

Box 52 Association



The Line Box



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

Winners of the 2024 IFBA Newsletter of the Year Award

Vol. 22 No. 1

Welcome to our 113th year! Once again the Board of Directors has put together yet another banner year for all our members to enjoy!

As for the Line Box.....you are reading the first issue of our twenty second year of publishing. This is the longest for any newsletter of the Association other than the General Order!

We have a lot of stories lined up for your reading enjoyment. We are *sure* that you will enjoy each and every issue!

In the last issue of the Line Box we featured the new Baltimore County Tech Rescue based at Station 17 in Texas. Of **ALL** the stories we have published since the inception of the Line Box, none have created the amount of comments, emails, texts and questions about the name Texas, Maryland! So inside you will find gathered from multiple sources and our contacts in the Baltimore area the reason for the name!

Grab a fresh cider and some fresh apple cider doughnuts and enjoy this issue!



**Busy Morning in Division 2
Sunday September 21st , 2025
Simultaneous Multiple Alarms**

**3-3186
2-3625**

It had been a quiet night after midnight with the usual runs for medicals, fire alarm activation and the occasional motor vehicle accident.

At 0442 Fire Alarm struck box 3186 for a building fire at 19 Lesile Street in District 7. Arriving first due Engine 18 reported fire showing from a three decker possibly number 380 Centre St. and ordered the second alarm. While responding District 7 reported a Code B, H-1 reported taking command. Companies in the rear reported that the fire had extended to the Delta exposure. With this information OIC H-1 ordered the third alarm.

C7 arrived on scene requested EMS to the front of the fire building. At this time H-1 reported that the rear porches were in danger of collapsing and a collapse zone was established for the building at 378 Centre St.

Additional RIT companies were requested as the on scene RIT had been put to work. Command reported to Fire Alarm that fire was knocked down at 0500 hrs all companies still working.

At 0508 hours Fire Alarm announced striking 3625 for 39 Baird Street they were receiving calls for a fire on the side on the house. Engine 28 arrived and reported smoke showing from the first and second floor of a three story woodframe. Rescue 1, Tower Ladder 3 left quarter's downtown for the run to District 12.

At 0513 hours Centre Street Command reported heavy fire was knocked down, secondary search was underway and commencing overhaul operations. Command released Tower Ladder 10 and Rescue 2 to respond to box 3625. Tower Ladder 3 was returned and Rescue 1 reported that they were on scene.

Meanwhile on Baird Street Ladder 26 ordered a second alarm at 0520 hrs.

Back on Centre Street, the homeowner approached C7 and stated that all of the rear porches were in a weakened condition before the fire. Companies in both buildings reported that the secondary searches were negative. And he was starting to make up some companies if they were needed for the fire on Baird Street.

Baird Street operations on channel 3 was reporting fire on all three floors and searches were negative.

Centre Street C7 asked for an MBTA bus for the displaced residents of 376 and 378

Center St. A detail of two engines and two ladders was requested and the Arson Squad was ordered to the scene and then to respond to the second alarm. They reported another Squad was taking the Baird Street Fire.

Companies operating on Baird Street were making good progress and the fire was knocked down by 0540 and companies were beginning overhaul operations.

Both fires in Division Two taxed companies and Fire Alarm. Centre Street Command was quick to get companies made up and back in service and available if needed.

The allout on Baird Street was at 0722 and on Centre Street at 0752.
Quick response with aggressive fire attacks prevented more loss of property and lives.

Box 3186

Time	Alarm	Engine	Ladder	Rescue	Chief
0442	Still	18	6		
0443	3186	20, 17	7	2	D7 (code B) D6 assigned, H-1
	WF/RIT	16, 3	TL-10, 19, 17		D12, D8
0448	2-3186	24, 21, 52	29, 4		Div. 2, D9
0450	3-3186	14, 42			D7

Box 3625

Time	Alarm	Engine	Ladder	Rescue	Chiefs
0508	3625	28, 22, 37, 39	28, 26, 25	1	D6*
	WF/RIT	53	TL-10*		D10, D4
0520	2-3625	48, 30, 14*, 52*	16. Qui. L-5		Div. 1. H-1*, D9

*

Responded from 3rd alarm box 3186

As always my thanks to Staff Member Paul Christian for the rundown. Information from Broadcastify.



WHY TEXAS????

In my twenty-two years serving as editor of the Line Box no article or photo has generated more e-mails, text messages or phone call all asking the same question....."Why Texas?

What kind of editor would I be if I didn't dive in and research and find the answer for our readers and below you will find what history I could find on this tiny hamlet that has become a section of Cockeysville.

At the height of the Great Famine in 1847, some 1,500 Irish tenant farmers and their families were evicted from their land and made to walk 165 kilometers along the Royal Canal from County Roscommon to Dublin. Among them were 366 men, women, and children—mostly children, in fact—from the village of Ballykilcline, which was in the 13th year of a rent strike against the British Crown.

The Queen's Calvary and police "tumbled" their thatched homes, dispatching them in mass to Liverpool and then New York as part of a forced migration scheme to steal their farms. Officials had labeled the Ballykilcline families "troublemakers," as neighboring tenants, many of whom had lost loved ones to starvation and famine disease, also began refusing to pay their rent.

