issue for the Holidays. Then, the staff is going to take a well-deserved month off!

I would like to take a moment to mention again that last season's Issue 4 was written by members of the Association! This was a great for the staff, but better for our readers. I would like to see if we could this again during this year's publishing schedule. Even if you can't write just send the information that you remember about the incident you want to tell a story about and we can do the research and editing for you. I **KNOW** that every member has stories. It would be great to share these. This is how the history of the fire service is passed on. So, don't be shy, just let us know about it and poof you have your own By Line!

Lots going on this year. We have the banquet in November, a bus trip in June and in between at our meetings I have been told we have some great entertainment lined up. We also will be doing both in-person meetings which will also be put on our Zoom platform so many more members can join in.

The 110th year of the Association looks like another banner year! Make sure you are part of the excitement!



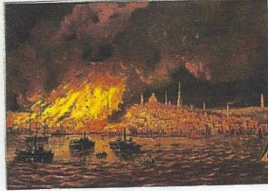
Photo courtesy of the Boston Fire Historical Society

J.H. Upham Steam Fire Engine Number 21 in front of quarters on Boston Street in 1872. The rig pumps 400 gallons per minute and was built by William Jeffers of Pawtucket, R.I. and was placed in service on December 27th 1869. It arrived at Box 52 at 8:03 PM.

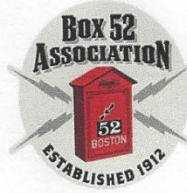


Photo by member Michael Boynton

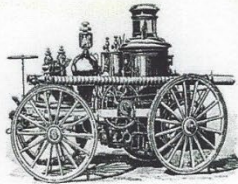
110 years later, Engine 21 responds from its quarters at 641 Columbia Rd. with a 2022 E-One Typhoon equipped with a 1,250 gpm pump, 560 gallon tank and 30 gallons of Class A foam.



The Nation's Oldest
Fire Buff Club
Celebrating our 110th
Year
1912-2022



**150th Anniversary of the Great Boston Fire November 9th & 10th
1872**



Banquet
November 18th, 2022
Florian Hall
55 Hallett Street
Dorchester, MA. 02124
6:00 pm – Social Hour
7:00 pm - Dinner



An Evening with the Commissioner
Paul Christian BFD Ret.
“Looking Back 150 Years the Great
Boston Fire

Tickets are \$ 65.00 per person

Not available at the door.

Contact Treasurer Wilderman to purchase:

bwilderman@feinewengland.com



APPARATUS UPDATE

By Michael Boynton
All photos by the author

The deliveries continue to make their way to area fire departments, and the camera is always close by! Here is a sampling of rigs delivered since late June.

BOSTON

Engine 21, Engine 51, and Engine 52 – 2022 E-One Typhoons 1250/560/30A



NOTE: This is the first NEW Engine 51 for that company since 1984 when they received a 1984 Ford C9000/E-One.

Metro Fire



Everett – Ladder 1 – 2022 Pierce Arrow XT 105' RMA



Melrose – Ladder 1 – 2022 Seagrave Marauder 100' TDA



Weston – Engine 3 – 2022 E-One Typhoon E-Max 1500/750/30B



Woburn – Special Hazards 6 – 2022 Freightliner/Pierce Walk-In

EASTERN MASSACHUSETTS



Avon – Engine 3 – 2022 Pierce Enforcer 1250/750



Photo by member M. Boynton

Brockton – Rescue – 2021 Spartan/EVI Walk-In



Harwich – Ladder 66 – 2022 Sutphen Monarch 2000/450 100' MMA



Mass Firefighting Academy – Engine 10 – 2022 International/Ferrara 1250/530



Photo by member M. Boynton

Marlborough – Squad 1 – 2021 Ford F-550/Vegetant Nor'Easter 4x4 150/300



Photo by member M. Boynton

Raynham – Tanker 1 – 2022 Freightliner/Boise Mobile Equipment {BME} 1250/2000



Uxbridge – Engine 5 – 2021 Rosenbauer Avenger 1500/820/30A/30B

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

1922 Fifty years after the Great Boston Fire

June 10th, 1922

**Dexter Stores Storage
166-168 A Street
4-7135**

Early Saturday morning June 10th, 1922 the air temp was hovering at 75 degrees and humid. Boston had been in the throes of a late spring heatwave. The last four days had temps hovering in the mid 90's.

