Box 52 Association

The Line Box

I·F·B·A· Member club since 1955!

Vol. 17 No. 1

Welcome to our 17th year of producing the Associations newsletter!

We wish to thank all who took a moment to send us a brief comment on how much they enjoyed the Summer Issue.

As we submit the first issue of the Line Box in our 108th year as an Club, the 2020-2021 season is going to be one of several historic firsts for Box 52, in a long line of firsts.

As you know with the Covid-19 pandemic still affecting Massachusetts we bravely switched to virtual meeting where Association business can be conducted, entertainment provided and at least wave and friends and fellow members.

The pandemic has hit local fire departments hard, members have been stricken with Covid-19. They have struggled working long hours, learning to deal with the patients who had the illness while still running the usual medical, bells and smells and fires. 48 hour shifts turned into 72 and 96 hours in the fire stations. Crews battled exhaustion, fear for themselves and their families. While everyday seeing news that one more firefighter, Medic or police officer succumbed to this deadly new disease. To all our members who faced these tasks, we offer our thanks!

We now face a “new normal’, but as the Association did in 1918-1919 during the Spanish Flu pandemic we shall carry on. After all, in 108 years a pandemic is old hat to the Box 52 Association!

METRO-FIRE THIRD ALARMS OR HIGHER

These fires will cover the period from the Commonwealth's mandatory lockdown until September 30th. They will not list company responses but just date, address, building type, box and alarm times. Full reporting will start again in the second issue.

My thanks to the following who assisted in providing information on these jobs: Members John Pozark, David Parr, Chris Bright, Frank Barry, Edward Morrisey, Michael Worley. Friends of the Association: Somerville District Chief Frank Lee, Melrose Fire Chief Edward Collina, The Boston Fire Department and Broadcastify Archives at www.brodcastify.com.

READING Friday April 17th 292 Grove Street Meadow Brook Golf Course Club House. Fire reported as an outside fire and extended to the 75 year old club house wood frame building.
Box 681 transmitted at 0346 hours
2-681 @ 0348
3-681 @ 0437

MEDFORD Monday May 11th Box 521 86 Canal Street report of smoke in the building. 2.5 story wood frame duplex occupied dwelling
Box 521 @ 1457
@ 1458 per C2 fill out assignment with Working Fire assignment @ 1500 C2 reports heavy smoke showing
2-521 @ 1501 orders of E-2
3-521 @ 1615

LYNN Thursday May 14th Box 322 reported address of 43 Sanderson Ave. Fire in a three story wood frame, rear porches. Corrected address 85 Burrill Street. Engine 5 reported heavy smoke showing and ordered the Working Fire
Box 322 @ 1533 hours
W.F 322 @ 1534 hours
2-322 @ 1536
3-322 @ 1549

SOMERVILLE Wednesday May 20th Box 236 2 Quincy Street 2.5 story occupied wood frame dwelling. Four firefighters were injured battling the blaze.
Box 236 @ 2207 hours.
W.F. @ 2218
2-236 @ 2221
3-236 @ 2234

QUINCY Friday May 22nd Box 6124 57 Holmes Street 2.5 story wood frame dwelling fully involved. Second alarm ordered on arrival.
Box 6124 @ 2326 hours
2-6124 @ 2329
3-6124 @ 2333

BOSTON Saturday May 30th Box 7421 East 8th & G Streets struck for 1428 Columbia Road Fire heavily damaged 1426, 1428, 1430 Columbia Road and 5, 7, 9, 11 and 13 Douglas Street. All three story wood frame dwellings converted into condo's. Five firefighters suffered minor injuries *(see report on this fire elsewhere in this issue –Editor)*
Box 7421 @ 0324 hours
2-7421 @ 0329
3-7421 @ 0336
4-7421 @ 0338
5-7421 @ 0342
6-7421 @ 0354
7-7421 @ 0413

CAMBRIDGE Sunday May 31st Box 28 213 Harvard Street 3 story eight unit wood frame OMD.
Box 28 @ 0227 hours
W.F. 28 @ 0232
2-28 @ 0247
3-28 @ 0258

CAMBRIDGE Tuesday July 14th Box 281 231 Broadway 3 story wood frame row house converted to condo's.
Box 281 @ 1222 hours
W.F. @ 1225
2-281 @ 1227
3-281 @ 1233

QUINCY Monday July 27th Box 2128 23 & 25 Hanna Street dumpster fire between two wood frame single family one and a half story dwellings. Engine 3 reported smoke showing from a distance and ordered the Working Fire.
Box 2128 @ 1807 hours
W.F.2128 @ 1810
2-2128 @.1813
3-2128 @ 1838
4-2128 @ 1911

REVERE Wednesday August 5th
See story for further information on 2-411 and 3-29!

CHELSEA Tuesday August 11th Box 385 34 Hooper Street rear porches of a 2.5 story wood frame occupied dwelling. Fire was fought during high heat and humidity.
Box 385 @ 1623 hours
W.F 385 @ 1625
2-385 @ 1626
3-385 @ 1628
4-385 @ 1658

BOSTON Friday September 18th Box 3483 Washington & Fairmont Streets for 15 Ogdon Street. District 8 reported heavy fire showing and ordered a second alarm on arrival. Fire was in a 1.5 story wood frame dwelling. Car 8 skipped the third alarm and transmitted a fourth alarm. Fire was extending to exposures
Box 3483 @ 0436 hours
2-3483 @ 0439 hours
3-3483 skipped and 4th ordered
4-3483 @ 0443

CHELSEA Friday September 18th Box 213 21 High Street. Fire in a 2.5 story wood frame dwelling. One occupant was removed in critical condition, the occupant succumbed to his injuries,
Box 213 @ 1645 hours
W.F 213 @ 1648
2-213 @ 1653
3-213 @ 1717

BOSTON Friday September 25th Box 1785 Howard Ave & Cunningham Street for 141 Howard Ave. reported fire on the second floor. Engine 24 arriving first due, ordered the second alarm. Fire was in two three story wood frame dwellings.
Box 1785 @ 1925 hours
2-1785 @ 1931
3-1785 @ 1952

Second Alarms

Date	City	Address
03/18	Lexington	5 Sunset Ridge
03/18	Boston	89 East Dedham Street
03/18	Weston	461 Conant Road
03/26	Weymouth	John Shea Memorial Drive old NAS Weymouth
04/03	Waltham	97 Chestnut Street
04/14	Braintree	411 Quincy Avenue
04/16	Medford	790 the Fellsway
04/21	Melrose	62 Willow Street
04/24	Belmont	81 Birch Hill Road
04/30	Boston	37 Morell Street
05/01	Boston	39 Snow Street
05/05	Woburn	13 Caulfield Street
05/08	Revere	15 Loring Street
05/11	Weymouth	925 Broad Street
05/29	Belmont	39 Hitinger Street
06/01	Boston	Opposite 261 Marlborough Street
06/03	Weston	225 Winter Street
06/26	Weymouth	215 Winter Street
06/27	Quincy	20 Janet Road
06/28	Cambridge	1093 Cambridge Street

07/01	Boston	1 Lincoln Street
07/03	Boston	1250 Blue Hill Avenue
07/13	Medford	30 Brookings Street
07/19	Boston	80 Fuller Street
07/28	Boston	67 Park Street
07/30	Milton	28 Westvale Road
08/06	Everett	68 Linden Street
08/21	Melrose	27 Penny Hill Road
08/23	Wakefield	80 Elm Street
09/19	Reading	27 Virginia
09/20	Medford	98 Alexander Street
09/20	Braintree	1529 Washington Street
09/24	Boston	10 Rockland Street
09/26	Boston	6 Wenthworth Street

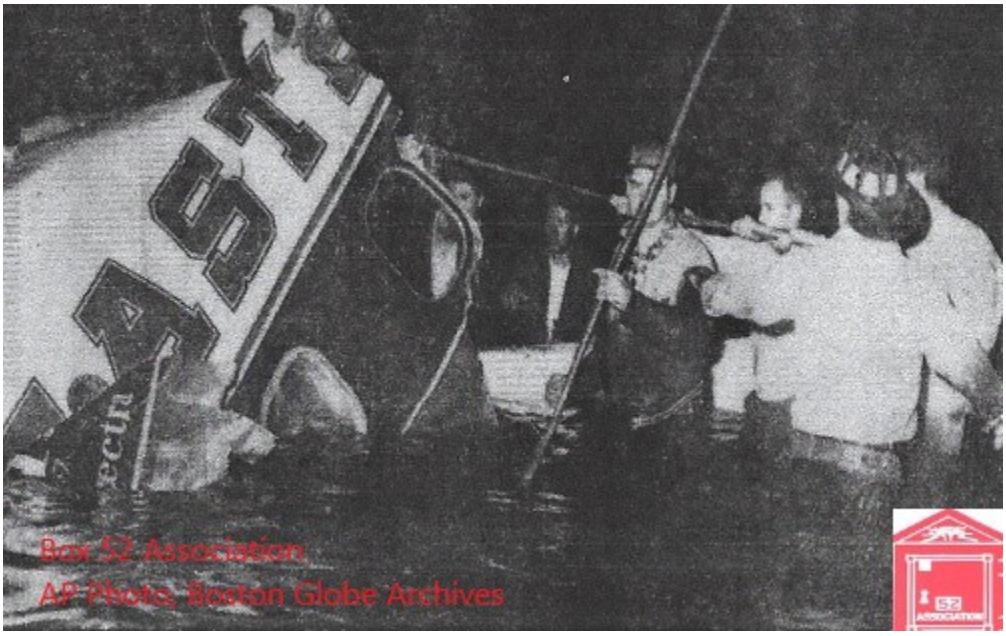
Sept. 18, 2020 4-3483 15 Ogdon Street. Photo courtesy of the BFD

Eastern Airlines Flight 375 Crash
Logan Airport October 4th, 1960

Eastern Airlines aircraft number N5533 and its crew came into Logan that day as Flight 444 from New York City's LaGuardia Airport. The plane and crew turned around in Boston as Flight 375, which was scheduled to travel to Philadelphia, Pennsylvania; Charlotte, North Carolina and onto Atlanta, Georgia. The pilots had filed an IFR flight plan that would have had the aircraft cruising to Philadelphia at 10,000 feet. At 1735 hours, the aircraft pulled away from the terminal and taxied to the threshold of Runway 09 for an easterly departure; the tower cleared it for takeoff at 1739 hours.

The takeoff was normal until approximately six seconds after liftoff. At that point the aircraft encountered a large flock of starlings. The aircraft veered to the left for a moment then resumed the runway heading. At a height of about 120 feet small birds were sucked into the propeller engines, causing the propeller on engine 1 to be feathered and shut down. Engines 2 and 4 lost thrust momentarily but recovered. At a height of 200 feet the airplane veered left again and sank nose-up to about 100 feet in altitude. It then rolled to the left, the nose dropped, and the aircraft crashed into Winthrop Bay.