Today, their sorrowful trek is marked by 30 pairs of bronze shoe sculptures on the National Famine Way walking trail from County Roscommon to Dublin. (The small bronze statues were cast from a child's weathered shoes, later discovered by a farmer in a ruined 19th-century cottage.)

In a twist of fate, many of these Ballykilcline survivors would end up in Baltimore County, where they would establish an Irish community with the unlikely name of Texas around a promising quarry and the burgeoning North Central Railway line.

The crystalline, blue-white dolomite marble quarried by some of these Irish workers would eventually be used in the construction of the Washington Monument in D.C., the porticoes of the U.S. Capitol, City Hall, and, poignantly, the spires atop St. Patrick's Cathedral in New York.

How exactly the village, which has all but disappeared, like several other former industrial and mill towns in Baltimore County—including Ashland, Oregon, Gunpowder, and Warren—got the name Texas remains a question. The best guess is it originates from volunteers who left the nascent village in 1846—the year before the Ballykilcline migrants arrived—to fight in the Mexican War. When they returned, they named the town Texas, initially New Texas, because it apparently reminded them of the Lone Star State.

By 1895, the Irish were well established, with the formerly evicted families able to buy small plots of land and houses made affordable by ground rents.

The 1940 Census listed Texas with a population of 494, including 111 dwellings, three farms, eight businesses, one school, two churches, one public building, two industrial plants, one cemetery, and one amusement park.

Martin Marietta's Texas Quarry located in Cockeysville, Maryland covering one mile north to south and a half a mile from east to west. The Quarry provided stone used for the steps at the Maryland State Capitol building in Annapolis. Some of the stone (not all) was used to build the Washington Monument in Washington, D,C



Three New Communities Join Metrofire

By Line Box Staff Writer David Frizzell

July 1, 2025

Metrofire was established in 1979, initially comprising 34 departments within the newly reorganized Massachusetts Fire District 13. The Organization formed as a Mutual Aid Organization concurrently during this period. While its membership originally consisted exclusively of Fire District 13, Metrofire has since experienced several changes in its roster as departments have joined or exited the organization.

In 1981, Metrofire's bylaws purportedly restricted organizational expansion for five years, with an additional extension of five years thereafter. In 1997, the Towns of Canton, Norwood, Randolph, and Westwood expressed interest in joining Metrofire; however, their requests were deferred as the organization prepared to renew its Mutual Aid Agreement in 2001.

Randolph subsequently reapplied in 2006 and was admitted as a member in 2007, maintaining active status to date. The Town of Lincoln submitted a membership request in January 2008, which was approved in July 2009. Following a change in leadership, Lincoln chose to withdraw from Metrofire effective January 1, 2014.

In 2024, the chiefs of Canton, Norwood, and Westwood initiated informal discussions regarding potential membership. Formal discussions commenced in spring 2025. After meeting with the Metrofire Board of Directors and receiving a favorable recommendation, all three communities presented their applications to the Metrofire membership in June 2025. Their acceptance was unanimously approved, and the Canton, Norwood, and Westwood Fire Departments became official members on July 1, 2025.

On that date, all three municipalities executed the Mutual Aid Agreement, securing full membership. Metrofire now encompasses 38 member departments representing 37 communities, along with Massport Fire, which operates at both Logan International and Hanscom locations. The organization recognizes the importance of its diverse membership and remains committed to responsible growth and the continued advancement of fire service excellence throughout eastern Massachusetts.



Los Angeles County Receives Nineteen New Rosenbauer Rigs

By Editor Frank San Severino

Over the past several months starting in March of 2025 the L.A. County Fire Department is in the process of receiving nineteen new rigs from Rosenbauer manufacturing.



The first new rigs to arrive were the eleven tractor drawn aerial Quints. They are based on the Commander Chassis with its custom cab. The units feature heavy duty extended aluminum bodies. They are equipped with a 2,000 gpm Waterous pump, 300 gallon booster and a 100 foot aerial ladder equipped with Rosenbauer's SMART system which features enhanced safety, operational and precise controls for aerial operations. Delivery of the Ladders started in March of this year. They are being placed in service as crews and mechanics undergo training by Rosenbauer staff.

The eight engine companies arrived in one shipment in late June. These rigs are built on the Rosenbauer Warrior custom cab and chassis with extruded aluminum bodies. Each is equipped with a 1,500 gpm Hale pump. They also have a Darley auxiliary pump rated at 350 gpm. This auxiliary pump enables wildland firefighting capabilities. The booster tank carries 600 gallons and each is equipped with a 50-gallon Class A foam tank. As we got to press, no company assignments for these rigs is known.





SOMERVILLE FIRE DEPARTMENT
New Station 2

By Line Box Staff Member Mark Roche

On September 3, 2025, the Somerville Fire Department opened a new additional firehouse at 45 Middlesex Ave in the Assembly Square complex which consists of many high-rise residential and commercial properties.

The city approved a 30-years lease for this firehouse located on the bottom level of a parking garage. The station is a fossil-free building and consists of 3 apparatus bays for one Fire Company and much needed storage for reserve and support equipment. The living quarters was outfitted with a locker room, fitness room, bunk rooms, kitchen and meeting area.