As the City started to settle down for its slumber in the sweltering conditions, city firefighters on duty sat outside the apparatus bay doors hoping to catch whatever breeze they could. The still of the night was broken by the rumble of a street car passing by.

Meanwhile, on Pittsburg Street at the quarters of Ladder 18 and Water Tower 1 the men were trying to catch any breeze off the harbor. The air around the station was filled with the coal exhaust of locomotives working at South Station and the silence of the night was punctuated by the banging of couplers, bells and whistles. The crew's ears were trained to tell the difference between the shrill of locomotive whistles and the deeper tones of tug boats requesting the Summer & Congress Street drawbridges to be open for access into and out of the Fort Point Channel.

The Operators on duty at the Automatic Fire Alarm Office received a signal from the Dexter Stores Storage building on A Street. The signal was transmitted to the Fire Alarm Office and both Engine 15 and Ladder 18 received a long ring on the house phone and the firefighters on watch wrote the information down, hit the light switch and the house gong and announced the location.

Engine 15's 1904 Amoskeag first size steamer with a 1920 Christie front drive tractor followed its 1917 Seagrave hose wagon out onto Dorchester Avenue pounding over the street car rails and the engineer tended the boiler. At 9 Pittsburg Street for once the chauffer and tillerman were happy to have the street in front of quarters to themselves as they had no problem swinging the 1910 75 foot wooden aerial Seagrave with another 1915 Christie tractor attached swung right and headed for Dorchester Ave and into A Street.

They knew the building as it was part of a three building complex. The alarm had originated from a five story commercial building. The crews would shortly find out the hard way that the first three floors were packed with hundreds of stacked bales of wool and cotton waste, some weighing over 200 pounds.

District 3 Chief Cornelius O'Brien headed out of quarters with Ladder 18. As he turned the corner in A Street a heavy pale of smoke floated lazily skyward. He directed his Aide to pull 7135 A Street & West 1st Street. Fire Alarm received the box at 0216 hours.

As the first alarm companies rolled in, Engine 39 was ordered to stretch a line up the south side stairway. As they made the second floor landing, the officer realized that the fire had already passed them and was burning up the fourth floor via the elevator shaft.

The fire had gained great headway and the windows in both the front and rear of the building on the upper three floors were bursting from the heat.

District 6 had arrived on the box and Acting District Chief Captain Richardson (*Engine Co. 15 – Editor*) was ordered to accompany Engine 1's crew in trying to make the stairway at the front of the building. After issuing the order, District Chief O'Brien transmitted the second alarm at 0225 hours.

Aerial and ground ladders were thrown around the building and three ladder companies of the still and first alarm were trying to vent the building. Just as Engine 1 had made

the third floor a hot air explosion occurred causing the stacked bales to explode into flames. The wool was giving off heavy cyanide laden smoke and tremendous heat. Engine 1's crew was blinded and choking as they found fire now blowing up the front stairwell, cutting off their escape. The smoke condition was making it difficult to try and make it to the windows. At the rear of the building Engine 39 was in just as much trouble as Engine 1. They were trying to make it to the windows.

Ladder 18's crew quickly threw up a wall ladder and the members of Engine 1 climbed down with Acting District Chief Richardson being the last man down. At the rear of the building, Ladder 5's crew quickly threw up another ladder and Engine 39 made it out taking two injured members with them.

All members were ordered out of the building and to prepare for a defensive attack protecting the exposures. The third alarm was ordered at 0237 hrs. The fire now had full possession of the upper floors and even with two fireboats (engines 44 & 47 – editor) supplying plenty of water and the efforts of Water Tower 1 and two hose wagon mounted guns, the fire raged out of control.

The flying glass caused lacerations to Ladder 18 entire crew, all were treated and remained on duty.