The fuselage broke into two pieces; eight passengers and two flight attendants in the rear section were thrown out of their seats and were quickly picked up by boats already in the bay. The front section sank to the bottom of the bay, taking the majority of the passengers and the flight crew with it. A Navy Reserve Commander who arrived at the scene of the accident shortly afterwards, stated many passengers were stuck in their seats and unable to get out before sinking into the bay. The entire accident sequence from the beginning of takeoff to the impact in the water took less than one minute



The crash was witnessed by the Tower, who immediately called the Crash Station. The deskman hit the Klaxon and the firefighters manned the apparatus and three Crash Trucks and a structural pumper headed for the end of Runway 9.

Calls were flooding into the Winthrop Police and Fire Department. They responded to the Cottage Park Yacht Club. Engines 1 and 2 along with Ladders 1 and 2, and the Rescue were responding. As the Logan rigs screamed down Runway 9 the Chief ordered that box 612 be struck summoning the Boston Fire Department at 1740. At 1746 A-2 *(Winthrop Engine 2 – Editor)* notified Boston Fire Alarm via radio "send the Fire Boats to the Cottage Park Yacht Club!"

Fire Alarm Operators wasted no time in turning out Engine Companies 31 and 47 and they also sent all three Lighting Plants to Winthrop at 1747 hours.

The Logan Units, along with the State Police did what they could from the tidal flats. State Police requested the Boston Police Harbor unit to respond along with the Coast Guard.

Many people on the Winthrop side tried to assist those who they could. In the meantime, Tug boats from Boston Tow Boat Company were pulling as many victims as they could on board.

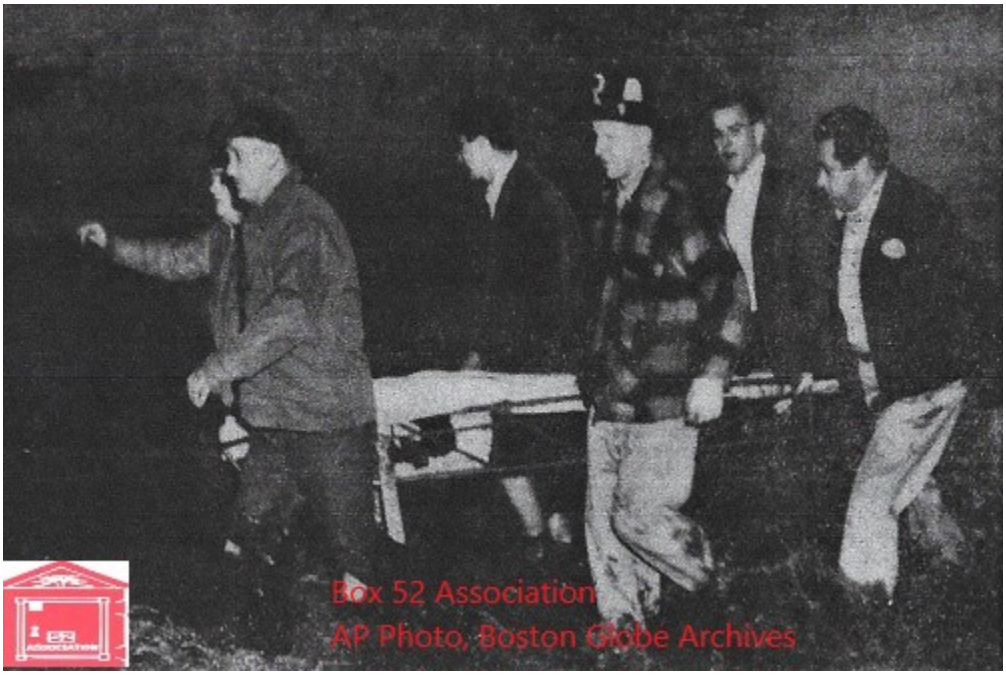
By now the East Boston Companies were on scene with the Logan Crews and were doing the best they could from the Airport side. Most of the victims were nearer to Winthrop and most rescue equipment was being deployed at the Yacht Club.

At 1740 hours Chief Martin ordered all BFD Divers to respond to the Winthrop side.

The State Police request for disaster help saw Rescue Companies and Lighting Plants responding. Ambulances rushed to the scene from the Boston City Hospital, Boston, Winthrop, Chelsea, Revere, Everett, Malden, Medford, Somerville, Saugus, Lynn, Danvers, Quincy,

Beverly and Brookline. Newton Police responded with men and ambulances, along with the MDC Police. 1710 hours a special call was sent for all Engine Squads to respond to Winthrop. Engines 13 and 33 were directed to respond with their portable boats.

It soon became apparent that this was now a recovery operation as those who survived had been rushed to the hospital. The flight manifest showed 67 passengers and 5 crew members for a total of 72. Ten would survive the crash with serious injuries. 62 persons were killed. Those who did survive were in the rear of the plane near the tail section.



Aircraft N5533 was a Lockheed L-188 Electra four engine turbo-prop aircraft. It was the largest turbo-prop built in the United States and its maiden flight was on December 6th 1957. Lockheed produced 170 of the aircrafts between November of 1958 and August of 1959. Production ceased in 1961. Eastern Airlines operated a fleet of the aircraft with 35 model 188A's and 5 188C's.

The United States Navy P-3 Orion Sub Hunter aircraft were a variation of the original Aircraft airframe.

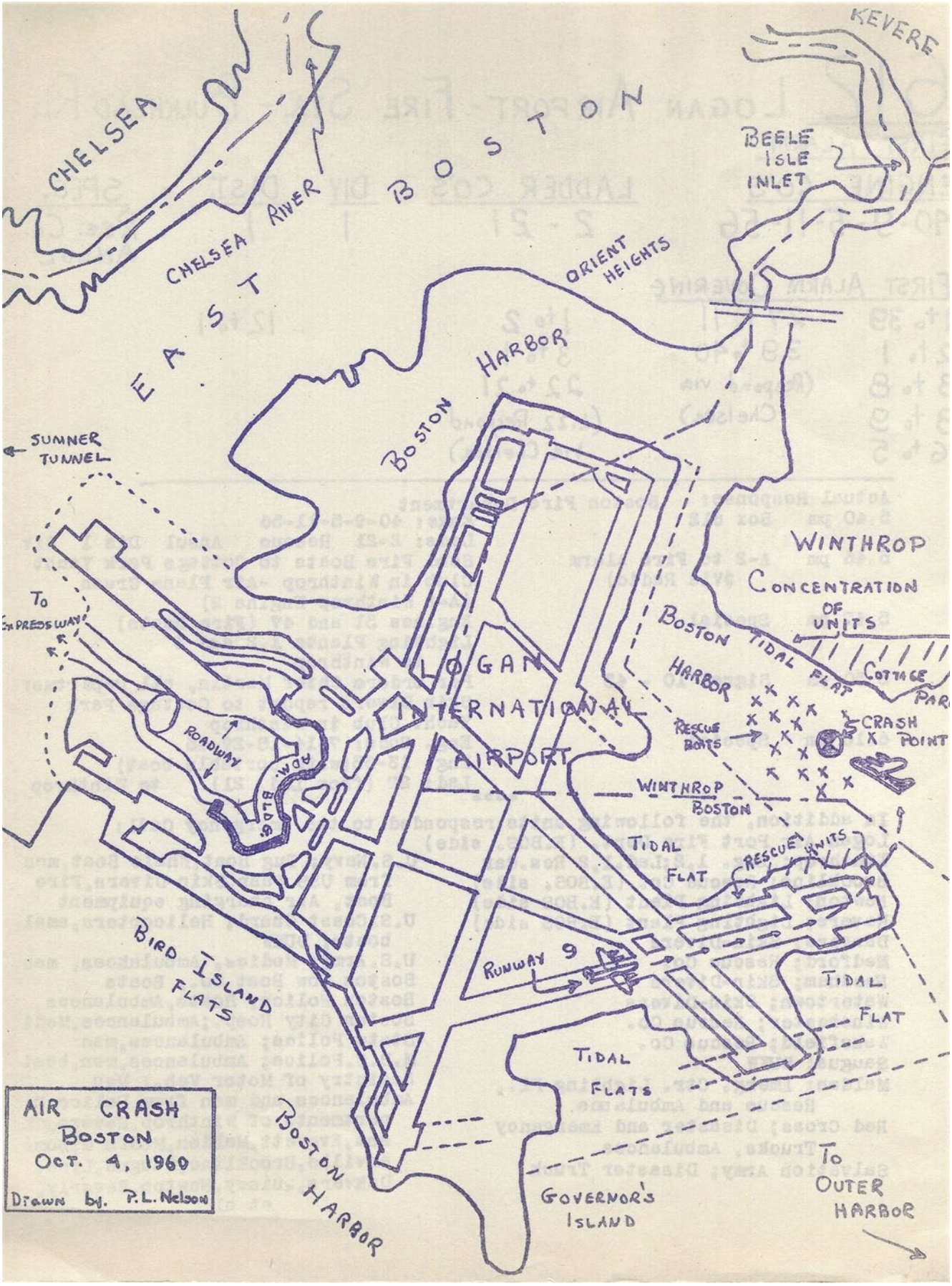
After the Civil Aeronautics Board, the forerunner of the NTSB, conducted their investigation, it was found that the aircraft had flown through a large flight of Starlings and many of the birds were ingested by the engines, thus causing the loss of power and control which were the main factors in the accident.

Box 612 Logan Airport Fire Station Bulkhead Road

Time	Engines	Ladders	Special Units	Chiefs	Comments
1739					Logan Apparatus Responds
1740	40, 9, 5, ES 11, 56	2, 21	Rescue CO Ansul Unit	Dist. 1 Div. 1	Box 612 transmitted
1740	1, 2	1, 2	Rescue		Winthrop Fire Dept. response
1746					Via Winthrop A-2 Special Call for Fire Boats
1747	31, 47		Lighting Plants 1, 2, 3		Respond to Cottage Park Yacht Club Winthrop
1750					Special Signal 10-43. All BFD Divers respond to Winthrop
1810	ES 7, 14, 18, 29, 45. 13, 33	22 from cover @ L-21			All Engine Squads to respond, E-13 & 33 with portable boats, L-22 from cover to Cottage Park Yacht Club Winthrop

Following Rescue Companies and Lighting Plants responded:
East Boston side at Airport – Brookline Rescue Company
Newton Lighting Plant
Revere Lighting Plant
Winthrop Side at Yacht Club – Malden Emergency Center, Rescue, Lighting Plant & Ambulance
Medford Rescue 1
Wakefield Rescue
Winchester Rescue 1

Logan Airport Fire Department 1960
Engine 1 1959 Ford/Maxim
Crash Truck No. 1 Maxim 2 1000 gpm pumps/1240/80 gallons foam, with twin turrets
Crash Truck No. 2 Maynard 2 1000 gpm pumps/1240/80 gallons foam, with twin turrets
Crash Truck No. 3 Brockway/American La France Model 155 250/1000/40 gallons foam, ex-USAF
Crash Truck No. 4 1951 Walters
Boat 63 foot with 500 gpm fire pump


CHELSEA
CHELSEA RIVER
EAST BOSTON
REVERE
BEELE ISLE INLET
ORIENT HEIGHTS
BOSTON HARBOR
SUMNER TUNNEL
To EXPRESSWAY
ROADWAY
ADM. BLDG.
LOGAN INTERNATIONAL AIRPORT
WINTHROP
CONCENTRATION OF UNITS
BOSTON TIDAL FLAT
HARBOR
COTTAGE PARK
RESCUE BOATS
CRASH POINT
WINTHROP BOSTON
TIDAL FLAT
RESCUE UNITS
RUNWAY 9
BIRD ISLAND FLATS
TIDAL FLAT
TIDAL FLATS
BOSTON HARBOR
GOVERNOR'S ISLAND
To OUTER HARBOR
AIR CRASH
BOSTON
OCT. 4, 1960
Drawn by P.L. Nelson

REVERE BATTLES SIMULTANEOUS MULTIPLE ALARMS
Wednesday August 5, 2020
2-411 93 Bradstreet Avenue
3-29 76 John Mooney Road

What used to occur with great frequency back thirty years or so, has become rather unusual in the 21st century. Simultaneous multiple alarm fires in occurring at the same time stretches the resources of not only the community involved but that of the mutual aid system.