This is now the 6th station for the department and the first new firehouse in the city since the new HQ station opened at 266 Broadway in 1976.

(Not including the station for Engine 3 which was converted to a Public Safety building in 1985 from a bus garage. The living quarters eventually moved to a temporary structure on the apron due to unhealthy conditions in the station)

On the day of the new station opening, the following apparatus assignments went into effect;

- Engine Co. 2 relocated from HQ at 255 Broadway to new Station 2 at 45 Middlesex Ave
- Engine Co. 1 relocated back to HQ at 266 Broadway from 651 Somerville Ave. NOTE: Engine 1 was transferred to 651 Somerville Ave on April 5, 2011 when Engine Co. 4 was disbanded to create the newly organized Rescue Co. 1
- Engine Co. 5 was reorganized back at their original quarters at 651 Somerville Ave corner of Lowell St. after an absence of 44-years!

(Note: Hose Co. 5 was established on August 1, 1889. In 1932 Hose Co. 5 was deactivated and Engine Co. 5 was established. Sadly on July 1, 1981, Engine Co. 5 was deactivated due to reductions caused by Prop. 2-1/2).





Cambridge Rescue 2
By Member Edward Morrissey
All photos by the author

In July 2025 CFD placed this 2023 Freightliner/Marion Rescue in service. The truck was purchased with funds from UASI and delivered last October to CFD shop where the vehicles extensive tool cash was mounted. R2 carries a cache of Paratech Shores as well as breaching and breaking tools for collapse response. In addition it carries a full array of Rescue equipment. R2 is the second of two identical USAR vehicles that provide collapse rescue coverage to the Metro Boston Homeland Security Region the other one is in Boston.

This Rig replaces the 2011 USAR trailer and is kept at the East Cambridge fire station.





Rescue 1 and 2. Photo courtesy of the CFD.

Roadway Blocker Apparatus

By Editor Frank San Severino

One of the most dangerous incidents that public safety personnel can respond to is a motor vehicle accident on a busy highway. Driver attention is diverted by the units emergency lights and the rubber necking starts. The driver not paying attention either hits an emergency unit or personnel. And speaking from experience it hurts like hell to get hit by a car!

In 2024, a total of 46 emergency responders were killed while operating at highway crashes. In Massachusetts during 2024 eleven emergency responders were injured at crashes.

Enter the newest piece of fire apparatus – the blocker rig. The first of this type of rig originated in Grand Rapids, Michigan in 2010. In November, a semi-truck jack-knifed into the side of the GRFD's Ladder 3 while the crew blocked traffic during an accident on US-131. Ladder 3, using a loaner from the City of Walker, was rear-ended in February 2010, and in October 2010, a third truck was hit.

According to Deputy Fire Chief Salatka stated that “Those three accidents cost us over \$150,000 in damages. Insurance covered the repair cost, but the trucks had to be taken out of service, and the spare pool was running thin”.

Utility 2 should relieve the problem. It has the typical fire truck lights, siren and reflective chevron strips on the back, plus a lighted road arrow sign typically seen on road commission trucks. The unit was made from a used Public Works dump truck. It was repainted and equipped by the GRFD Shops with warning lights, siren and radios. A large flashing traffic arrow board was donated by the Kent County Road Commission and the other equipment including the cost of the attenuator was covered by a \$ 15,000 insurance industry grant.

Utility 2 as placed in service in late 2011.



Norwalk, Conn. Tactical Support Unit No. 1

The only blocker rig in New England was recently placed in service in Norwalk, Conn.

In the summer of 2024, Assistant Chief of Operations Edward McCabe began the process of looking into a blocking vehicle to use on these various roads. “The department held a meeting with the administrative staff to look into purchasing a vehicle that could be used to provide a safer alternative for its firefighters operating at an accident scene.

In the past, the department would send a second engine to the scene to use as a blocking unit. By doing so, the department was taking an additional unit out of service making it unavailable to respond to other alarms should they occur, McCabe stated.

In June of 2024 a Greenwich, CT. rig was struck by a tractor trailer, causing injuries to the crew of four and totaling the apparatus.

The department purchased a Freightliner chassis that has a flatbed cargo area. The attenuator, a Scorpion model, was purchased separately from Traffix Devices of San Clemente, California. The company builds these types of units for DOT vehicles and some fire apparatus. The truck was purchased under a state contract used by the Department of Public Works.

“In addition, we added some concrete to the frame to make it stronger,” McCabe says.



The unit was then shipped to Gowans Knight, a local fire apparatus manufacturer, for final assembly. To make it National Fire Protection Association (NFPA) compliant, the department had striping and emergency lighting installed.

The truck is designated Tactical Support Unit 1 or TAC 1. The attenuator is lowered into position by a hydraulic actuator, which the driver controls from the cab by pressing a button.

The vehicle responds with a fourth firefighter off of the heavy rescue that responds to all motor vehicle accidents. The firefighter will set up the unit on the roadway with a large panel in the rear of the truck that reads “Norwalk Fire” with flashing arrows that directs traffic out of the lane being blocked, then leaves the vehicle by itself.

If the attenuator or the vehicle is hit, either can be replaced. The vehicle cost \$240,000; the attenuator \$50,000.

