

BOX 52 ASSOCIATION



THE LINE BOX

Vol. 15 No. 1

Welcome to the 15th year of the Line Box! It seems like it was just last year that I approached the Board with the idea to start up a news letter again. Time sure does fly when you are having fun.

The staff has been giving un-wavering support by the various administrations and the constant support from the Membership. With out this support, this newsletter would not have survived its first year!

With this issue we welcome aboard our newest staff member David Parr, you will find his first byline in this issue and we look forward to many more!

It seems that fire duty is picking up around, in the December issue we will devote a fair chunk of the Line Box to the gas incident in Lawrence, Andover and North Andover. The entire staff is hard at work gathering response information and photos.

We are excited to report that some members are stepping forward with story ideas and even sending us stories with photos for future use, *please* feel free to continue.

In this issue we feature a photo story on the Medford High School fire from 1965, a story on a serious apparatus collision, along with a rather unique training program on confined space rescue from grain silos. Plus, our usual apparatus up dates, and a few other tidbits from here and there. So sit back and enjoy this volume 1 of our 15th year of the Line Box!



B.F.D. Doin's
Photos this page by Member William Noonan

Boston has taken delivery of three new support vehicles for H-5, H-8 and W-25

H-8 is assigned as the Tech Rescue unit for Division 2 and is quartered with Engine 28 and Ladder 10. The unit is built on a 2018 Freightliner sedan cab and the walk-around body built by Hackney. It is letters for Special Operations TSU-2





H-5, the Decon Support unit. It features the same Hackney style walk-around style rescue body. The main difference in the two units is that H-5 does not have the sedan cab. It is quartered with Engine 9.



W-25, the Re-Hab unit has placed in service a 2018 Ford F-550 4 wheel drive chassis with a Wheeled Coach body. Photo by Member Michael Boynton.

Engine Companies 8, 24 and 29 have all placed in-service 2018 Emergency-One Typhoon pumps equipped with a 1250 gpm pump. 560 gallon booster tanks and a 30 gallon tank of Class A Foam.



One of the three 2018 Emergency-One Pumps delivered. Photo by Member Michael Boynton

(NOTE: Boston's new Tower Ladder 10 due in December/January – 2019 E-One RMA)



Metro-Fire Update

Cambridge: Has received an additional 2 million dollars for further station repairs and updates. This is in addition to the nine million already received.

Lexington: Headquarters station at 45 Bedford St has been closed and is scheduled for demolition during early October and work will commence on building of a new Fire Headquarters. The station was built in 1947. Companies have relocated to a temporary station at 177 Bedford Street during construction which is slated to take 18 months.

Lynn: Has been awarded a federal SAFER grant to hire an additional 20 firefighters.

Revere: Has appointed 7 firefighters.

Quincy: Chief Joseph Barron has retired at 40 years of service. Deputy Chief Thomas MacInnis has been promoted to Chief. Apparatus has been shuffled as new rigs are placed in service. Engine 1 and Engines 5's 2005 E-One pumps have been transferred to Engine Companies 7 and 6.

Weymouth: On July 1st South Shore Hospital Health Systems have taken over EMS. The City now has two dedicated ALS units with 1 BLS unit and an additional BLS unit in-service for 16 hours a day. The ALS units are based on the North and South sides.

MEDFORD HIGH SCHOOL FIRE
Monday November 1, 1965
All photos from the collection of late member L. Murray Young

The first day of November dawned as a cool and crisp sunny New England autumn day. At noon time the temperature at Logan Airport was 52 degrees with a wind from the west/northwest at 13 mph with gusts to 20 mph. In Medford the 2,500 student body of Medford High School went about their day and were counting down the hours till dismissal at 2:20 PM.

The day shift in the six Medford fire stations were going about the day which was routine. A few box alarms, stills and several calls for the Rescue. They were to be relieved by the night crew at 6 PM. Much of the talk was of the fire in the boiler room at Medford High School that the night shift had dealt with on the previous night. The 70 year old oil fired steam boiler had been giving the crew fits since it was fired up several weeks before. The boiler sat in the basement of one of the oldest sections of the High School, a few blocks from Medford Square on Forest Street. The crew had handled the fire by cutting off the oil supply letting it darken down and vented the area. They had tag the boiler, Fire Alarm had notified the on call custodian who called the oil company for emergency service. By the time the first bell rang for classes on Monday, it was back on line heating the school.