On Wednesday evening August 5th, 2020 the day had started to cool down from the 90 degree temps of the day and the humidity was also decreasing. By 2000 hours the City of Revere was being cooled by lowering temps and a light breeze off the Atlantic. Revere Beach was sparsely populated as the effects of the Covid-19 Pandemic were still effecting all phases of life in the State.

At 2021 hours the Metro North Regional Communications Center began receiving calls for a structure fire at 93 Bradstreet Avenue. Box 411 was transmitted with the first alarm companies rolling out of quarters. Fire Dispatch notified the responding companies that they were receiving calls for rear porches, possibly started by a grill.

C-6, Deputy Chief Manion arrived on scene at 2025 hours did a size up and found a heavy fire condition in the rear. He ordered the Working Fire followed immediately by orders for a Second alarm on box 411.

As the first alarm companies went into attack mode, the sirens of the second alarm companies could be heard responding. Aggressive firefighting had the bulk of the heavy fire knocked down in about 10 minutes.

Covering companies had come into the City along with RFD callback men for pilots and a call back Deputy to cover. C7 Deputy Chief Todisco reported “has the City” at 2112 hours.

Meanwhile the Companies found that the 3rd floor was under construction and to use caution operating. Extensive overhauling was underway with the both Revere Ladders and Chelsea Ladder 2 providing the muscle to open up as the engines washed everything down.

Companies were still chasing pockets of fire when at 2112 hours Fire Dispatch hit the tones and announced box 29 receiving calls for 76 John Mooney Road. C7 responded with all covering companies: Malden Engine 4 was first due, Boston Engine 56, Lynn Engine 9 and Malden Ladder 1 rounded out the assignment.

Malden Engine 4 arrived on scene at 2117 hours reporting heavy fire showing in the rear. The Officer of Engine 4 did not wait and ordered a second alarm and had the company start a big line into the rear. As Malden Ladder 1 swung into John Mooney Road, right behind Engine 4 they stopped in front of the building and started to get the aerial to the roof. They saw a male occupant climb out of a second floor window with heavy smoke billowing from the window. The operator quickly brought the aerial into position to rescue the occupant. They brought a 61 year old male down the stick and transferred to EMS, where he reported no injuries and refused transport to the hospital.

At the first fire, crews looked at each other and asked “what did he just say”? All Revere companies were still tied up at the second alarm. Revere C1 Chief Bright on hearing the second alarm released Chelsea Engine 3, Massport Engine 1, Chelsea Ladder 2 and Revere Engine 4 and ordered them to the fire on John Mooney Road.

At this time in the City of Revere the equivalent of a fifth alarm of apparatus movements were occurring. Between getting companies to respond to the fire, station coverage and the companies still on scene at Box 411, the night was rapidly becoming a dispatching nightmare.

Boston Engine 56 and Engine 3 were directed to conduct a primary search for additional victims. They reported search was negative.

Chief Bright left the first fire and responded on the second alarm to John Mooney Road Upon his arrival he reported that fire was in a two story wood frame, heavy fire had been knocked down, multiple hand lines were in operation. Companies were chasing fire on the second floor and void spaces. He reported all companies working.

At 2208 hrs, John Mooney command requested a third alarm on box 29.

At 2235 hours C6 Deputy Chief Manion sent the allout on box 411 and terminated command. The allout was sent on box 29 at 0056 hours on August 6th and all mutual aid companies had returned from Revere.

Time line for 93 Bradstreet Avenue Box 411

Time	Box	Engines	Ladders	Chiefs	Comments
2022	411	1, 4, 3	1	C6	Receiving calls for rear porches
2023	W.F		2 Che. L2 RIT		Orders of C6 Deputy Manion
2023	2-411	5, Che. E3, Eve. E3, Wint. E1 Massport E1 RIT		C1, C2 M1	Orders of C6 Deputy Manion

Covering Companies: Boston E56, Lynn E9, Malden E4, **Malden L1**

Time line for 76 John Mooney Road Box 29

2113	29	Mal. E4, Bos. E56, Lynn E9	**Mal L1**	C7	Receiving calls
2117	2-29	4, Che. E3, Eve. E3, Massport E1, Wint E1, Bos E3	**Che. L2**	C1 M1	Orders of Malden E400 All responding companies sent from box 411 on orders of C1
2208	3-29	Sau. E1, E1, E3	**1**		Orders of C1 Chief Bright

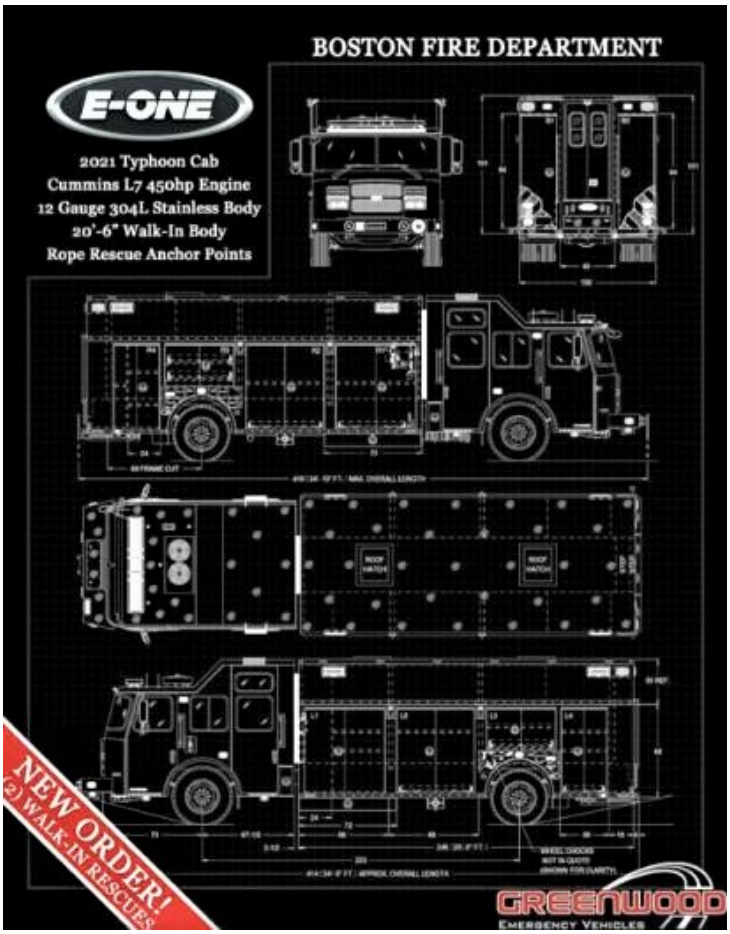
Covering Companies: Lynn E1, Revere E3, Revere E5, Lynn Ladder 2, Revere L2

Thanks to members Christopher Bright (Revere C1) and Frank Barry (Revere M1) for the information and times on both of these jobs.

Please note that the Boston and Metro updates cover issues back to the March Covid Lockdown.

Boston Doin's

- Has ordered two (2) heavy rescues from E-One. They will feature a Typhoon cab/chassis, a 20', 6" walk-in body and rope rescue anchor points.



- A Federal grant in the amount of $200,001.16 for fire officer training.

- A 2009 E-One Cyclone II 1250/500 has been assigned to Engine Company 20. It had previously served with Engine 30 and Engine 21.

- Hackney has completed construction/installation of a new dive rescue body on the 2011 International 4400 chassis of the previous dive rescue unit J20. The Hackney FP0778R body features a 20.8-ft heavy rescue body with seven (7) roll-up doors and forward personnel compartment. H6 the Collapse Rescue has returned to service. 1997 Hackney body was re-mounted to a 2020 Freightliner M2 chassis.

METROFIRE UPDATE

MetroFire – has taken delivery of 2 aluminum boats for flood rescue. Several Departments have undergone training with the new craft. They are presently stored at BFD Special Operations building. They are lettered METROFIRE FLOOD RESCUE

Belmont - Fire Chief David Frizzell has retired. He served as chief since 2004.

Burlington - Ambulance 1- 2020 International/Horton ambulance

Cambridge - Ladder Company 4 has been assigned Ladder 1's 2009 Pierce Arrow XT 105' RMA.

Chelsea - Has been awarded a federal grant in the amount of $315,152.73 for Hazardous Materials training.

Lynn - Received a federal grant in the amount of $101,818.18 for 7 cardiac compression devices. They have also received another federal grant in the amount of $856,990.91 for an aerial ladder truck. Engine Companies 5 & 10 have placed twin 2020 E-One Typhoon 1250/560/30A pumps in service.

Malden - Assistant Chief Bill Sullivan has been appointed Fire Chief. A federal grant in the amount of $208,409.09 has been won for portable radios. Six firefighters of Malden Engine 4 and Ladder 1 were honored for actions taken at Revere on August 5th third alarm, where they arrived first due and rescued a trapped occupant via the aerial of Ladder 1 *(see story on Revere Fires-Editor)*. An order has been placed with E-One for a Cyclone-Metro 100' Rear Mount ladder truck, and an E-One pump.

Melrose- The City has approved funds to purchase a new pumper and a new tractor-drawn aerial ladder truck.

Milton - Fire Chief Jack Grant has announced he will retired after 33 years of service

Needham - Has moved into their new state of the art headquarters, even equipped with a slide in place of a pole!

Newton - Has been awarded a federal grant in the amount of $164,863.64 for firefighter training.

Quincy - Has purchased former Cambridge Engine 1's 2007 Pierce Saber 1250/500 and placed it into service as Engine 8. 35 new firefighters graduate academy. A 2020 Chevy Silverado 4X4 has been placed in service as Car 2. Deputy Chief Joe Jackson Jr. has been sworn in as the new fire chief. A federal grant in the amount of $104,481.82 has been secured for firefighter personal escape systems and firefighter training.

Reading - Received federal grant in the amount of $88,555.45 for power stretchers and ambulance power load systems.

Somerville, Has placed two 2020 Ford Expeditions for the shift Deputy Chief (C2) and Shift District Chief (C3). A grant in the amount of $ 254,840.00 for Hazardous Materials training has been secured.

Waltham - Awarded a grant in the amount of $328,587.27 for fire officer training.

Watertown – Received a federal grant in the amount of $181,818.18 for portable radios.