Norwalk identified a need to protect its firefighters and its apparatus at accident scenes. By designing a specialized unit that was cost effective and had a simple design, the department, for the most part, solved the problem of protecting staff and apparatus

The Norwalk (CT) Fire Department is located in Fairfield County in the southern portion of the state. The city is 36 square miles with a population of approximately 91,000. The department operates from five fire stations located around the city.

The department has five engines, two trucks, and one heavy rescue, as well as numerous spare and reserve apparatus.

The city has several main arteries running through it: Interstate 95, Route 7, and Route 15, also known as the Merritt Parkway.





NEWTON, MA

By: Line Box Staffers Dave Parr and Mark Roche

All Photos by Line Box Staff Member Michael Boynton

The City of Newton, known as the Garden City, is the eleventh largest city in the Commonwealth of Massachusetts, with a population of 90,000 occupying a land area of 18.3 square miles. The city is bound on three sides by the Charles River, contains numerous lakes and ponds, and has thirty-four parks/conservation areas. There are five colleges in the city, most notably Boston College (BC), UMass at Mount Ida, and Lasell University, which swell the population to well over 100,000. During Football season, BC's Alumni Stadium brings another 44,500 people into the city. Every April, just under 5.5 miles of the famous Boston Marathon run through Newton, most notably Heartbreak Hill; splitting the city in half that day as no apparatus can cross the course.

Newton is home to not only one of the area's largest hospitals but also, an internationally known specialty Cancer Clinic (Dana Farber), 10 nursing homes, several high-rise residential units, 2 shopping malls, and 2 hotels (one of which is a high-rise with an active highway running underneath).

Within the city there are three major highways; Interstate 90 (Massachusetts Turnpike), Interstate 95/128, and Route 9, which bring an estimated 326,293 vehicles through the city daily. Each of these highways is an evacuation route for the City of Boston.

For public transportation, Newton has three branches of the regional Massachusetts Bay Transportation Authority (MBTA) service: commuter heavy rail service between Boston and Worcester, which also sees freight trains transporting a wide variety of commercial goods (hazardous and non-hazardous) throughout each day; light-rail service on the MBTA D-line trolley, which begins at the MBTA Riverside complex in the Auburndale section of the city; and multiple bus routes throughout the city.

There are several other utility infrastructures within the city; from electrical substations, water towers, cell phone towers, television/radio towers, and telephone switch building. The 2nd tallest free-standing lattice tower in the United States, and 11th tallest in the world, which hosts numerous microwave television antennas.

Newton was once home of the Gamewell Fire Alarm & Telegraph Co. (1890-1974)

The Newton Fire Department is a full-time career fire department under the command of Chief Greg Gentile and Assistant Chief Michael Bianchi. The department is staffed with a total of 189 personnel split between line and staff positions. The Fire Suppression Division prevents fires and extinguishes fires should they occur; initiates

technical rescue when necessary; performs in-service inspections and pre-fire planning; maintains first responder-staffed fire companies to respond to emergency medical calls and performs any other emergency services required throughout the city.

To deliver these services, 10 fire companies manning 6 engines, 3 ladder trucks, and a heavy rescue are housed in 6 fire stations which are staffed with a minimum of 36 personnel from April to December and 42 personnel from January to March - twenty-four hours a day. The assigned personnel totals for the Fire Suppression Division are 4 Deputy Chiefs (Shift Commanders), 10 Captains, 30 Lieutenants, and 124 Firefighters. The Training/Safety Division is staffed by 1 Captain and 2 Lieutenants. The Fire Prevention Division is staffed by a Deputy Chief, 1 Captain, and 3 Lieutenants. The fire alarm / wires division is staffed by a superintendent, a foreman, and 3 electricians.

The department works a 42-hour work week using 4 work groups or platoons. Suppression personnel work 24 hours on, 72 hours off. Firefighters are represented by Local 863 of the International Association of Firefighters.

The city operates a Gamewell Class A - 100 mil fire alarm box system, maintained by the fire alarm / wire division. Fire alarms and 911 emergency calls are received and dispatched by civilian dispatchers operating out of a combined dispatch center located at Newton Police Headquarters at 1321 Washington Street. Newton operates on a radio frequency of 483.4625 with a PL code of 131.8.

Typical response to alarms is one engine to still alarms; 2 engines and 1 ladder to street or master box alarms, and 3 engines, 2 ladders, the rescue and Deputy Chief Shift Commander to structural fires. The Deputy Chief is assigned an Incident Command Technician.

The NFD responded to 11,453 runs in 2024 including 7-multiple alarms. The busiest companies in 2024 were Engine 2 and Ladder 2. Along with protecting the City of Newton, the Newton Fire Department is part of the Metro Fire Association, a group of 36 metropolitan Boston fire departments that entered into mutual aid agreements to provide fire and life safety protection to an area covering 351 square miles and serving 30% of the state's population.