The defensive fire fight lasted until well after sun up on the tenth, when the order was given to start interior lines again. Several of the upper floors had collapsed and fire was still burning in hidden pockets. Interior lines were finally advanced into the building at 0630 hours the heat and smoke were still tremendous.

The All Out was sounded at 1026 hours with detail companies left at the scene to overhaul the smoke and water damaged stock on the two lower floors.

Chief of Department Tabor and Fire Commissioner Murphy responded to the fire. Other Chief Officers on scene were District 5 Chief Albert Caulfield, District 7 Frank Sweeney. Division 1 Chief Edward Shallow, Division 2 Chiefs Daniel Sennott and Henry A. Fox.

16 engine companies, 7 ladders, 2 fire boats, the Rescue and a water tower worked at the fire.

The loss was estimated at \$ 400,000.00.

Time	Alarm	Engines	Ladders	Other	Chief
0215	AFA	15	18		Dist. 3
0216	7135	39, 1, 7, 44	5, 3	R1,	Dist. 6
0225	2-7135	43, 26, 10, 22, 47	17	WT 2	Dist. 5, Div. 2
0237	3-7135	38, 3, 21, 6	13		Div. 1
0244	4-7135	13, 8, 23, 50	8		Dist. 7

Big Vacant Building Fires were “Bread & Butter”

Lynn Fourth Alarm Box 413 for 51 Amity Street, Saturday, August 15th, 1981

By John Pozark Jr.

It was another weekend in the summer of 1981. Friday night into Saturday morning. The weather was fair. The temperature about 70 degrees Fahrenheit. A light wind was blowing. It was the peak of “Vacation Season” and Engines #8, #11 and Ladder #3 were “Browned Out” for the night.

Initial Operations:

Box 413 located at Sagamore & Newhall Streets was transmitted at 0228 hours. Apparently received from the street. Responding companies were Engine 5 and Engine 1, Ladder 1 and C-3, East Lynn District Fire Chief Fitzgerald. Standard response to a Street Box at the time was two engines, a truck, and a District Chief. (Unless “Plan 5” was in effect. Another story for another day.)

The companies responding from Fayette St. turned left out the doors and rolled across the Fayette St. Railroad Bridge. A glow was visible in the distance. Lt. Jack Gallagher turned to Firefighter DeLuca driving Engine 5 and remarked, “I don’t think this is gonna be a false alarm”. Responding into the Box location, an obvious fire condition was visible. Rolling down Sagamore Street, companies came to a stop in front of a building with heavy fire showing in the rear. The fire in the rear turned out to be the rear of a building on Amity Street which backed up to the building on Sagamore St.



Engine 5 and Ladder 1 went into service from Sagamore St., (the Charlie Side of the fire building). Engine 5 hooked to a hydrant on Sagamore St. Lt Gallagher and Firefighter Jimmy Welch pulled a 2 1/2" handline to the rear of the fire building to protect exposures while Ff. Deluca set up the pump. With Ff. Fee driving and Ff. Brady tillering, Ladder 1's Mack CF/Maxim was spotted, and Lt. Palin ordered the stick thrown. Lt. Palin with Ff.'s Fee, Brady, Kern and Engine 5 Driver Deluca stretched 150' of 3" hose from Engine 5 to feed Ladder 1's ladder pipe, set up the tip pipe and put a stream to work on the fire building and exposures.

Engine 1, responding second due, went into the front of the building located at 51 Amity St. Engine 1 found a three-story wood frame duplex dwelling, approximately 50' by 75' with front and rear porches on all floors. The building was vacant, and the first floor was boarded up. The rear of the building had fire on all floors with fire advancing rapidly towards the front of the building. A primary search would be a high risk through untenable conditions with a low probability of survival. Engine 1 put the soft suction on the hydrant in front of the fire building. Lt. Selig ordered the deluge gun put to work. Lt Selig and Ff. Posa then pulled a 150 foot, 2 1/2", handline to the side of the fire building and played a stream. Ff. Paraskevas, the Driver/Pump Operator, pulled out the Booster Line and wet down the side of the Engine 1's apparatus. The radiant heat at their exposed positions was intense.