Woburn - Has received approval from the Commonwealth for a land swap for the HQ station, and ground has been broken for the new Fire H.Q. Fire Chief Steve Adgate has announced he will retire in November. The sum of $545,454.55 for a heavy rescue truck via a federal grant.

BOSTON'S ENGINE SQUADS
By Line Box Staff Writer David Parr
All Photos Collection of Member William Noonan & Honorary Member Paul Christian

The Rescue-Pumper concept has become very popular in today's fire service, with many departments purchasing pumpers with large rescue body compartments in an effort to combine standard engine company functions with the ability to carry rescue equipment. Several cities have combined heavy rescue companies into engine companies naming them SQUAD companies, including Squad A in Brockton (with their red helmets), Squad 1 in Lawrence, and Squad 5 in Waltham. New Haven CT had two Squad companies, but just recently have reverted to a single heavy rescue concept. The FDNY has eight squad companies operating with a rescue pumper and a second section rig, although they operate more as Haz Mat companies.

But what many buffs may not realize, is that the rescue pumper or engine squad concept had its origin right here in Boston! In the early 1950's the city of Boston faced major financial difficulties. As part of the economic measures taken by the city, the BFD had to make major cuts. At the time Boston had 52 engine companies and 34 ladder companies as well as 3 rescue companies and 3 fireboats.

In January of 1954 there was an extensive study of the BFD initiated by Fire Commissioner Francis X. Cotter, the Boston Municipal Research Bureau, and the Boston Finance Commission. It was conducted by Warren Y. Kimball, the manager of the Fire Services department at the National Fire Protection Association (NFPA). Based on that report the city undertook a program of eliminating companies and closing firehouses. The three firefighting divisions were reduced to two and the fourteen fire districts were reduced to eleven. Engine companies 6, 15, 23, 44 (fireboat), and Ladder companies 5, 31, 32, 34 were deactivated. While the number of fire companies was reduced and firehouses closed, there were no layoffs of firefighters. At the time of the report, Boston had three heavy rescue companies: Rescue 1

running out of Broadway in the South End, Rescue 2 on Centre Street in Roxbury, and Rescue 3 at the Bowdoin Square station in what is now Government Center downtown. It was determined that two out of the three heavy rescue companies (Rescue 1 and Rescue 2) were not necessary and their equipment could be placed on "Engine Squads", with rescue equipment (Porter Powers, jacks, tools, inhalators) from the deactivated ladder companies placed on these new units. Rescue 3 downtown was designated as “the” Rescue Company. The new engine squads would have the full capability of an engine company, some equipment of a rescue company, and would carry a 35' ladder mounted on an overhead rack. They were to be placed strategically in the areas where the ladder and rescue companies had been deactivated.

On September 21, 1953, Engine companies 11,14,18,34 and 53 were converted to single unit engine squad companies. Initially each engine squad was assigned a 1954 Federal civil defense 750 GPM pumper, except for Engine Squad 53 that was assigned a 1944 Mack 1000 GPM pumper that was formerly Engine 45. The engine squads were assigned to cover alarms in their normal first alarm districts, and to respond to working fires and multiple alarms as follows; Engine Squad 11 – District 1 = East Boston; Engine Squad 14 – Districts 5 & 9 = Roxbury and Jamaica Plain; Engine Squad 18 – Districts 7 & 8 = Dorchester; Engine Squad 34 – District 11 = Brighton, and Engine Squad 53 – District 10 = West Roxbury and Roslindale.

At the same time, Boston contracted with the Robinson Boiler Works in Cambridge to convert two 1947 and three 1948 Mack hose wagons into engine squads at a cost of $ 10,000 each. Under the direction of Captain Kenneth C. Arnold, the BFD shops stripped down the hose wagons to the chassis and Robinson then rebuilt each with rescue style bodies with 15 lighted compartments, a 750 GPM pump, 400 gallon water tank, and an overhead rack carrying the 35 foot aluminum extension ladder. The engine squads were set up with 2 – 1 ½” pre-connect attack lines, a split bed of 3” and 2 ½” hose and a portable deluge gun.

In addition to creating the engine squads, the equipment from the deactivated Rescue 1 at Broadway was transferred across the floor and loaded onto Engine 7's wagon. Seven members of Rescue 1 were detailed to Engine 7 that ran with an officer and 6 firefighters, with 4 on the pumper and 3 firefighters including 2 rescue men who staffed Engine 7's wagon. Engine 7 responded to rescue calls with the wagon only – dubbed "Squad 7" by the members of the company. The officers and firefighters from Rescue 1 and 2 were transferred to the new engine squads throughout the city.

In early 1956 the rebuilt Mack hose wagons where completed by Robinson and went into service as follows: Engine Squad 53 using the 1948 Mack ex Engine 33 wagon on January 12th; Engine Squad 18 using the 1948 Mack ex Engine 41 wagon on February 3rd; Engine Squad 14 using the 1947 Mack ex Engine 48 wagon on February 24th; Engine Squad 34 using the 1947 Mack ex Engine 13 on March 28th; and Engine Squad 11 using the 1948 Mack ex Engine 3's wagon on April 27th. Also, in April of 1956, Engine Squad 53 was moved from 16 Walk Hill Street to 4246 Washington Street and became Engine Squad 45, and Engine Squad 34 was moved from 444 Western Avenue to 138 Chestnut Hill Avenue and became Engine Squad 29.

On December 9, 1958, Engine 7 was assigned to respond to all alarms with both their pumper and rescue wagon. At this time rescue service was provided by "the" Rescue at Bowdoin Square covering Districts 2 & 3, Engine 7 at Broadway covering Districts 4 & 6, and the 5 engine squads scattered throughout the city.

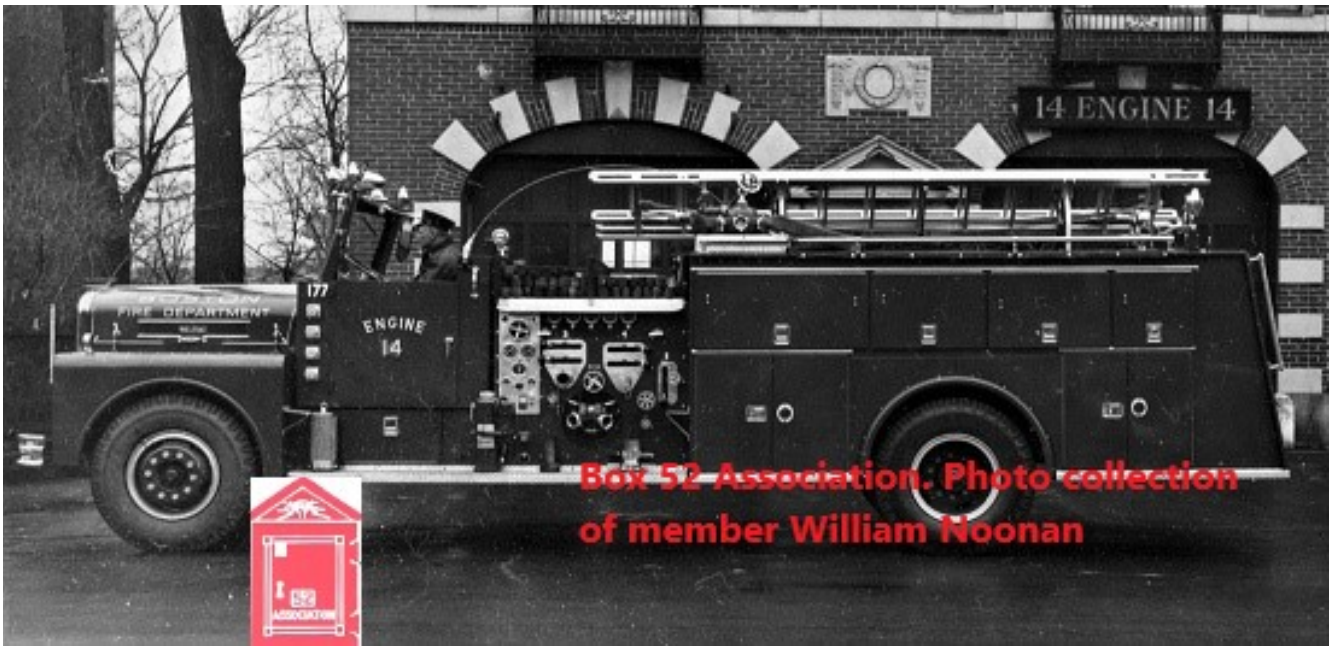
On June 11, 1959, Engine Squad 45 moved to the new firehouse at 315 Cummins Highway along with Engine 53 and Ladder 16. A year later Engine Squad 18 was moved from 30 Harvard Street to Engine 46's former firehouse at 1884 Dorchester
Avenue, and on July 1, 1961 Engine Squad 11 moved from 761 Saratoga Street to Engine 5's quarters at 360 Saratoga Street.

On June 11, 1959, Engine Squad 45 moved to the new firehouse at 315 Cummins Highway along with Engine 53 and Ladder 16. A year later Engine Squad 18 was moved from 30 Harvard Street to Engine 46's former firehouse at 1884 Dorchester Avenue, and on July 1, 1961 Engine Squad 11 moved from 761 Saratoga Street to Engine 5's quarters at 361 Saratoga Street.

On August 24, 1963 Engine Squad 14's 1947 Mack was heavily damaged in a collision with Engine 12's Mack wagon on St. James Street in Roxbury. As a result, the city purchased a new 1964 Ward LaFrance pumper configured as an engine squad with a 1,250 GPM pump, 400 gallon tank, rescue compartments and the 35 foot extension ladder. This was the only new rig purchased exclusively as an Engine Squad.


ST JAMES ST
Box 52 Association. Photo collection of
Ret. BFD Commissioner Christian.


E-14
ENGINE
Box 52 Association. Photo collection of retired
BFD Commissioner Christian



The engine squads were notoriously awkward to drive, as they were top heavy and difficult to steer. They served the city into the 1960's but as the rebuilt Mack wagons started to approach twenty years old, they needed replacement. And, with new modern rescue tools becoming available, there just wasn't room for this new equipment on the engine squad rigs. The beginning of the end for the engine squads started on July 12, 1967, when Engine 13 in Grove Hall was designated as the Rescue Pumper Unit and assigned a Diamond Reo Civil Defense rescue truck as its second section. The "RPU" responded to all of Engine 13's responses as well as all working fires and multiple alarms in Division 2.

On July 31, 1969, the engine squad companies were deactivated / reverted to a single piece engine companies. The rescue equipment carried on the engine squads was transferred to ladder companies, including Engine Squad 11 to Ladder 2; Engine Squad 14 to Ladder 26; Engine Squad 18 to Ladder 27; Engine Squad 29 to Ladder 11; and Engine Squad 53 to Ladder 16. On October 25, 1972, the Rescue Pumper Unit was deactivated and replaced by Rescue 2 and assigned a 1972 International Gerstenslager heavy rescue truck at Grove Hall with Ladder 23. On the same day, "the" Rescue Company, now at the Fort Hill Square station, was designated as Rescue 1 running with their classic 1964 Mack Gerstenslager rescue truck.