DEPARTMENT LOCATIONS AND APPARATUS ROSTER

HEADQUARTERS – 1164 Centre Street, Newton Centre (Built 1928/Renovated 2017)

STATION 1 – 241 Church Street, Newton Corner (Built 1965)

- Engine 1 – 2016 E-One Typhoon 1250/750/30F
- Ladder 3 – 2009 Pierce Arrow XT 100' RM Aerial
- Ladder 4 – 2005 KME 100' RM Aerial (RESERVE) (Ex PG County MD)

STATION 2 – 1750 Commonwealth Avenue, Auburndale (Built 1964)

- Engine 2 – 2020 E-One Typhoon 1250/ 780
- Ladder 1 – 2013 E-One Cyclone II 100' RM Aerial
- Engine 11 -2007 Pierce Arrow 1500/750 (RESERVE) (Former E-7)

STATION 3 – 31 Willow Street, Newton Centre (Built 2017)

- Engine 3 – 2017 E-One Typhoon 1250/750/30F
- [Rescue 1 – 2016 E-One Cyclone Walk in Heavy Rescue](#)
- C-2 - Deputy Chief Shift Commander – 2020 Ford Expedition
- [Rescue 2 – 1994 Pierce Saber Heavy Rescue \(RESERVE\) \(X-Hopkinton R-1\)](#)
- Special Operations – 2025 Mack MD/Morgan – Tech Rescue Support Unit

STATION 4 – 195 Crafts Street, Newtonville (Built 1955/Renovated 2009)

(This station also houses the Training & Safety Div. and Support Services)

- Engine 4 – 2010 Pierce Arrow XT 1500/750
- Air Supply Unit – 2014 Ford F-550/ E-One 4X4

STATION 7 – 144 Eliot Street, Newton Upper Falls (Built 1955/Renovated 2012)

(This station also houses the Department Motor Squad/Fleet Maintenance Unit)

- Engine 7 – 2025 KME Severe Service 1500/750
- [Ladder 2 – 2019 E-One Cyclone 100' RM Aerial](#)
- Engine 12 – 2008 Pierce Arrow XT 1500/750 (RESERVE) (Former E-2)

STATION 10 – 755 Dedham Street, Oak Hill (Built 2015)

- Engine 10 – 2012 E-One Typhoon 1500/730/25F
- Engine 8 – 2004 E-One Cyclone 1250/750/50F (RESERVE) (Former E-3)
- Fire Alarm / Wires Division located on site (Separate 2-bay building)

Emergency Medical Services for Newton are provided by Coastal EMS

Coastal utilizes 4-PB units 24/7, 1-PB unit 18 Hrs, and a Supervisor 24/7

- Medic 1 and the Field Supervisor (FS-1) are assigned at NFD Station 3
- Medic 2 is assigned at NFD Station 2
- Medic 3 is assigned at NFD Station 4
- Medic 4 & Medic 5 operate from Coastal Base at 38 Ramsdell St off Rt.9

ON ORDER – FUTURE CONSIDERATIONS

New 2026 Chevrolet Tahoe for the Shift Commander (C-2)

New 2026 Chevrolet Silverado 4x4 pickup for Support Services (M-5)

New KME 103'RMA for Ladder 3 (Delivery expected in late 2027)



Engine 7 – 2025 KME Severe Service 1500/750



Ladder 4 – 2005 KME 100' RM Aerial (RESERVE) (Ex PG County MD)



Rescue 1 – 2016 E-One Cyclone Walk in Heavy Rescue



Special Operations – 2025 Mack MD/Morgan – Tech Rescue Support Unit

FIRE STORIES THAT NEVER MADE THE NEWS. BUT SHOULD OF!

Bulfinch Street Burner City of Lynn June 15 th , 2025 2-69

It had been an average day in the Lynn Fire Alarm Office. On duty, Shift Supervisor J. Pozark and one other Fire Alarm Operator.

The apparatus world, however, was a mess. Swampscott's Ladder 21, a 2004 ALF Ladder Tower was out of service and out of town and had been for weeks, and would be for weeks. Swampscott was running a spare engine, Engine 22, in its place, with whatever Truck Tools would fit, stuffed in compartments. Mutual Aid availability, zero and zero. In Lynn, half the Engine Companies were running with spares. Engine 5 using a spare Boston Engine, the former Engine 53. Engine 9 was running with spare Engine 6. Engine 10 was using spare Engine 8. Lynn's Tower 4 had been suffering from many mechanical issues. It had been out of the city for some time. No functional ladder was available as a spare. Ladder 4 was running, like Swampscott, in a spare Engine, Engine 4, with Truck Equipment stuffed here and there.

The Mutual Aid world was also a mess. Both Revere and Malden had zero availability for Truck Companies. On this day however, their Engines were available. In a weird twist of fate, Salem and Peabody had an availability of one Engine or one Truck. Not always a guarantee from these places.

At 1205 Hours, the Lynn Police Signal Room notified the Fire Alarm Office that they had received a report of an explosion with smoke visible at the rear of 16 Newhall St. City Box #43, Washington Square, was transmitted sending Engines 5-3-7, Ladder 1, H-1 (Safety Officer) and C-4, District Fire Chief Lynch. Engine 1, normally assigned second due on the Box came in service from a Still Alarm for Medical Aid and responded. Engine 7 was returned to quarters. If they were disappointed, that disappointment would be short lived.