With the fire building well involved and exposures threatened on three sides, District Fire Chief Fitzgerald transmitted 2nd and 3rd Alarms recorded a minute apart at 0232 and 0233 hours. Responding on the 2nd Alarm were Engines #6, #3 and #7, Ladders #2 and #4, Rescue #2 and C-4, West Lynn District Fire Chief, Capt. Smith acting out of grade. This assignment included the third Engine and the Rescue companies that would have been assigned on receipt of a telephone call reporting a building fire calling for a full 1st Alarm assignment.

Engine 6 took a hydrant on Washington St. near Sagamore St. Firefighter Noon, acting out of grade in command, ordered two feeder lines, one 3" and one 2 1/2" dropped and Engine 6 laid into the front of the fire building. Ff. Burke ran the pump and Ff.'s Noon and Clark hit the roof of the Bravo Exposure, the King's Lyn Lanes Bowling Alley, located at 780 Washington St., with the deck gun, to quickly knock down fire extension. The master stream was then played on the original fire building.

Engine 3, commanded by Lt. Bill DeLoury, with Ff. Mike Barry riding a back seat, went into the fire via the Lynnway to Washington St. Taking a hydrant on Washington St., they dropped two 300' feeders, one 3" and one 2 1/2" to the front of the fire building and set up Engine 3's Squrt Boom to put water on the fire building. Driver/Operator Billy Edwards had 75 Psi off the hydrant and set the engine pressure at 80 Psi. After the Boom was put into operation, two 2 1/2" handlines were stretched off Engine 3 into a yard beside the fire building.

Ladder 2, commanded by Capt. Elwell, went directly into Amity St. Ff. Costello spotted the Mack CF/Baker Aerial Ccope in front of the fire building. Working along with Ff.'s Cashman and Pedro, the jacks were set, the Tower Ladder bucket was swung up and the crew waited for water.

Engine 7, with Ff. Branden, acting out of grade in charge, took a hydrant, put the soft suction on and relay pumped to feed Engine 6 with additional water.

Rescue 2, commanded by Lt. Mansfield, with Ff.'s Bartlett and Oliver, removed the tenants from 37-39 Amity St. and then went to work fighting the fire by stretching and operating hose lines. Ladder 4 with Lt R. Powers in charge and driven by Ff. Legere, beached the ALF Ladder Chief 100' RM Aerial Ladder truck and the crew went to work stretching hose. Lt Powers with FF.'s

Legere, Bourgeois and Hyde took 200' of 2 ½" hose off Engine 3's pump and stretched it to an adjacent building and wet down the exposures.

Third Alarm engine companies, Engine 9, and Engine 10 were primarily involved in supporting the earlier arriving companies as flying sparks, embers and brands showered the neighborhood. The Bravo Exposure, the bowling alley, was being hammered not just by radiant heat, but by the wind driven convective heat and the flying brands. The Delta Exposure, a multiple dwelling at 37-39 Amity St. had the siding and window frames going from the radiated heat.

Engine 9, with Ff. Prendergast, acting out of grade in command, hooked up to a hydrant at Washington St. and the Lynnway in front of the Porthole Pub and Restaurant with the soft suction. Using two jumpers and three lines, one line of 300' of 3" hose and two lines totaling 900' of 2 ½" hose, Engine 9 fed Ladder 2's bucket pipe. Engine 9's feeders had to be stretched by hand to Amity St. through a vacant lot. Driver/Operator Ff. A. Williams had 90 Psi Hydrant Pressure and put 160 Psi Engine Pressure into the lines.

Engine 10, commanded by Lt. Szalkowski, arrived, and went to work assisting other companies by stretching and operating hose lines.

With two engines and one truck "Browned Out", normal assignments were out the window. The transmission of the 4th Alarm sent all mutual aid companies to the fire as the assignment, all from the City of Revere. Typically, the first engine into Lynn from Revere was Engine 5 from Freeman St. Station. Ladder 2 from Broadway Station and Engine 2 from the Point of Pines Station were next due. Assuming Revere Engine 2 didn't come in on one of their Lynn Line Boxes.