The night crews arrived in firehouses all around Medford. Equipment was checked, gear was hung on the rigs and the crews were just settling in for the night tour with the hope of a quiet one. After all it was a Monday night, not the busiest night of the week. In many houses the TV was set to Channel 7 waiting for the ABC show "Twelve O'clock High" starring Paul Burke to start at 7:30 PM. Fate was going to make them and many of their mutual aid departments miss this week's episode!

At Medford High a fire was starting in the boiler room again. The automatic signal tripped the master box and 4 rounds started pounding on the bells. First alarm companies on the box headed out of quarters. Engine 1, Ladder 1, Rescue 1 from Headquarters, Engine 2 from West Medford and Engine 3 from the Salem Street. Arriving first due companies found fire on the flooring above the boiler. As the first lines were being dragged in, the fire found the air shaft and exploded upwards into the loft that ran the length of Buildings B and C, the oldest part of the school. Second and third alarms were rapidly sounded. Medford Fire Chief Leo McCabe ordered Ladder Companies to bring ground ladders to the 4th floor and try and get lines into the loft and cut off the fire. Just as crews were about to enter the loft, a hot air explosion occurred and injured seven firefighters. As they were brought to waiting ambulances a second explosion occurred and blew out the loft flooring and dropped the fire down to the 4th floor. Chief McCabe sounded the General Alarm and recalled the entire Department. Mutual aid responded for 11 communities and soon some 500 firefighters, both regulars' and auxiliaries were working to try and stop the spread of the fire into the newer sections of the school. A special call went out to Boston requesting the response of a Water Tower to the scene. Chief McCabe had directed that lines be placed in the connecting corridor between the burning buildings B & C and the two newer three story wings. This action was successful.

Companies working at the rear of the building were not doing as well, they were plagued by low water pressure and a relay pumping was set up from Main Street and Governors Ave.

The fire ragged out of control for nearly four hours. At the height of the fire flames were visible from Concord, some 20 miles away. Thousands of spectators jammed the area hampering the



Firefighting efforts. The Medford Police assisted by the Metropolitan District Police were able to get the crowd under control and moved from the area.

As companies were heavily involved the wind kicked up as the tempter dropped into the 40's and has the flames ate through the slate covered roof and the roof collapsed burning embers were raining down on the surrounding residential areas. On Ashland Street roving engine companies on brand patrol extinguished some 14 roof fires!





Ladder trucks at work....lower center Everett Ladder 1, Medford Ladder 1's Pirsch upper center. Arlington Ladder 1 with the B Mack Cab and at the rear of AFD Ladder 1 at the top left of photo is Arlington Ladder 2.

As the sun rose on Tuesday morning buildings B and C were a total loss along with 39 classrooms, most of the band and athletic team's equipment which had been stored in a fourth floor storage area. Many firefighters were injured by falling slate from the roof and the seven who were injured on the 4th floor were all admitted for treatment to the Lawrence Memorial Hospital.



The investigation by the State Fire Marshalls Office was centered on the boiler. However, investigators had to wait till the water was drained from the basement before the boiler could be inspected. It was perplexing to the investigators of how the fire got out of the brick lined boiler.

The two damaged sections were torn down and in an emergency vote funds were approved to build a new high school. If you travel up Forest Street today, sections of the old Medford High are still there.

SUMMER FIRE DUTY



June 14th Malden 2 alarms 62 Olive St. MFD Deputy Chief and Box 52 Member Lenny Dunn had the fire. Photo courtesy of Member Peter Aloisi



June 27 4th alarm Medford for an auto body shop, at Mystic Ave and High Street.
Photo by Member Peter Aloisi



July 10th Saugus and mutual aid companies battled a third alarm fire at 81 Juniper Place.



MASSPORT Tower 1 responded as the 3rd alarm truck.

The Line Box Staff is happy to welcome on board member David Parr. This is first of what we hope is many articles, enjoy!