At 1209 Hours, Engine 5, Ladder 1 and H-1 arrived on Newhall St. and Ladder 1, commanded by Fire Capt. Godbout, reported on scene in front of a 6-story brick multiple dwelling, (Bronx Firefighters would feel right at home), with nothing showing. Engine 1 arrived at the same time and reported they had a hydrant. Ladder 1 could see a person in a rear window of the building located at 106 Broad St., known as the Gregg House, pointing at something. Capt. Godbout told Engine 1 to go around and investigate. Engine 3 came in and picked up a hydrant just in case.

A moment later, Engine 1 reported no smoke or fire, and he needed C-4 to his location. By order of C-4, the All Out was sounded at 1212 Hours, holding Engine 1 and Ladder 1. At 1214 Hours, C-4 called for Lynn Police to his location. At 1216 Hours, C-4 ordered the Fire Investigation Unit to respond. FIU-1, Capt. Lopez responded. The investigation began. At 1233 Hours, C-4 passed command of the scene to FIU-1 and started back to quarters. It would be an interrupted journey.

Around 1240 Hours, the Lynn FAO began receiving calls. About 3-5, overlapping, NG 9-1-1 calls were received reporting uncertain addresses, one caller reported an address of 37 Bulfinch St. Another caller reported children in the building, not trapped, but present. Using 37 Bulfinch St. as the best available address, City Box #69, Forest St. & New Park St. was chosen for the assignment.

At 1242 Hours, the companies at the Western Ave. Firehouse, were just finishing lunch. Then the FAO hit the icons on the Zetron IPFSA screen selecting Engines 7-3-9, Ladder 2, H-1 (Safety Officer) and C-4, the District Fire Chief and shift commander. The tones went out, and the dispatch was simulcast over PA and Radio. With the report of children in the building, Ladder 4 was Special Called on the initial assignment by order of the FAO to load up the Box. At 1243 Hours, Medic-1 was Special Called along with a request to the private ambulance provider, Atlantic Ambulance Service, for a Field Supervisor, with an ALS Unit and two BLS Ambulances. An extra BLS Unit was requested over the customary single BLS Unit due to the report of multiple persons in the building.

At 1243 Hours, C-4, DtC. Lynch responding from across the city reported smoke showing. Atlantic Ambulance Field Supervisor Dan Sullivan in the Atlantic S-29 car responding on the assignment reported smoke visible from Highland Ave. in Salem. A moment later, Engine 7, commanded by Fire Lt. DuLong arrived on scene, reported smoke showing and ordered the Working Fire. Civilians on scene reported that the children were out. A quick look showed porches on the Charlie and Delta Exposures and 3-4 vehicles were going also.

The corrected address was 41 Bulfinch St. a 2 ½ Story, wood frame 2 family house with a gable roof built about 1900. The Alpha exposure was a street. The Bravo Exposure, located at 45 Bulfinch St., a 1 Story Single Family wood frame with gable roof. There were two Charlie Exposures, Houses set back from the street served by a driveway between other houses. The house at 39 Bulfinch St., Exposure Charlie, was a 1 Story Single Family wood frame with gable roof. Exposure Charlie 1 has an address of 37 Bulfinch St., a single family, 2 Story wood frame, Colonial Style house. The Delta Exposure was a 2 Story, wood frame, gable roof, two family house. All houses in the fire area had been built between 1900 and 1930.

Engine 7 started an initial attack with a 1 ¾" pre-connect handline and combination pipe off tank water. They made entry to the vestibule and pushed fire back into the first-floor apartment. This permitted the Inside Team from Ladder 2, commanded by Fire Capt. Leighton, to get in, get upstairs and make a VES. Engine 3 came up Bulfinch St. from the Boston St. side and took a hydrant IFO 24 Bulfinch St. Engine 3's Pipeman dressed the hydrant. Engine 3 dropped their 4" feeder into Engine 7.

Ladder 2's Driver tried to saw the Ladder Truck into the driveway assisted by Fire Lt. Martin of Engine 3. Overhead electric wires and construction debris nixed that, and the Truck had to position on the street.

The smoke was so heavy you would have needed a truck scale to weigh it. Fire was threatening to extend to the interior of the Charlie Exposures. Engine 7 had to reposition their line now in an attempt to slow down the extension of fire. On the orders of Chief Lynch, a Second Alarm was transmitted on Box #69.

Ladder 4's Crew mounted their spare pump to respond on the Special Call. The Driver hit the starter button and the engine went grrrump. It would not start. Members grabbed their fire clothes, an Airpack and a hand tool, mounted Ladder 3 (with its broken stick, ground ladders, no other tools) and a "Can Do" attitude and rode towards the sound of the (deck) guns.

Engine 3's crew took another 1 ¾" handline off Engine 7 and made entry through the front door. Working their way through the living room and into the kitchen they knocked down fire and maintained an exit path for Ladder 2's crew. Fire was in the walls and working its way up to the second floor and attic. The Primary Search was negative. With fire extending and the searches done, Command ordered the interior companies to back out. The Evacuation Tone was sounded at about 1300 Hours.

Ladder 2 now went to the roof on the Bravo Side to open up.