Revere Engine 2 and Engine 5 had a straight shot over the General Edwards Bridge and right up the Lynnway to the fire. Upon arrival, Revere Engine 5 working with Lynn Engine 10's crew, took one 2 ½" and one 1 ½" line off Engine 6's pump and stretched to the roof of King's Lyn Lanes. They opened-up and attacked the fire extension in the roof area. The crews also played a stream on the fire building itself. Revere Engine 2 and Ladder 2 crews assisted with stretching the feeder lines from Lynn Engine 9 to Lynn Ladder 2.

Sustained Operations:

The striking of 2nd and 3rd Alarms brought Deputy Fire Chief William Conway (C-2) and Chief of Department Joseph Scanlon (C-1) to the fire.

Once they got water, Ladder 2 opened up on the fire with the bucket gun. Engine 10's crew attempted salvage operations inside the bowling alley by throwing 4 stock covers taken off Ladder 2.

One 2 ½" and one 1 ½" handline were stretched and operated from Engine 5's Pump by other companies. Engine 3 had one length of 2 ½" hose line burst. Ladder 4 went to the 3rd floor of an adjacent building and pulled ceilings to check fire extension. And so, water was sprayed and played.

Overhaul:

By 0400 hours the fire was pretty much knocked down. Ladder 1 shutdown and made up from operations on the Sagamore St. side of the fire. Then relocated to the Amity St. side and threw the aerial to the fire building. A 1 ½" handline was run over the stick and operated on the

exterior hitting hot spots. Engine 1's crew ran 100' of 1 ½' handline off Engine 6's pump. Exposures were opened up, checked for extension, and overhauled as necessary.

Termination:

Ladder 1 was relieved at the fire by Division 4. A heavy accumulation of water on the roof of King's Lyn Lanes was causing additional water damage to the interior. The Day Platoon of Ladder 1 took 4 stock covers from their truck and spread them inside the bowling alley. Ladder 1 returned to quarters at 0940 hours.

Engine 5 returned, reloaded fresh hose, checked equipment and was back in service at 1110 hours.

The original fire building was totally destroyed. There was extensive interior water damage and fire damage to the roof and fascia, of the building at 780 Lynnway, the Ling's Lyn Lanes bowling alley. The building at 37-39 Amity St. had exterior extension to clapboards and window frames.

The "Stats" (Not generated by AWS)

Engine 5 Used: 150' of 3" hose in one line, 700' of 2 ½" hose in three lines, and 300' of 1 ½" hose in two lines. The pump was operated 7 hours and 42 minutes. Returned to Service at 1110 hours.

Ladder 1 Used: 100" Aerial and a Pencil Ladder. 4 Stock Covers, 100' of 2 1/2" hose and the Tip Ladder Pipe. During firefighting operations, Lt. Palin was injured by falling in a hole but remained on duty.

Engine 6 Used: 300' of 3", 500' of 2 ½" and 100' of 1 ½" hose. Pump operated 3 hours and 30 minutes. Returned to Quarters at 0701 hours.

Rescue 2 Used: Nothing Listed. Returned to service at 0508 hours.

Engine 3 Used: 300' of 3" and 500' of 2 ½" of hose in two lines and the Squirt Boom. The pump operated 2 hours. Returned to Quarters at 0500 hours.

Ladder 2 Used; 75' Aerial Scope Boom and Bucket Gun and 4 Stock Covers. Returned to Quarters at 0355 hours.

Engine 7 Used: Pump operated approximately 1 hour. Returned to quarters at 0400 hours.

Ladder 4 Used: One 14' Wall Ladder. Hooks and Axes.

Engine 9 Used: 300' of 3" in one line, 900' of 2 ½" hose in two lines. Pump operated 1 hour and 40 minutes.

Engine 10 Used: Nothing Listed. Returned 0403 hours.