Box 52 Association. Photo collection of
member William Noonan


Mack
ENGINE
11
Box 52 Association. Photo collection of
member William Noonan

Today we seem to be seeing a return to the engine-squad or rescue-pumper concept. This seems to be due to new apparatus being larger and able to carry more equipment coupled with more compact battery powered rescue tools, and in many cases the need to combine functions and staffing due to financial constraints! What goes around often comes around again!!

(Special thanks to FF Joe Hourihan (BFD retired), Commissioner Paul Christian (BFD retired), FF Bill Noonan (BFD K7 retired) and Line Box Editor Frank San Severino for their valuable contributions to this article

GENERAL ORDERS
NO. 60

HEADQUARTERS, FIRE DEPARTMENT
BOSTON, SEPTEMBER 17, 1954

I. ENGINE SQUAD COMPANIES

1. Effective at 8 a. m., Tuesday, September 21, 1954, the Engine Squad method of operation will be put into effect in the Boston Fire Department. Engine Squad Companies will substitute for the following and cover the districts indicated:

Engine Squad Company 11 for District 1
Engine Squad Company 34 for District 11
Engine Squad Company 14 for Districts 5 & 9
Engine Squad Company 18 for Districts 7 & 8
Engine Squad Company 53 for District 10

2. These engine squad companies will answer the first alarms now assigned to the engine companies for which they are substituting--the multiple alarm assignments outside of the district will be assigned to some other engine companies--and will answer all calls formerly answered by the rescue companies in the districts for which they are assigned.

3. Starting at 8 a. m., Tuesday, September 28, 1954, in those districts where the engine squad companies will operate, it will not be necessary for ladder companies to be dispatched on emergency calls, unless the Fire Alarm Office has prior knowledge that the services of a truck will be necessary, or unless the officer in charge requests the services of a truck. In the event an engine squad company is not immediately available, a ladder company shall be dispatched by the Fire Alarm Office. If there is an indication from information at hand that additional help is needed, the Fire Alarm Office shall dispatch the necessary apparatus. If an engine squad company is answering an emergency call, and an alarm is received to which the company is assigned to respond, Fire Alarm Office shall assign a replacement engine company.

4. Rescue Company 2 shall be deactivated at 8:00 a. m., Tuesday, September 21, 1954. All members, except officers, will be assigned to training in single-piece unit operations for the week beginning September 21st. The officers of the company will report for the day tours of duty during that week to the engine squad companies in order to acquire the basic information relative to rescue work.

5. Rescue Company 1 and Rescue Company 3 will continue on their present first alarm assignments and respond to multiple alarms as ordered. In this way the remaining districts 2 & 3, and 4 & 6 are covered by Rescue Companies 3 and 1.

Equipment to be carried by Engine Squads - 9/20/54

1 Stretcher and Case
2 Blankets
1 First Aid Kit
1 Flexicot
1 Giant Tankit
2 10-ton Jacks
1 Halligan Bar
1 Crow Bar
2 Bars for Jacks
1 4-lb. Hammer
1 Sledge Hammer
1 Kest of Saws and Case
1 2-man Saw and Case
1 Chain Saw and Case
1 Electric Drill and Case
1 Set of Refrigerator tools consisting of the following:
- 1-3/4 x 5/8" Open End Wrench
- 1-1/2 x 3/8" Open End Wrench
- 1-5/16 x ¼" Open End Wrench
- 1-⅜" Socket Wrench
- 1-3/8" Socket Wrench
- 1-¼" Socket Wrench
- 1 Handle for Sockets

4 Wood Wedges
1 Life Net
1 Resuscitator - E & J
1 Portable Cutting Outfit
1 Porter-Ferguson Kit
1 2½" Male Adapter (double male-only)
2 Fire Axes
1 Set of Elevator Rescue Kits consisting of the following:
- 1 1-lb. Ball Peen Hammer
- 5 Assorted Cold Chisels
- 1 Drift Pin
- 4 Drills for Wood ⅜" to 1"
- 2 Drills for Steel ⅜" and 3/4"
- 1 Set 3/8" to 1¼" Box Wrenches
- 2 Monkey Wrenches, one each small--10" and Medium 15"
- 5 Elevator Keys, various lengths--to be made of ¼" Round Steel with a "T" shape or other suitable handles; lengths 6" x 18"
- 3 Stillson Wrenches, one each small--8", Medium 14" and 1 large, 18"
- 2 Long Screw Drivers-8" blade approximately 14" overall length
  10" " " 16½" " "
- 2 Snipping Pliers
- 1 Pair Regular Pliers
- 2 Allen Screw Drivers
- 4 Open End Wrenches, ⅜" to 3/4"
- 1 8" Westcott Wrench
- 4 Screw Drivers for use in Bit Brace--3/16", ¼", 5/16" x 3/8"
- 9 Allen Wrenches, assorted, sizes 1/16, 5/64, 3/32, 1/8, 5/32, 3/16, 7/32, ¼" and 3/8"
- 1 Set Phillips Screw Drivers #2701, #2702, #2703 and #2704
- 1 Bit Brace
- 1 Hack Saw
- 1 Hydrant Bag and Sling

The following article appeared in the July/August 2019 issue of Grading & Excavating Contractor. And is used with permission of Chief Editor Arturo Saniago

L.A. County Fire's Crack Bulldozer Crews

Heavy equipment operators fighting wildfires in Los Angeles County

By Penelope B. Grenoble

There's a lot that goes into it. You don't just get on a tractor and go plow fire. — Darren Beaty, Acting Senior Firefighting Construction Equipment Operator, Los Angeles County Fire Department

On average, the Santa Monica Mountains in Southern California experience a major wildfire every 10 years. The chaparral that blankets the mountains burns, homes go up in smoke, and occasionally, lives are lost. Engines, hand crews, helicopters, and bulldozers attack the flames. Bulldozers? Yes, indeed.

Los Angeles County Fire Department (L.A. County Fire) maintains a fleet of 10 firefighting dozers manned by a stable of 10 heavy equipment operators certified for wildland firefighting. The dozer crews not only fight the flames in the county proper, but also work other agency fires through statewide mutual aid agreements. It's challenging work that requires unique skills and an unconventional operational mindset.

"The dozer crews are often the heroes of a wildfire incident," says Derek Alkonis, Assistant Fire Chief in L.A. County Fire's Air and Wildland Division. "It's remarkable where they can put that piece of equipment. Sometimes when they're creating a line up a ridge, you'll look up and see smoke and fire heading in their direction. But the dozers just keep on trucking."

Who They Are

"All our operators are journeyman operators," says Darren Beaty, Acting Senior Firefighting Construction Equipment Operator. Like Ferris, Beaty came from the US Forest Service, and he has been with L.A. County for 15 years. Jay Gardner spent seven years with the Forest Service before he began his 11 years fighting fires for L.A. County. What's the draw? "I enjoy being able to put out the fire and help folks before it gets to their house," says Gardner.

Operator candidates have to have some 5,000 hours of stick time before they can apply for a seat in an L.A. County Fire dozer. Once on the department, they train at the California Department of Forestry and Fire Protection's (Cal Fire) Heavy Fire Equipment Operator (HFEO)

Academy, where they're taught all they need to know about fighting fire with construction equipment and being in charge of equipment and a crew. The HFEO training is followed by the emergency medical technician (EMT) course required of all Los Angeles County firefighters, and from there they're placed on limited status, where they're paired with a qualified operator for a season, which gives them the experience they need to be certified by L.A. County.

All dozer operators are badged personnel, which means that they must keep their department certifications current—every two years for EMT and annual certification for firefighting skills, what Beaty describes as a combination of Internet instruction and drills to get them "back in the mindset" before wildland season. "If you go through a drill like deploying your fire shelter and you pass but aren't really proficient, then you do it again. If you have to do it five times, you do it five times so it's second nature." (*Editor's Note: See the Training Column in this issue for more on L.A. County Fire's heavy equipment operator training.*)

The Equipment

L.A. County Fire's 10 custom firefighting dozers include nine Caterpillar D8Rs and one CAT D8N. "We buy older machines," says Beaty, "typically D8Rs, and send them back to Caterpillar to have them remanufactured. They come back recertified with new serial numbers but without the electronics you typically find on Caterpillar machines.

"That's because our machines have to run at top performance at all times, even if they're running hot. The machines have gauges and warning buzzers so we know when something is going wrong, but not the computers that will shut them off. That's why we hire journeymen operators. They know what a machine will do and how long they can push it. If the warning

buzzer is set to go off at 190–200 degrees, I know I can run the machine to 205, 210 degrees and keep an eye on it. It still runs at full speed and won't shut off on me or deregulate."

The remanufactured CAT dozers come with 15-foot-wide manual angle blades. "Because the firefighting machines are so big, we have to manually manipulate the angle of the blades ourselves," says Beaty. "Hydraulics would probably break if they had to do that while we're moving."

The dozers also have "L.A. County cabs," which are designed to hold two people, the operator, and a Senior Fire Suppression Aid, the crew's "swamper." The glass in the cab is designed to take direct flame impingement and not crack, and the dozers come with add-on communication equipment to keep the crew in the loop with other firefighting resources on an incident. The machines are also equipped with a special charcoal filter system that filters out 98% of the smoke and toxins before outside air enters the dozer's air conditioning system and with 15-minute escape air bottles for both crew members. "I had to use them once," says Beaty, "when we popped a window and were taking in smoke and superheated gases from the fire."

The operator and swamper wear helmets when they're underway, and a fully equipped firefighting dozer carries water for the crew and "line gear" that includes shovels, fire shelters, first aid equipment, and food in case the operator and swamper are forced to escape on foot to either a hand crew or a helicopter rescue. "I've had tractors break down," says Beaty, "but I've always had other machines to help us build a safety zone around it." And how do you do that? Clear an area between the machine and the fire that's three to four times the length of the flames coming at you. "That way you can sit in the middle in your tractor and let the fire burn around you."

The Crew

All L.A. County Fire dozers operate with a three-person crew, the operator, the swamper, and the transportation truck driver who drives the transport that delivers the dozer to the drop-off

point. The operator and the swamper follow in the tender truck.

The swamper functions as the operator's right-hand man and safety officer. Both Beaty and swamper Clayton Roadhouse describe it as an extra set of eyes. "The operator is focused on what he's doing," says Roadhouse, "and I'm looking ahead to see what needs to be done. I'm his lookout when he needs it.

"A swamper has to know dozer tactics and dozer strategies. He has to be able to pass on instructions from the operator to the people on the ground, whether it's a hand crew, an engine company, or a division supervisor. He has to be able to read topographical maps and have his Incident Command System qualifications. He may have to get out to cut a fence and scout line and report back to the operator—'Yes, we can put a line in or no, we can't because of terrain or other factors.'"

Beaty clarifies. "As the operator, I'm intent not only on the fire, but also the terrain and running the equipment. The swamper might say to me, 'Hey, the fire's doing this. Have you seen that?' And I'll stop and check—'OK, I see what you're talking about.'

"The swamper can adjust the radios to the right frequencies for the fire, and if we're calling in aircraft and I'm really busy, I can hand that off to him. We're sitting side by side and even though the tractor's loud and all the radios are blaring, we can talk to each through the headsets in our helmets."