FIRE TRUCKS CRASH ENROUTE TO FIRE; 5 HURT

By David Parr

All photos from author's collection

Tuesday, June 15, 1954 was a rainy, early summer day in Wakefield. At the home of Mr. & Mrs. Herbert Sherman at 35 Lawrence Street, Mrs. Sherman was busy running the Wee Lads and Lassies Kindergarten from her home, in the days before public school kindergartens.

Just after 11:00 AM Mrs. Sherman smelled smoke in the house. Going to investigate she discovered a lively fire in the basement. She initially tried to extinguish the fire, sustaining burns to her hands and legs in the process, but quickly and smartly decided to abandon those efforts and evacuated her 12 young students from the house. She escorted her charges across the street to the home of Mr. Fred DeFelice, where a call was placed to Wakefield Fire Department Headquarters on Crescent Street. Firefighters on duty immediately transmitted Box 423 over the bells and whistle and responded at 11:15 AM.

The response to Box 423 was Engine 3 (1938 Seagrave Sedan Pumper), Ladder 1 (1928 Seagrave tractor trailer with a 75 foot 2 section foot wooden aerial), Engine 5 (1950 Dodge / Seagrave pumper), and Engine 1 (1924 Seagrave pumper). Engines 3, 5 and 1 responded via Otis Street to Pleasant Street where they headed north towards Lawrence Street. Ladder 1 responded via Main Street to Lawrence Street, mainly because it was easier to make the turn onto Lawrence Street from the wider Main Street with the long tractor tiller truck.



Wakefield Ladder 1 1928 Seagrave 75 ft. wooden aerial.



Wakefield Engine 5 1950 Dodge/Seagrave

Engine 3 arrived first and found smoke showing from the 2 ½ story wood frame home, with a hydrant located right in front. Ladder 1 with Firefighter Walter Richards (age 50) driving and Firefighter Leon “Sub” Dulong (age 47) the tillerman approached the Pleasant Street intersection on Lawrence Street just as Engine 5 with Firefighter Mechanic Melvin “Huck” King (age 46) approached on Pleasant Street. King saw Ladder 1 enter the intersection and went to apply the brake, but the back of his fire boot caught the underside of the driver seat, preventing him from moving his foot to the brake pedal. Frantically, he reached for the emergency brake handle but it was too late, Engine 5 struck Ladder 1 at the tractor in the middle of the intersection. The collision forced Ladder 1 over the sidewalk, into a telephone pole and onto the front yard at 27 Lawrence Street. Firefighter Richards was thrown from the open tractor and Firefighter Dulong was thrown from the tiller seat. King was injured in the collision but not thrown from the cab of Engine 5. Also injured was Firefighter Marshal McCamish Jr. (age 28) who was driving Engine 1 following Engine 5 and sustained chest injuries when forced to slam on his brakes to avoid the crash.



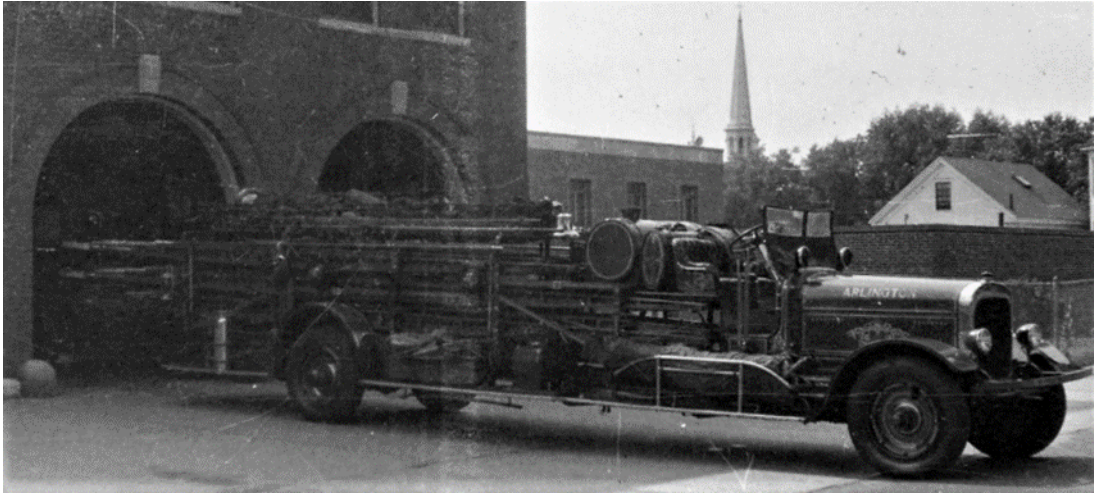
Meanwhile, at 35 Lawrence Street, Acting Fire Chief Captain Robert MacDonald was faced with a working structure fire quickly spreading from the basement to the first floor, with three of his apparatus and four of his firefighters out of action. He ordered a second alarm transmitted on Box 423 bringing Wakefield Engine 2 (1929 Seagrave pumper) from the Greenwood Station, Reading Engine 6 (1952 Seagrave pumper) and 18 out of 19 off duty firefighters and call firefighters. Despite the crash, firefighters quickly mobilized stretching 2 ½" hose lines directly from the hydrant out front to attack the fire, stopping it at the attic level.