Scarborough Ladder 2 to Brockton Ladder 5

By Member Richard Somerville

The ladder truck sold to Brockton, MA was a 1999 Emergency One, 100 foot aerial with a 1500 GPM pump. The truck was located at the District 6 Station (Dunstan Station) that I still work out of. The truck was purchased quickly when during an inspection of our 1981 Maxim aerial discovered a cracked frame and was never put back in service. Fortunately this truck was readily available as a result of a cancellation order, believed to be by Dallas, TX FD. The town has a 20-25 year replacement policy on Fire Apparatus and we were approved via a bond issue from our voters, final cost of the new truck was around 800k.

Old ladder 1 was taken out of service on 7/6/2022, left for Brockton on a “hook” on 7/22/2022. On 7/6/2022, Ladder 2 was moved from District 1 (Black Point) to District 6, to cover as District 6 has full time staffing. The new truck arrived in town the week of 7/6/2022 and was put into service a few days ahead of the “Push In” ceremony when ladder 2 developed mechanical issues. The “Push IN” ceremony occurred on 8/3/2022 and it was revealed that the truck was dedicated to Captain Bruce Bell who has service the town for 64 years. The dedication is memorialized with an inscription on the bell on the front bumper.



Photo courtesy of the Scarborough Fire Department.

Members of the S.F.D. Push In ceremony on August 3rd, 2022

The new Ladder 1 is a 2022 Pierce Ascendant 107' aerial with a 1500 gpm pump, 800' of 4 inch hose and the Husky Foam System. It has already respond to a couple of “All Hands” fires and will be around for some time. Feel free to pay us a visit.



Brockton Ladder 5, photo by member M. Boynton

**Lexington 3-2761
Monday August 8th, 2022
1709 Massachusetts Avenue
Ever Source Substation**

In Lexington Center during the 1920's the then Boston Edison Company built a substation in the center of Lexington. As the years passed and demand grew, additional transformers were added at the rear of the building. Starting in the early to mid 1980's the Center area was plagued with electrical power problems. It was a rare week where utility crews were not working in the manhole in front of the substation or just up Mass Avenue near Waltham Street.

The Lexington Fire Department started to experience fires in these transformers during heat waves and weather related incidents. This would be the fifth fire at the facility.

This fire was to be the worst yet!

It was hot and humid and by all accounts just about 1745 hours there was a cracking sound followed by a heavy black oily loom up over the area. The Police station at 1575 Mass Ave was in the process of moving to temporary location at 177 Bedford Street so construction could start on a new police facility. The 9-1-1 Joint Communications Center had just been moved that day. The Communications Center was still not together when calls began to flood the 9-1-1 lines with multiple people reporting the fire. Dispatch and LPD Station personnel were overcome by the sheer volume of the calls and many were routing to the Towns secondary answering point and to the Framingham MSP Dispatch Center.



Initial explosion and fireball approximately 1745 hrs. Photo taken from across Mass. Ave at the Post Office. Photo courtesy of the Lexington Observer.

The first alarm was sounded and as soon as Headquarters companies turned left on to Bedford Street for the short run to the fire, they could already see the loom up. Arriving first due Engine 1 reported heavy fire showing. C3 the on duty shift commander ordered the Working Fire. He followed this up a minute later to special call Hanscom for a foam unit. The second alarm was ordered and at 1753 hours Metro Fire was notified to respond a foam unit.

Arlington Engine 2 responding on the Working Fire was ordered to grab the hydrant at Mass Ave and Edison Way and drop lines into Lexington Ladder 1 for ladder pipe operations. For those members who attended the Thanksgiving Sunday fire of November 29th, 1987 block of stores fire, the placement of some companies would be very familiar. Arlington E2 used the same hydrant they used in 1987!

The fire was throwing heavy smoke and tremendous heat. The U.S. Post Office was threatened and Lexington Engine 4 using both a big line and a Blitz gun was able to break up the heat and protect the exposure.

The following time line is taking from radio transmissions.