The swamper is responsible for the dozer being equipped and ready to go. "When we're on fire standby, that's the first piece of equipment I check in the morning when I come to work. I make sure it's ready to go and I load our fire gear. I also make sure the dozer tender is fueled, the ice chest is full of water and Gatorade, and the radios are up and running. I check the morning reports to see what other resources are staged around us and the fire weather forecast, which I check throughout the day."

To handle all this, swampers have to have on-the-ground firefighting experience, typically followed with three years as Fire Suppression Aides. After that, they go through a two-week, 80-hour course where they learn what they need to know about dozers, including how to operate the equipment so they can move it into a safe area if something happens to the operator.

Dozer crews work a 40-hour week with three-day shifts, but once they're assigned to a fire, they're on it until it's over. "On the initial attack," says Beaty, "you could go anywhere from 24 to 32 hours straight before you get to bed down. Once the fire moves into a planned attack or what's called a campaign fire, we work strict 24-hour shifts, where we're on 24 hours and off 24 hours. [On federal fires, it's 12 hours on and 12 hours off]. When we're working an initial attack, we may need to camp out on the line so we carry 'war bags' on the dozer tenders that include an extra change of clothes and sleeping bags and cots or air mattresses. Once the incident goes into a planned attack, we go back to base camp to get food and bed down."

Once he delivers the equipment to the drop-off point, the third member of the dozer crew, the transportation truck driver, helps unload. During the fire, he will refuel the dozer from the tender truck, refuel the tender, and get food to the crew. Once at the access point, the dozer can be on the ground in five to ten minutes.

What They Do

The dozer crews have two primary responsibilities: actually putting out fire with the machine, and "cutting line"—creating wide breaks in the vegetation that rob the fire of fuel. They work as part of a coordinated firefighting response.

"On an initial attack fire, where we get notification from dispatch that there's a fire somewhere, we'll have hand crews on it, engines, dozers, and aircraft," says Alkonis. "The idea is to keep it small, so we'll attack it with all the resources we have as soon as possible. Dozers play a big part in that, especially if we can get them right on the edge of the fire and they can basically stomp it out.

"Wildland firefighting is a matter of going direct, where you're right on the fire's edge, and indirect, where you're out in front of the fire creating a break in fuel so that firefighters on the ground and in the air have the ability to control the fire and limit its growth. If we can't catch it while we're going direct, we're going to be cutting those lines and getting those fuel breaks in place."

For dozer crews, it's a constant process of information gathering and evaluation that doesn't stop until the fire is over. "We have to be out the door in five minutes," says Beaty. "We get the information on where the fire is, where we need to report, what resources have been dispatched, and what battalion chiefs are responding to the incident.

"In a direct attack, the dozer is actually pushing the fire, putting it out as it goes. In a parallel attack, the dozer could be anywhere from one to five feet in front of the fire cutting a break as the fire is burning toward it. It's more dangerous than a direct attack because now you're in front of the fire with a foot to five feet of material that can burn up on you. What's considered even more dangerous is an indirect attack where we might be a ridge or two in front of the fire putting in fire lines and trying to hold them. You have more fuel between you and your location for the fire to get up a head of steam.

"With a parallel attack, you put the tractor in front of the fire into the green and you're windrowing the material to the opposite side, back into the green, so when the fire burns up to your line, it burns out because it doesn't have any fuel. Usually we try that in lighter fuels, so if it does flare up, we can just back up into the black and let the fire do its thing, then pick it up again.

"On an indirect attack, we usually pick a ridgeline and make as many passes as we can before the fire gets there. We take an inch of dirt and all the brush on top because we want to take the fuel break down to mineral soil so there's nothing for the fire to burn."

Making Decisions

Soon enough, information gathering on the run turns into decision-making on the run.

On the way to the fire, the operator and swamper are already building their game plan. L.A. County Fire keeps pre-attack maps that track where fuel breaks have already been put in, the result of previous fires or off-season wildfire preparations. "When the crew is notified where the fire is," says Beaty, "the swamper pulls up the pre-attack map for that area before we even get out the door, and as we're en route, we're looking at the maps—'OK, the fire's here, we've got two or three dozer lines already established in these areas.'"

Like the rest of the firefighting resources on the fire, dozer crews need to be constantly up to date on the weather—hot, cold, windy—plus relative humidity and terrain—are the flames burning through rolling hills or in a steep rocky area, maybe up cliffs? Crews also need to know how the fire is behaving—that is, which direction it's burning in and how much it's already burned, plus the types of fuels that are available and how long it's been since the area burned (providing additional information about how the fire is likely to behave). "You make a calculated guess about what the fire's doing," says Beaty, "then you make a decision about how you're going to handle it—do you do a direct or indirect or parallel attack?"

Once on scene, while the driver and swamper offload the dozer, the operator meets with the incident commander or the operations section chief about what needs to be done or what they're looking for the dozer crew to accomplish. Are homes or structures at risk, for example, or does the crew have an open mandate to go out and "fight fire"?

"It's a lot of information to process in a very short period of time, which is why we have procedures like line-up at our morning briefings. I want to know who I'm working with, what other dozer teams are on that day, and who the operators are because I want to know who's going to come in second behind me, or who I'm going to come in second to help them."

A Small Community

"Fire dozer operators have a lot of responsibility," says Beaty. "My decisions affect my swamper and my driver. There's a lot of calculated risk, but it's very rewarding, especially when you've got a fire that's been going for three or four hours and the engine and hand crews and helicopters haven't been able to pick it up and we'll pick it up with the dozers."

"It's a small community," says Beaty. "We have the California Dozer Operator Group, which includes operators from other agencies as well the outside contractors who work wildfires. Our annual meeting is basically a safety meeting for wildland fire dozer operators where we review what has happened in the last year specific to dozer operators and wildfires and take a look at projections for what we're likely to see in the upcoming year.

"Fire season isn't as well-defined as it used to be. You're on guard all the time."


Box 52 Association. Photo courtesy of
Grading & Excavting Contractor

2020 HALLMARK FIRE BRIGADE CHRISTMAS ORNAMENT MODEL
No. 18

The 18th release of the Hallmark Fire Brigade ornament is a reproduction of a 1996 Ford F-800/Emergency One 1250/1000 engine that serves as Engine Company 1140 with the St. Henry Volunteer Fire Department which is located 135 miles south/southeast of Indianapolis along Interstate 64 in eastern Dubois County. Organized in 1982, the 19 members of this all volunteer department respond to approximately 30 runs each year. BVFD is an independent fire department that provides, fire, rescue and medical first response to portions of Cass and Ferdinand Townships

The 2020 issue is the 18th in the series and has lights that light up. It will make a nice edition to any member's collection. As in the past we will be raffling one off in December, which is going to be a little tricky this year, with virtual meetings!

Box 52 Association. Photo courtesy of the Hallmark Company

TWO ROPE RESCUES AND A 5 BAGGA IN DA BRONX!

On Tuesday September 1st 2020 the Manhattan C.O. started receiving calls for a fire on the 14th & 15th floors and reports of person on a ledge of 16th floor.

Box 1562 transmitted at 1325 hours for 470 Lennox Avenue between 132nd and 135th Streets. The fire building was a 16 story 110x 250 OMD

1328 - E-59 - "Urgent" - **10-77** the box.

1337 - Manhattan - Reports of a child hanging out the window of Apt. 16D.

1341 - Bn. 16 - **All Hands -** Fire in Apt. 16C. 2 L/S, 1 L/O, searches are negative on the 16th floor hallway. We are in the process of setting up a roof rope rescue at this time.

Members of Ladder Company 30 on the roof prepared to lower a member down to the woman and secure her till the window was broken out and she was taken inside an apartment on the 16th Floor. Firefighter Quinn of Engine Company 59 detailed to Ladder 30 for the tour was lowered over made the rescue.

Box 1562 @ 1325

Engines 59, 69, 37, 35, 35 HRN, 60 CFRD

Ladders 30, 28, 40F, 14, 23, TL-17 Vent Support

Rescue & Squad **R3**, **Sq.41**

Battalions 16, 12, 14, 13 Safety Division 6

Tuesday September 15th 2020 270 West 78th Street

The second incident occurred exactly 14 days later on Tuesday September 15th 2020 a 13 story apartment building located at 270 West 78th Street between Broadway & Amsterdam Avenue on the Upper West Side. Two workers were on a scaffolding making repairs to the façade of the building. The scaffolding collapsed under them. One worker stayed on and was quickly pulled in a window by firefighters. The second worker had climbed onto a tenth story window ledge and was clinging on. Both workers lives were saved by their safety harness, Rescue Company 1 made it to the roof and prepared to rappel over to reach the worker on the ledge. Firefighter Andrew Dinkle, 17 year FDNY vet went over. As the Rescue Company was preparing for the rope rescue, other firefighters had broken out a window and were able to pull the other worker in.

Firefighter Dinkle reached the worker and tied on another safety line and just kept him calm while other members broke out a window and pulled both men inside to safety.

Monday September 7th 2020

66-55-2433

528 Drake Street off Randall Ave. Hunts Point Bronx

On Labor Day afternoon a suspicious fire broke out in a salvage yard in the Hunts Point area of the Bronx. The fire had gained considerable headway prior to the arrival of the first alarm companies. The area, is predominately industrial and is sparsely populated after business hours. Upon arrival companies found heavy fire conditions in stored wooden pallets in the storage yard. The fire was extending into an exposure which housed a warehouse used by a produce wholesaler. Several automobiles parked on the street also became involved. Seven firefighters suffered minor injuries. It took a fifth alarm response with 198 firefighters nearly two hours to bring the blaze under control. The fire has been deemed suspicious and the FDNY Fire Marshals continue investigating,

Bronx phone alarm for a pallet yard 528 Drake Street off Randall Avenue box 2433 transmitted

Fire in a 250 x 200 salvage yard with extension to exposure 3, a one story warehouse.

Time	Box	Engines	Ladders	Rescue	Other	Comments
1628	2433	94, 72, 82, 96	**48, 42, 29 FAST**	**3 Sq. 41**	**Marine 4** RAC-3, CTU Div. 6 Batt 3, 26, MB	
1630	10-75		**48**			Fire in a pallet yard
1631	Sp. C	83	**31**			Batt 3 extra Eng. & Truck
1638	2-2433	50, 71, 45	**54,**		Field Comm TSU-1 Batt 18, 17, 14 RB, SB	Orders of Batt. 3
1640	Sp. C		**58**			One Tower Ladder
1643	3-2433	92, 60, 42, 46 E274 –HTU E35-Comm	**19, 46/58, 117/17**		HM-1, RAC-4, MSU Batt. 12, 16, 58. HM	Orders of Batt. 3
1651	Sp. C		**TL 44, 17**			2 extra Tower Ladders
1709	4-2433	64, 88, 90, 48			Batt. 27/26	Orders of Div. 6
1802	Sp. C		**55 Fast**			1 Ladder relieve FAST Ladder 29
1823	Sp. C		**TL 41, TL164/54 TL 9/45**			3 extra Tower Ladders
1844	5-2433	69, 58/42, 297, 91	**130**		Batt. 19	5th alarm for relief purposes
1919	Sp. C				Batt 10, 50	2 Batt. Chiefs
1930	Sp. C		**TL 23**			One extra Tower Ladder
2111						Fire under control

Serving Them Hot!