Back at the accident, both Engine 5 and Ladder 1 were wrecked at the intersection. Firefighters Richards, Dulong, King and McCamish were injured.



Richards was transported to Melrose Hospital and admitted for internal injuries. Dulong incredibly sustained only a laceration to his leg, despite being thrown from the tiller seat. Dulong, King and McCamish were transported to a local physician's office, treated for their injuries, and were back at work the next day!! Mrs. Sherman was transported to the hospital and admitted with 2nd and 3rd degree burns to her hands and legs.

Both apparatus were towed to Classen Brothers garage in Wakefield, and later deemed to be totally destroyed in the crash. Wakefield initially borrowed Arlington Ladder 2, a 1925 city service ladder to serve Wakefield until a replacement could be obtained.



Arlington Ladder 2's 1925 Seagrave City Service on loan to Wakefield.

After a special emergency meeting of the Selectmen, Wakefield ordered an American LaFrance 85 foot metal tractor trailer aerial ladder truck. As part of the deal, American LaFrance allowed Wakefield to use a 1932 Mack tractor trailer aerial truck, recently traded in from Bangor Maine, until the new LaFrance was delivered in May of 1955. The American LaFrance aerial served Wakefield until the early 1980's.



Former Bangor Ladder 1, 1932 Mack aerial

Engine 5 was refurbished by the addition of a new 1955 Dodge chassis, and was returned to service as Engine 4 in December of 1955, and continued to serve Wakefield as Engine 4 and later as Engine 5 again until 1975.



Wakefield Ladder 1 1955 American La France 700 Series 85 ft. tiller



Rebuilt Engine 5 with a new number and new 1955 Dodge chassis.

In 1954 the Wakefield Fire Department fleet was all Seagrave apparatus. After using American LaFrance, Mack and Maxim apparatus between 1955 and 1995, Wakefield today has returned to an all Seagrave department!!

FDNY Brooklyn 7th Alarm 5200 Kings Plaza Shopping Mall Garage

Throughout its history the Boro of Brooklyn is no stranger to some of the biggest and strangest fires in the history of the FDNY. Monday September 17, 2017 would be added to the history books.

The Kings Plaza Mall is a large multi-level shopping mall located in the Marine Park neighborhood. A 23 year old homeless male was seen on security cameras breaking into a car in the garage and after emerging from the car, looking at the camera and making an obscene gesture, smoke was noted coming from the car he had exited. The first of many 9-1-1 calls were received and the Brooklyn CO transmitted box 3703. The fire damaged over 130 luxury Mercedes-Benz automobiles being stored in the garage by a local car dealership. The fire was very hot and produced heavy black smoke conditions. Three civilians and 18 firefighters were overcome by smoke and transported to the hospital.

Two facts about this fire are interesting: 1.) When Division 15 ordered the 4th alarm, the Gerritsen Beach Volunteers responded. 2.) Six (6) Marine units worked at this fire!