A 2 ½" handline was taken off Engine 7 to protect exposures. When this line was opened up, Engine 7's pump began to go into vacuum, running away from its water supply. Ladder 1 had been ordered to go in from North Franklin St., the Charlie Side of the fire. Engine 5 also went in on North Franklin St., took a hydrant and made a typical urban backyard stretch to get a 1 ¾" handline into operation on the Charlie Side. Fire Capt. Godbout took Ladder 1 down the driveway of the Charlie Side Exposure on North Franklin St. and had the stick thrown for ladder pipe operations. Engine 5, with Fire Lt. Arsenault in charge, put a line into Ladder 1's ladder pipe, charged the line and it was clear that there wasn't enough wet stuff.

Bulfinch St. was one of a series of parallel cross streets in a finger of land that ran between Boston St. and the wrap around streets of North Franklin St. which became Forest St, which becomes, well you get the picture. All these side streets had 6" mains which were cross connected from the 6" main on N. Franklin/Forest/Linwood etc. down to Boston St.

Engine 1, commanded by Fire Lt. Reddy, came up Bulfinch St. taking a hydrant on Boston St. corner of Bulfinch St., stretched and operated another 1 ¾" handline. But alas, this hydrant too, was on a 6" main.

Fire Lt. Rackett took Engine 10 into the North Franklin St. Side of the fire. It was obvious that Engine 5 needed more water. Lt. Rackett had spent many years working from the Western Ave. Firehouse and knew the hydrant at Boston and North Franklin St.'s was a good one. He had the crew back Engine 10 down North Franklin St. to Boston St. and forward laid, dumping the bed, 700 feet of 4" hose, to put a feeder into Engine 5 for supplemental water supply.

Power lines in front of the building were hampering operations, and an early request had been made to National Grid so the wires could be secured. Ladder 2 managed to work their stick under these lines and get into a position where a 1 ¾" handline off Engine 1 could be stretched up the stick. Ladder 2 attacked the fire by pulling the soffits and operating a stream, in dashes, from the handline into the eaves and cockloft. The exterior covering of the fire building was a built-up nightmare. Aluminum siding had been applied over asbestos shingles over asphalt (also known as "Gasoline Shingles") shingles. This produced a hot burning fire from a serious fuel load under the metal covering. The tremendous smoke column could be seen for miles. During the fire, D.C.R. Rangers from the Bath House in Nahant and the Duty Chief from U.S. Coast Guard Sector, Boston, called reporting the boom up.

At this point it was an Exterior Operation. Engine 7 with Engine 9 (Fire Lt. Greeley) and Ladder 4 (Fire Capt. Miles) were operating handlines on the Delta Side of the fire in the driveway.

When fire conditions improved, an attempt was made to resume interior operations. Companies made their way to the 2nd floor and started work.

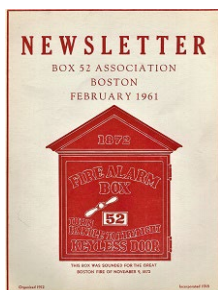
The power lines that came down in the driveway were secured by the National Grid Emergency Crew. Fire Lt. Kane, the H-1 Car Safety Officer had had his hands full. The transmission of the 2nd Alarm activates the Lynn Fire Department Unmanned Aerial Vehicle Unit. Program Manager Fire Lt. Ricchi responded and put the drone into use. The aerial camera showed impending roof collapse on the Alpha/Bravo corner. The thermal imager showed the location of hot spots on the roof. H-1 ordered a Safety Message Broadcast to stay clear as chimney collapse on the Delta Side was imminent. The decision was made to pull everyone out of the building again.

Action never stops in the "Big City". To handle other matters, coverage was brought in. Covering the city with Callback Chief C-7 District Fire Chief McBride:

Western Ave.: Saugus Engine 1, Melrose Engine 3 and **Chelsea Ladder 2**.
Fayette St.: Marblehead Engine 2, **Salem Ladder 1**
Broadway: Peabody Engine 5

At 1334 Hours, the Town of Saugus had their own working incident, this resulted in some resources normally assigned to Lynn be committed to Saugus. Lynn returned Saugus Engine 1 to Saugus and Chelsea Engine 3 was brought in for backfill. At 1320 Hours, X1 Civilian Casualty was transported to the hospital by Atlantic BLS 12. Atlantic sent BLS 14 to the scene as backfill.

All hands continued to make progress. A call was made for the Inspectional Services Department to send a Building Inspector. A request was made for the American Red Cross Disaster Service for X7 Adults and X2 Children displaced by the fire. The All Out was sounded at 1600 Hours.



FROM THE ARCHIVES

John A. Andrews School Fire 380 Dorchester Street South Boston 4-12-7236 Saturday September 23, 1978

Saturday, September 23rd was the first day of a gorgeous autumn weekend. It was sunny, light winds and temps were hovering in the high 60's.

At 380 Dorchester Street stood the vacant 101 year old John A, Andrews Elementary School. It was boarded by Rogers and Preble Streets. The Boston School Department had closed the school in 1974 due to declining enrollment due to forced busing. The building was four stories in height and of ordinary construction with a slate roof. The windows had been boarded up and some were covered with metal gratings.

The school, was named after John Albion Andrews, who served as the 25th Governor of the Commonwealth from 1861-1866. He led the States commitment to the Union cause during the Civil War. He was the driving force behind the establishment of the 54th Massachusetts Infantry. Commanded by Col. Robert Gould Shaw and made famous in the 1989 film "*Glory*". In addition to the 54th he also assisted in creating the 55th Massachusetts Infantry.