Fourth Alarm Lynn Box 442 July 2003

By Staff writer John Pozark Jr.
All Photos by Jay McElligott

During the summer of 2003, the Lynn Fire Department provided fire protection with six engine, three truck companies, and a shift safety officer. During the previous several months two engine companies and the departments medium rescue company had been deactivated due to budget cuts. Minimum staffing is an officer and two firefighters on an engine company and an officer and three on truck companies. At the time of the fire the City was divided into two districts each served by a command team of one District Fire Chief and an aide.

The Lynn Fire Dept. provides a transporting EMS service at the ALS and BLS levels. Fire companies are used as BLS first responders. Transport is provided by two BLS and one ALS ambulance staffed by cross trained-dual role firefighter EMT-B's and EMT-P's. Ambulance personnel are provided with bunker gear and SCBA and may assist in fire ground duties. Back up ALS is provided by a private ambulance service with backup BLS provided by two private ambulance services and two mutual aid fire departments.

Located at 98 Market Street, Nandee's Restaurant was a popular site for local political and retirement dinners. The original structure was built around 100 years ago as a three story commercial and professional building 50' wide by 100'deep. Over the years the top two floors were removed. From the 1940's until 1965 this building had been used as a succession of drug stores. In 1965 the building was converted to a restaurant.

Exposure #2 the Goddard Bros. Department store was built about 1927 and measured 100' wide by 200' deep. The store changed hands in the early 1960's becoming Zimman's Department Store. In the early 1980's Zimman's downsized to concentrate on sewing and fabric supplies. This was the occupancy at the time of the fire. When Zimman's downsized Nandee's Restaurant expanded into the Goddard Building to open a function hall. Also at this time a wet pipe sprinkler system was installed. During the adaptation of the building of fire origin, roof loads of two large HVAC units and extensive kitchen exhaust ductwork modified the structure.

Division 4 relieved the night platoon at 0715 hours. In addition to the permanent deactivations lack of overtime funding resulted in additional units and fire houses being closed on a shift by shift basis. This day Tower Ladder 4 was out of service and the chief's aides had been detailed to line companies to keep them in service.

The area was in the middle of a heat wave. High temperatures and humidity challenged firefighters. During the first two hours of the shift units responded to 3 medical and 5 fire calls. When dispatched to a local fire alarm sounding Ladder 2 developed an air leak and had to go out of service awaiting a DPW mechanic. This left the city with only one ladder company in service. While this was taking place two employees of Nandee's Restaurant opened the kitchen and began preparing for business. Finding it hot in the kitchen area they turned on the ventilating system. After 45 minutes the kitchen hadn't cooled off and they noticed an odor of burning. The employees attempted to locate the fire themselves even going to the roof but found nothing.

The Fire Alarm Office received an E911 call from one of the employees reporting an inside odor of burning. City Box #442 Liberty and Market St.'s was transmitted at 0917 hours. The response: Engines 3-1-5 Ladder 1(in place of Lad. 2) and C-4 West Lynn District Chief. First due Engine 3 responded down Market St. passing the front of the building Lt. Paul Smith the initial incident commander noticed a light smoke condition coming from the roof of a one story building of ordinary construction. Making a left turn onto Andrew St. the engine went up the Exposure #4 side of the building to a side door. Employees met the crew at this door which led directly to the kitchen. Lt. Smith entered to investigate escorted by the employees. An employee pushed up a suspended ceiling tile to reveal a fire condition in the cockloft above the sprinklers. At 0921 Lt. Smith ordered the working fire and had his crew stretch a 1 ¾ inch handline with combination fog pipe through the side door directly to the fire area.

Second due Engine 1 responded to the fire Washington St. (Exposure #3 side) to Andrew St. and dropped a 4 inch feeder line into Engine 3. Engine 1's crew took an additional 1 ¾ inch handline with combo fog pipe into the side door. Engine 5 went to the front of the fire building and stretched hose to feed the sprinkler FDC. The crew of Medic 1 dressed Engine 5's hydrant and charged the feeder. Leaving the pump operator with the apparatus, Engine 5, Lt. Alley took his other Firefighter and a couple of rakes and went inside to pull ceilings for the other engines. Inside, everywhere they opened up was filled with smoke. Engine 1 Lt. Uva described the cockloft area as a "big, black mess". Ladder 1 reported to the front of the fire building and threw their stick. Ladder 1's chauffeur FF. Bob Mullins noted smoke now puffing out of the eaves.

Capt. Raimo took Ladder 1's crew to the roof to open up. Upon his arrival Dist. Chief Rocco Gecoy assumed command.

At 0924 Ladder 2 reported in service and replaced Swampscott Ladder 21 as the Working Fire truck. Ladder 21 was redirected to a cover assignment. Upon arrival at the fire Ladder 2 went to the Exposure #3 side of the building and threw their stick. Lt. Bradley took his crew to the roof and began to vent directly over the kitchen area.

At 0925 Chief Gecoy special called Engine 7 to the fire and two minutes later ordered the second alarm. Responding to the second alarm were Engines 9 and 10. Reporting to the fireground these companies took hydrants, stretched additional handlines and assisted the first alarm units.

Interior companies were making no progress. When heavy fire began coming out of the vent hole over the kitchen Lt. Bradley reported it via radio to the incident commander. The decision was made to abandon interior operations. The evacuation signal was ordered at 0948 hours.

At 0934 C-3 East Lynn District Chief John Miles was dispatched to investigate smoke in the area of Washington and Munroe St.'s. Finding this to be from the fire on Market St. he continued on to Box 442 as the Second Alarm Chief. Upon arrival at the fire Chief Miles was assigned as the sector chief for Exposure #2.

Performing a visual check of the exterior Chief Miles noted several penetrations in the wall of Exposure #2 including some large ventilation ducts. The interior of the Zimman's store was checked for penetrations. The owner at the scene reported all openings had been sealed when the restaurant had moved in.

Checking the interior of the Nandee's addition he found that when the restaurant had expanded, the party wall on the first floor had been removed and a steel lintel had been used to span the gap. This lintel supported the weight of the wall and floors above it. This concerned him and he notified the Incident Commander and any units entering the building and had them pass the word.

Swampscott Ladder 21 was special called to the fire at 0936 hours and a third alarm was transmitted at 0942 with a response of Saugus Engine 1, Peabody Engine 5 and Marblehead Engine 2.

Ladder 21 was ordered to report to the front of Exposure #2 and check for extension. Spotting in front of the building, Ladder 21 threw their stick to the roof. Lt. Quinn and the Tillerman went to the roof but found no sign of extension.

Saugus Engine 1 had been directed via radio to report to Chief Miles in front of Exposure #2 with masks and tools. Ladder 21 having completed their roof check was assigned with Saugus Engine 1 to perform a primary search in Exposure #2. At this time except for an odor of smoke the primary search was negative.

Swampscott Ladder 21 in the foreground operates its bed ladder pipe onto exposure 1. Lynn Ladder 1 operates it's ladder pipe onto the fire building.

At this point with conditions in the primary fire building deteriorating, the Incident Commander ordered Ladder 21 to relocate to the corner of Market and Andrew St.'s and set up their ladder pipe.

Saugus Engine 1 was ordered to assist Lynn Ladder 1 throw a 35' ladder to Floor #2. Two members of Ladder 1 with hand tools took out the large covered window. The Saugus crew ran a 1 ¾ inch handline from Lynn Engine 5's pump over the ladder into Floor #2.

Chief Miles with the Saugus and Lynn crews advanced the handline to the rear of the structure. Here they found a stairway by a door leading to the roof of the fire building and this was used to monitor fire conditions in the fire building. This stairway led to a dead end on Floor #1, bars on the rear windows also limited escape.

The second floor area was a large function hall with service kitchen at the rear. Saugus Engine 1 Lt. Hughes used his companies' thermal imaging camera to check the ceiling. Although it showed high heat, there was no evidence of fire extension. The brick wall had been covered with sheetrock and a dropped ceiling had been installed. Chief Miles had Saugus Engine 1 open the ceiling tiles for the entire length of the wall and check for smoke rising. This was faster than opening the wall and exposed the entrance of the ductwork.

Lynn Ladder 2 using its ladder pipe on the exposure 3 side.

Suddenly a rush of smoke issued from the ceiling ventilation registers. There was an increase in heat and the sprinklers began to operate. This probably occurred when the roof of the fire building failed. With conditions deteriorating the companies low air alarms began to sound. Chief Miles ordered the companies to leave the building and head to rehab.

Chief of Department Higgins relieved Chief Miles as the sector officer. He ordered Peabody Engine 5 to stretch a 2 ½ inch handline to Floor #1. Peabody held the fire here. Lynn Engine 7 replaced the Saugus engine.

Revere Ladder 2 had been special called to the fire at 1011 hours. Upon arrival they were directed to throw their stick to Floor #3 of Exposure #2 and with Lynn Engine 10 ran a 1 ¾ inch handline onto the top floor and ventilated. A rotation of units was set up and companies held their ground.

With the shift to defensive operations units set up master streams. Engine1 assisted Engine 3 setting up a portable gun on the Exposure #4 side, then worked performing horizontal ventilation by taking out the colored glass windows on the Exposure #1 and #4 sides of the building.

Approximately one hour into the fire the roof of the fire building failed. Ladder pipes were established. Ladder 1 at the Exposure # 1/2 corner fed by Engine 1 and Swampscott Ladder 21 at the Exposure #1/4 corner fed by Engine 7. On the Exposure #3 side Ladder 2 set up their ladder pipe but they needed a feeder line. At 1040 hours Malden Engine 4 was special called to supply Ladder 2's pipe.

At 1101 hours the Fourth Alarm was transmitted. Filling out the assignment were Winthrop Engine 1 and Wakefield Engine 2. Winthrop Engine 1 dropped a 4 inch feeder to the Exposure #3 side and opened up their deck pipe. The surround and drown continued.

At 1210 hours the Incident commander declared the fire under control. Within an hour units began going in service. The Allout was sounded at 1332 hours holding Engines 3 and 1along with Ladder 1 as a fire detail

With extensive long term interior operations in smoky conditions there was a large demand for air bottles. Tower 4 is not only the Cities only Ladder Tower it is also the only unit equipped with an air cascade. A firefighter from the Training Division brought the vehicle to the fire but it was not enough. Through a mutual aid agreement, Lynn usually receives a mobile air supply unit from the Town of Lynnfield. At the time of the fire this unit was out of service. At 1121 the Metrofire District Air Supply unit was requested. At 1126 hours Nahant Fire Department dispatched their Squad 30, a service unit, to the fire with bottles.

The Lynn Fire Department policy is to dispatch an ALS Ambulance for fire standby to all working fires. After assisting Engine 5 with their supply line, Medic 1's crew took their ambulance cot, medical bag, inhalator, monitor and C-Spine equipment and set up near the fire building. At 0930 Medic 1 requested an additional BLS for standby. Reporting to the scene, Squad 2 assisted setting up a triage area near the Fleet Bank building. FF/Paramedic Monaco remained at the Triage Area as the Medical Division Commander.