Photo courtesy of FDNY

Time	Alarm	Engines	Ladders	Special	Chief	Other
0836	3703	309, 323, 321, 254	159, 153. 156 (Fast)	R2, Sq. 252 Marine 2, 9A	B33, 58 Div. 15, Mar. Batt	Rac-2,
0856	2-3703	255, 310, 257, 246 207 w/Sat. 6	174, 157	Field Comm	38 Safety	
0904	3-3703	240, 248, 281, 283 332 (Comm)	170, 120	Mask Unit Tac-2	B48, 40 Air Recon	Rac-4 CTU
0917	Spc. C			Marine 6		
0926	4-3703	330, 253, 329, 250	169, 159			Gerritsen Beach VFD
0926	Spc. C		172, 147			

0938	5-3703	231, 220, 280, 201 279 (Comm)				
0938	Spc. C		113(Fast)	R5, Sq. 288	B42, 37	
0940	Spc. C	238 w/ Foam Tender 229 w/ PK 229 152 w/ F152 260/ w/ F260 274 w/ 2 nd piece		Haz-Mat 1	B51 HM Batt	Foam Task Force
0945	Spc.C			Sq. 1		
0954	6-3703	282, 290, 233, 284 w/ Sat 3 7 w/ Cutter Radio				
0954	Spc. C		123, 148, 168, 166	Marine 8, 1	B31	Special Calls Above 6 th Rac. 1, 5
1053	Spc. C		122, 175, 132, 114			Four extra Trucks
1057	7-3703	276, 202, 235, 222, 225				



Gerritson Beach VFD behind Squad 288 working at the fire. Photo courtesy of Wegner Photography.



FDNY Ladder work at the 7th photo courtesy of the FDNY

U.S. Postal Service Releases First Responders Stamp



MISSOULA, MT — Firefighters, law enforcement officers, emergency medical service professionals and other emergency personnel are being recognized today by the U.S. Postal Service at a special first-day-of issue ceremony for the Honoring First Responders Forever stamp

"Our nation's first responders rush into life-threatening situations for the benefit of others," said Guy Cottrell, the Postal Inspection Service's Chief Postal Inspector and dedicating official. "The Postal Service is pleased to honor their skill, dedication and unfailing bravery with this stamp." The ceremony was held at the Aerial Fire Depot and Smokejumper Center in Missoula, MT, home to the nation's largest training center for firefighters who parachute into remote areas of national forests to combat wildfires.

Artist Brian Stauffer worked with art director and designer Antonio Alcalá and designer Ricky Altizer to create this stamp. As a contributing artist to *The New York Times*, *Time* magazine, *The New Yorker* and other publications worldwide, Stauffer's illustrations are best known for bridging traditional and digital realms to create a conceptual take on social issues.

Emergencies of all varieties and scales occur in our communities every day, from crimes and medical incidents to accidents and fires. These critical situations require men and women who possess the training and knowledge to rescue the endangered, treat the injured, and restore safety and order. First responders are found throughout our society, from small townships to the federal government. They include a wide range of law enforcement professionals and public safety personnel, from air marshals and transit police officers, to ski patrollers, park rangers, and fish and game wardens. For many, it is a volunteer job; for others, it is their full-time occupation.

Customers may purchase the stamps through the Postal Store at usps.com/shop, by calling 800-STAMP24 (800-782-6724) or at Post Office locations nationwide. Philatelic products, including first-day-of issue postmarks and covers for this stamp, may be ordered online at [USA Philatelic](https://www.usps.com/philatelic) under "Collectors." Video of the ceremony will be available on [Facebook](https://www.facebook.com/usps).

REVERE 5 ALARM APARTMENT FIRE 10 FRANKLIN AVE Sunday Sept. 16th, 2018

The 16th was one of those glorious late summer days that we New Englanders revel in. Temperature's along the coast were in the mid to low 70's with a delightful on shore breeze. Blue skies and lots of sunshine made for a great day.

The tenants of the large four story 36 unit apartment complex at 10 Franklin Avenue in Revere, which was home to over one hundred residents, were enjoying a leisurely Sunday. Around 1400 hrs a 4th floor tenant smelled smoke and called 9-1-1. The call was answered at the North Shore Emergency Regional Communications Center, which serves the communities of Revere and Winthrop.