Time	Alarm	Engine	Ladder	Spec	Comments
1745	2761	1, 4	1	C3, Medic 1	Receiving Calls
1747	W.F	Arl. E2*	Bed L1	Medic 2 C1	Heavy Fire Showing, Working Fire.
1747	Cover				H.Q.: Burl E2 E.Lex.: Winc. E4
1748	Sp. Call				Hanscom for Foam Truck
1751	2-2761	(Winc E4), (Burl E2), Conc. E8	Wal. L1	C4	Orders of C3 strike 2 nd
	Cover				H.Q.: Wob E2 E.Lex: Wal. E8
1753	Sp. Call				Notify Metro for Foam Unit
1754					Cmd notify Ever Source to kill power, "kill everything".
1756	Sp. Call				Have 2 nd due engine into Depot Sq Burl E2 & Winc E4
1759					Lex E1 starts foam application
1800					Cmd: Arl. E2 grab hydrant Mass & Grant and lay line down Edison Way, feed Lex L1.
1801					Cmd: Wal L1 pull down Edison way and set up ladder pipe. Burl. E2 take hydrant @ Depot Sq and lay supply line into Wal. L1. Win E4 to stage on Mass Ave opp. Edison Way
1804	Sp. Call				Check on power status
1804	Sp. Call			DFS Rehab	C1 enroute: DFS Rehab unit to scene. 2 Armstrong ALS units for standby
1806				C4	On arrival
1807					C3 rpts Cmd Post being relocated to Mass Ave @ top of Edison Way
1810	Sp. Call	Camb. E3		Div.1, R1 Squad 4 Hazmat	responding
1810					Cmd Medic 2, shut down handline, going to Master Streams
1811				C1	On arrival
1815					P.R #1. Cmd rpts 3 transformers involved using 3 master streams
1817	3-2761	(Wob. E2), Bel. E2, Hans AFB E6	Camb. L1		Orders of C3 transmit third alarm. 3 rd alarm comps to staging at Depot Square
1817	Cover				H.Q: Read E3, Camb E4 E.Lex. Wat. E1

1817	Sp. Call				Cmd. Lex. Haz Mat trailer to scene
1819					Cmd: Camb E3 what is your foam capacity? 200 gals and 12 5 gal pails on board. Stage with Win. E4 on Mass Ave
1820				Wal Medic 3	On arrival
1824					C1 assuming command, C3 will be operations. Have DPW Water Dept Contact me via my cell
1828					Camb. Div 1 returns CFD R1
1833					Wal E8 from cover to staging
1834					Ops. to L1 shut down your ladder pipe. (Bed & Wal ladder pipes still operating)
1835					Advise any companies not committed to come into the rear of the fire via Depot Square
1845	Sp. Call				Lex Haz-Mat trailer to scene, booms needed on Grant St
1846				A-10	BSA A-10 on arrival
1846					Command make 2 announcement all personnel stay clear of manhole covers. Rehab Unit located at rear of Mario's in rear lot
1859		MassPort E1		Foam Trailer	Command returned on arrival



Fire ball as viewed from Edison Way. Photo courtesy of WCVB TV.

Special thanks to Lexington Chief Derek Sencaubaugh for his help in preparing this article.



SPOT FIRE

STOP FIRE

All in Seconds

with **C-O-TWO** 

Record or blueprint vaults, fur vaults, flammable liquid stores, material supply rooms and other areas where constant attendance is not feasible are made safe from fire with C-O-Two. A C-O-Two Smoke Detecting System (approved by Underwriters' Laboratories) continually draws air from the protected space, picks up the first thread of smoke and immediately sounds the alarm. Then the C-O-Two automatic fire extinguishing system swings into action, pouring cold, dry, carbon dioxide gas into the space. The fire is out in seconds after it began.

Two or more spaces may be protected with one C-O-Two system; a directional valve releases clouds of carbon dioxide gas into the threatened area. Doors, windows and ventilators may be closed and machinery cut off by pressure-operated releases operated by the system.

C-O-Two is safe, clean, modern fire protection; it is non-conducting, non-damaging, non-freezing. Safe to use on electrical equipment and flammable liquid fires. Harmless to metals, motors, wiring, finishes, paper and textiles.

Protect hazardous spots in your plant with fast, positive C-O-Two. Write us for further information.



C-O-TWO FIRE EQUIPMENT COMPANY
NEWARK 1, NEW JERSEY

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AFFILIATED WITH PYRENE MANUFACTURING COMPANY