Several firefighters were treated for exhaustion and heat stress. About 1047 hours a firefighter from Ladder 2 was injured in a fall from the ladder truck. FF/Paramedic Watson began treatment and called for an additional BLS Ambulance. Squad 3 was special called and transported this firefighter and another with heat injuries to Union Hospital.

With the temperature reaching 98 Degrees rehab was a priority. Community Service Canteen Limited is a private volunteer group which serves fire departments in South Essex County. Using the radio call-sign Rehab 5 they respond to multiple alarms in Lynn. Normal response is one of two utility body pick-up trucks stocked with bottled water and other supplies. The unit also has a trailer with tent and extensive rehab equipment for major incidents. This tent was used at this incident with the Rehab Area set up adjacent to the Triage area.

The Mass Bay Transportation Authority was requested to respond their Rehab bus to the scene. This unit was called to the scene at 1128 hours. More than 60 firefighters were cycled through the rehab sector during the incident.

With the striking of the working fire signal the Fire Alarm Office began covering the vacated stations. The department policy is to maintain four engine and two truck companies available in the city during incidents. The Operators in the FAO have guidelines and discretion in requesting coverage.. Additionally they must notify off duty staff, the Arson Squad and call back members for piloting out of town units.

Malden Engine 4 feeds Lynn Ladder 2 as Winthrop Engine 1 prepares to use its deck gun.

In addition to the Mutual Aid units operating at the fire, Engines from the Towns of Lynnfield, Nahant, Middleton and the City of Melrose along with Trucks from the Town of Wenham and the City of Chelsea covered. These companies responded to 19 calls, 11 fire calls and 8 medicals

One minute after the second alarm was sounded City Master Box 539 was received. The standard response to Street and Master Boxes is one engine and one truck. Saugus Engine 1 and Swampscott Ladder 21 were enroute to cover assignments and were sent to the box. Upon arrival the Saugus Engine found a smoke condition inside the church. Fortunately this turned out to be from a craft project using candles.

First and second due engines on box 442 operating a portable gun late in the fire. Engine 3 in foreground with Engine 1 rear end showing

Time	Box	Engines	Ladders	Other	Comments
0917	442	1, 3, 5	1	C4	
0920					E1 rpts smoke showing
0921	W.F		L21	Medic 1	
0924			L2 L21		L2 responding to fire L21 redirected cover L1
0925	Sp. C	7			1 extra engine
0927	2-442	9, 10			
0930	Sp. C			Sq. 2	1 extra medic unit
0936	Sp. C		21		1 extra ladder to the fire
0942	3-442	Sau. E1, Pea. E5, Marblehead E2			
1011	Sp. C		Rev. L2		1 extra ladder to the fire
1047	Sp. C			Sq. 3	1 extra medic unit
1101	4-442	Wake. E2, Wint. E1			
1121	Sp. C			Metro Air Supply	
1126	Sp.C			Nahant Sq. 30	
1128	Sp. C			MBTA Rehab Bus	
1332	A/O-442	1, 3	1		Allout on the box

7 ALARMS BOX 7421

1428 Columbia Road

Saturday May 30th, 2020

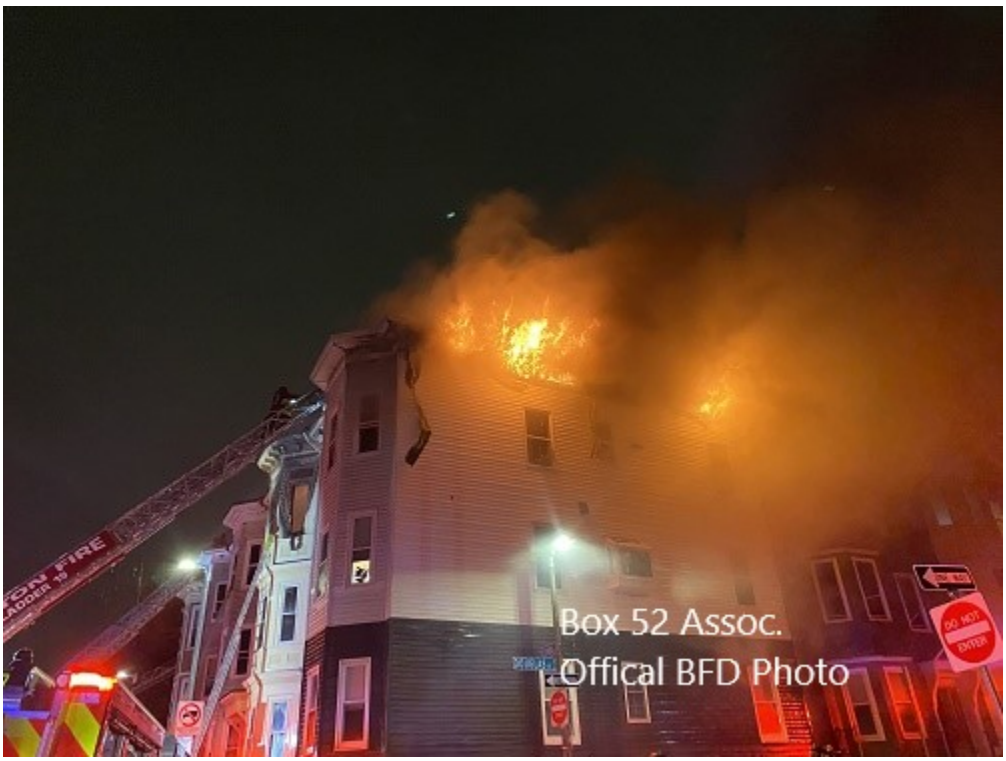
It had been a rather uneventful night tour, the City started to settle down when at 0325 hours the Fire Alarm began receiving calls for a building fire at 1428 Columbia Road. Box 7421 was transmitted for East 8th & G Streets. First due Engine 2 and Ladder 19 rolled out of quarters and a quick run and they were greeted with heavy fire coming from two occupied structures. Engine 2 reported to Fire Alarm "Heavy Fire showing". Engine 39 was ordered to come in from G Street with orders to hit the exposures.

Car 6 District Chief Brienza on arrival wasted no time and ordered a second alarm to be transmitted at 0329 hours. First alarm companies were making an aggressive attack and trying to protect exposures and clear the buildings of occupants. Second alarm Ladder Company, Ladder 17 to come in to the rear of the fire via the high rise parking lot. All companies were now heavily engaged and the fire was still spreading. Command reported he had three buildings involved on the corner of Columbia Road and Douglas. The houses at 11 and 13 Douglas were searched and all occupants had evacuated. At this time Command ordered a third alarm at 0335. C6 reported he was on scene.

Division 1 C6 Deputy Chief Lonergan assumed command and ordered a fourth alarm. Ladder 7 reported that they had heavy fire on the 3rd floor of 1424 Columbia and needed a line to the third floor. Command was advised that the original fire building had heavy fire on all floors and no

lines on it yet. The 4th & 5th alarm engine companies were ordered into the front of the fire building. Third alarm engines were trying to make the rear of the buildings and get lines into position.

At 0346 Command reported to Fire Alarm to have all members evacuate the roof. Ladder 18's officer reported to Command that if they could get a line on the stick, they could hit the fire. At this time Tower Ladder 3 reported they needed an engine to feed them and they could use the buckets gun.



Companies were deploying Blitz Guns and handlines to try and gain the upper hand against the fire. Car 3 the RIT Chief requested 2 additional RIT companies as Ladder 4 and Engine 3 had both gone to work. Engine 52 and Ladder 26 were assigned. Engine 33 reported that they could feed the Tower and ran two big lines in Tower Ladder 3.

Operations reported to Command that they had four lines in the rear and were holding it. Command ordered a sixth alarm. This brought an additional 2 engines and another ladder company to the fire.

Ladder 7 reported to command with an urgent message that the second floor at 1428 Columbia Road had burned through. Fire Alarm repeated the message and Command ordered all companies to evacuate 1428 Columbia Rd. This followed moments later by an order to evacuate 1430 Columbia Rd. and 11 Douglas St. Less than 30 seconds later Command ordered ALL building evacuated and prepare for exterior operations. A PAR was ordered.

Engine 56 came up Douglas and pulled a big line down the alley into the rear of 5 Douglas. Operations reported that 5 and 7 Douglas were going on the top floor and had a common cockloft.

At 0410 Hours C1, Commissioner Dempsey reported on scene.

Engine Companies were now asking for more pressure on their lines as mains in the area were being taxed.

At 0414 Hours the 7th alarm was transmitted. C1 reported assuming Columbia Road Command. He reported “five three story wood frame buildings involved on the top floors and roofs. These were all rehabbed three deckers that had been converted into condominiums. Exterior operations and all companies were working.”

Companies worked through the early morning hours to bring the fire under control.

Master Streams were still being employed nearly an hour later. During the fire box 1354 Cambridge & Garden Streets for 250 Cambridge Street, a call for smoke on the 5th floor. Cambridge and Somerville Companies were first due with Car 9 who was covering. Car 9 reported he was holding Engine 32 and Ladder 1.

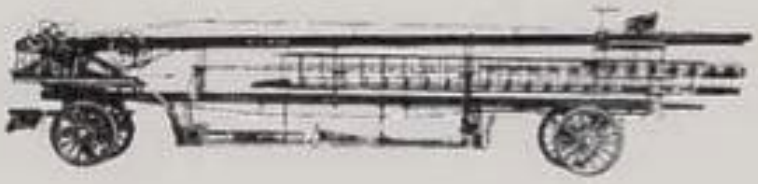
By 0700 hrs the fire had been brought under control and companies started to be released as the detail companies chased pockets of fire. The fire forced out 38 occupants, injured five firefighters none seriously and caused an estimated 10 million dollars in damage.

Thanks to the Boston Fire Department who provided information used in this report and to Broadcasitfy.com.

Timeline Box 7421

TIME	BOX	ENGINES	LADDERS	RES	CHIEF
0324	7421	2, 39, 21, 3 RIT	19, 18, 4 RIT	1	D-6
0329	2-7421	7, 14, 17	17, TL-3		C6, H1, D4
0335	3-7421	22, 18	7		D3 RIT, D7 Accountability
0338	4-7421	10, 42			
0342	5-7421	50, 24	23		
0342	Sp. C	52 RIT	26 RIT		
0356	6-7421	33, 55	29		C1, C3
0414	7-7421	8, 56	16		

AERIAL LADDER MILESTONES—



1912

85' Pirsch Three-Horse Hitch Aerial Ladder Truck

1931

85' Pirsch Hydro-Mechanical Aerial Ladder Truck. America's first All-Powered Aerial.

1934

100' Pirsch Aerial Ladder Truck. America's first 100' Aerial and America's first All-Metal Aerial Ladder.

1954

100' Pirsch Aerial Ladder Truck with latest Pirsch built aluminum alloy main and ground ladders, and Pirsch built two-door cab, also other modern features.

PETER PIRSCH & SONS CO. KENOSHA, WIS.