The fire dispatcher hit the tones and dispatched the first alarm companies to 10 Franklin Avenue for the report of smoke on the 4th floor and transmitted box 34 at 1408 hours. Companies arrived under the command of Deputy Chief Rich (C3) and found smoke on the fourth floor, but no fire.



10 Franklin Ave. Photo courtesy of Zillow

Companies started to check the building, as Deputy Rich transmitted the Working fire. As the smoke condition was increasing. Companies using Infrared Thermal Imaging Cameras found the fire was roaring above them in the cockloft space. Deputy Rich ordered the second alarm on box 34 at 1448 hours.

Revere and mutual aid companies had mounted an aggressive interior attack to try and cut the fire off. The fire had too much of a hold in the roof area and had already broken through in several areas. Upon arrival of Revere Chief (and Box 52 Member) Bright he found companies preparing for a defensive attack and companies had evacuated the building. Chief Bright (C1) ordered a third alarm from box 34 and reported "fire through the roof, defensive operations, and 2 ladder pipes were in operation. The third alarm was transmitted at 1502 hours, followed by the fourth at 1541 hours and the fifth alarm at 1644 hours.

Four firefighters suffered minor injuries and were transported to local hospitals. No injuries were reported to any tenants. The building was deemed at total loss according to the State Fire Marshal's Office and as of this report no cause has been determined.

Special thanks to Members Chris Bright for information on the fire and to members Peter Aloisi and Bill Noonan for sharing their photos of the fire.



All Companies working! Photo by member Peter Aloisi



Bill Noonan Fire Fotos



Bill Noonan Fire Fotos





2018 Hallmark 16th Fire Brigade Ornament

The Arkansas City Fire/EMS Department was host to representatives from Hallmark as they prepared to memorialize the department's 1932 Buick as a Christmas ornament.

The 1932 Buick Rag Top was stolen and used in a bank robbery that year. Afterward, the robbers set the car on fire. The City of Arkansas City purchased the burned-out car from the insurance company in early 1932. The restoration work of the burned vehicle was completed by local firefighters. The back section of the car was replaced with the bed of a 1909 Kissle, the first motorized fire truck in Arkansas City.

The truck was fitted with a 500-gallon-per-minute pump and 100-gallon water tank, and was equipped to carry 900 feet of 2 1/2-inch hose and ladders.



The 1932 Buick fire truck served the City of Arkansas City for 16 years before it was sold in the early 1950s. But a telephone call to the Ark City fire chief in 1991 informed the department not

only of the location of the old truck, but that it also was for sale. The old truck was purchased with donations from area businesses and citizens for \$2,250. It was returned back to Arkansas City on a flatbed trailer in very poor condition and in several pieces.

Once again, the 1932 Buick was restored by the firefighters of the Arkansas City Fire-EMS Department, a process that took several years, with the help of passionate citizens.

Arkansas City, or Ark City as it is known is located in Crowley County and sits at the confluence of the Arkansas and Walnut Rivers. It is located 54 miles southeast of Wichita and 4 miles from the Kansas-Oklahoma border. It has 9.38 square miles and a population of 12,415. It is home to the state of the art meat processing plant Creekstone farms Premium Beef LLC, which is the largest employer in the County with 700 workers.

Ark City Fire and EMS responds from one station with three duty groups of 7 firefighters. The Department operates 2 engine companies one aerial tower, 4 paramedic ambulances, 3 tankers and 4 brush units. The Department also responds to calls in the rural areas surrounding the City.



In keeping with our annual December tradition, a 2018 Fire brigade ornament will be raffled off at the December meeting.



Ark. City 2006 Smeal 100 ft. Tower with a 2000 gpm pump. Photo courtesy of Smeal Fire Apparatus.



APPARATUS UPDATES

By Michael Boynton, all photos by the author

As fall now takes hold of our weather pattern, several apparatus updates are occurring within Beantown, across Metro-Fire, and throughout Massachusetts. This is a sign of things to come as well, with several departments due to receive new rigs by the end of the year, including Agawam, Billerica, Boston, Fall River, Marlborough, Medford, Newton, Springfield, Sudbury, Watertown, Worcester and so on. Here is what is new since the last Line Box in August:

METROFIRE

Arlington Engine 1 – 2018 E-One Typhoon 1500/530. The 2008 Seagrave former Engine 1 has been assigned to Engine 3 at Park Circle and Engine/Ladder 3 s008 Seagrave Quint has been placed in reserve and renumbered Ladder 2 and is housed at the Highland Station



Cambridge Ladder 1 – 2018 Pierce Arrow XT Ascendant 107' RMA

Saugus Engine 3 – 2018 Pierce Enforcer 1250/750

Waltham Engine 3 – 2018 Seagrave Marauder II 1750/750



Waltham Engine 3 2018 Seagrave Marauder II 1750/750.

MASSPORT FIRE RESCUE

Several updates are happening at Massport. Engine 2 (formerly E-5) returned from an extensive rehab by Pierce at the factory in Wisconsin. Massport Engine 1 is now under construction by Rosenbauer. This will be a tandem axel structural engine. New Oshkosh Striker 4500s have been received for Engines 3, 4 and 5. All are equipped at 1950/4500/540AFF/450lbs Dry Chem and 460lbs of Halotron agent. Engine 4 also has a 65' Snozzle. When all are fully in service, Engine 17 (2016 Rosenbauer) will become E-62 and be transferred to Worcester, and Engine 23 (2000 Oshkosh originally E-2) will be assigned as Engine 52 at Hanscom.

MASSACHUSETTS APPARATUS UPDATES



Acton Engine 21 – 2018 Seagrave Marauder II 1500/750/30B



Dartmouth District 1 Engine 2 – 2018 Pierce Arrow XT 1500/1000/25A



Fall River Platform 1 – 2018 Ferrara Inferno 85' MMA Tower



Franklin Engine 1 – 2018 Ferrara Inferno MVP 2000/750/30F



Hamilton Engine 1 – 2017 Pierce Impel 1500/750 (Stock Unit)



Hudson Engine 4 – 2018 E-One Typhoon 1500/1000/30B



Manchester-By-The-Sea Squad 3 – 2018 Ford F-550/HME Ahrens Fox Mini-EVO 4x4 1500/300/50F CAFS



Medway Engine 3 – 2018 KME Severe Service 2000/1000/30A/250B



Merrimac Tower Ladder 1 – 1998 KME Aerial Cat 2000/250 102' RMA



Rockport Engine 3 – 2018 Pierce Saber 1500/750/30F



Salisbury Squad 2 – 2018 Ford F-550/HME Ahrens Fox Mini-EVO 4x4 1500/400



Westborough Rescue 1 – 2018 Spartan/SVI 1000/300 Heavy Rescue

ALLENTOWN, PA. VACANT FACTORY

Sunday October 7, 2018

A century old five story mill type construction vacant factory was destroyed by a multiple alarm fire on Sunday evening. The building located at 413 Franklin Street, had been the scene of a previous multiple alarm fire in May of 2018. Allentown Police have had numerous reports of homeless persons using the building.

Ironically, on Monday renovation work was scheduled to start on the building and converting it into 69 apartments.

Due to the heavy fire damage the building was razed by the City on Tuesday and all that remains is now a vacant parcel of land.

Allentown dispatchers received numerous 9-1-1 calls and transmitted box 2554 for Franklin near Warren and the first alarm companies turned out. Battalion 43 transmitted 3 alarms in 6 minutes. The fire was fought defensively and collapse zones were set up all around the building. The fire did not extend to the woodframe row houses opposite the factory on the Warren Street side.



First due Allentown Truck 2 going to work. Photo by Rich Rollins The Morning Call



Rear of the building as 3rd alarm truck, Catasa 1ua Ladder 2 prepares to get into operation.
Photo by Rich Rollins, The Morning Call



Drone footage, photo by Lehigh Drone, special to The Morning Call

Time	Alarm	Engines	Ladders	Chiefs
1812	2554	9, 10, 4, 6(RIT)	Truck 2	Batt. 43
1814	2-2554	11, 14		
1814	Spc. Call		Whitehall Twr 6 Western Salisbury L2	C1
1818	3-2554	13, Greenawald E11	Catasaqua L2	