He resided at 110 Charles Street, where in 1924 the Historical Society placed a marker. Andrews Square is also named for him.

According to Boston School Department Spokesman Fred Foye, the school had once been known for its liberal environment, with animals wandering freely in the building. For years the school's mascot was always a canine. One of many famous graduates of the school was Speaker of the U.S. House of Representatives John W. McCormack.

Fire!

Sometime around the noon hour a group of vandals broke into the basement of the school and set a fire in the basement. The first alarm was sounded at 1308 hours. First due companies of Engine 1 and Ladder 18 reported smoke showing from the school. Car 6 (*District 6 – Editor*) arrived with Acting District Chief, Captain Davidson ordered the Working Fire at 1310 hours. Companies were having difficulty gaining entry to school and the fire was extending upwards in the numerous voids in the building. Car 6 also special called Tower 1 to the fire on the Working Fire C-6 (*Division 1 – Editor*) with Deputy Chief Stapleton ordered the second alarm and by 1336 hours he had transmitted four alarms, only twenty eight minutes since the box was struck.

Heavy smoke pushed from openings around the school and Ladder companies were still hard at work trying to get the slate roof open. The fire helped them out and burst through the roof only a few minutes into the fire. Special call was made above the fourth alarm for an extra engine and for Tower 2 to respond from its quarters with Engine 20 at 301 Neponset Street.



Aerial Tower 2 special called gets the guns going.

Companies used master streams and big lines to gain control of the fire. In addition to both Towers, Engine 26's wagon was backed in to get its squirt into action.

The Allout was sent at 1929 hours. Damage to the school was estimated at \$ 100,000. The school was later razed, the property sold and a large two story apartment complex was built on the lot.

Time	Alarm	Engine	Ladder	Rescue	Chief
1308	12-7236	1, 39, 43	18, 20		D6
1310	W.F.	21	19	1	C-6
1310	Sp. Call		Twr. 1		
1316	2-12-7236	12, 3, 26			Car 13 (Spec. Service Chief)
1320	Sp. Call	33			
1325	Sp. Call		Twr. 2		
1328	3-12-7236	22, 2, 14, 50			
1336	4-12-7236	10, 11, 25, 20			

As with any Boston story special thanks to both Paul Christian and William Noonan for their assistance with this article.



Fire through the roof as seen from Preble Street



Engine 26's wagon getting into action.



C-6 Deputy Chief Leo Stapleton on aerial for a better view of the roof.



Aerial Tower 2 and 26's Sqr working,



Aerial Tower 1 working on the Dorchester St. side shrouded in smoke.



Engine 50 on a hydrant. A 1970 Hahn, former Engine Company 14.



APPARATUS UPDATE

By Staff Member & Photographer Michael Boynton

Apparatus arrivals throughout Metro Boston continue throughout 2025, some of which are deliveries on orders made as far back as three and four years ago. Interestingly enough though, the Capital City of Boston has not been one of the communities receiving new rigs. It looks like 2026 will bring several new trucks to Boston, both engines and aerials. As for 2025, here are some of the newest in and around Metro and eastern MA.

METROFIRE



Belmont Engine 1 2025 E-One Typhoon 1500/510/20F



Chelsea Engine 4 2025 Pierce Enforcer 1500-750. First new pump since their 1969 Hahn!



Dedham Squad 4 2024 Ford F-550 4x4/Bulldog/CMB 315/300/10 F



Lynn Engines 1, 9 2025 E-One Typhoon 1500/760/30 F



Malden Engines 3, 4 2025 E-One Typhoon 1500/780



Needham Tower 1 2025 E-One Typhoon 2000/500/100 ft RMA



Saugus Tower 1 2025 Pierce Enforcer Ascendant 100 ft MMA



Watertown Engine 1 2025 E-One Typhon 1250/500/30F



Woburn Engine 3 2025 Pierce Enforcer 1500/720/30F

OUTSIDE the DISTRICT 13



Duxbury Engine 47 2024 International 4x4/Pierce 1000/750



Easton Tower 11 2025 Rosenbauer Commander T-Rex 2000/300/115 MMA



Franklin Tower 1 2025 Perce Enforcer Ascendent 2000/300/100 ft MMA



Kingston Engine 1 2025 E-One Typhoon 1500/750/ 20 A 20B F



Lowell Engines 3, 4, 6, 11 2024 Pierce Enforcer 1500/750



Lynnfield Engine 1 2025 Spartan/E-One 1500/1030



Marshfield Forest 3 2024 International CV515 4x4/Skeeter 550/500



Rockland Engine 11 2024 Pierce Enforcer 1500/750. Engine 12 2025 Pierce Saber 1500/750



**FDNY Battles Fifth Alarm
Former New York Dock Warehouse
481 Van Brunt Street Brooklyn 77-55-1387
September 17, 2005
All photos by M. A. Hermann Brooklyn Daily Eagle**

The New York Dock Company, a direct competitor to Bush Terminal. The NYD warehouses sat alongside the east river, Buttermilk channel. The area covered was 2.5 miles long from Furman St at the foot of the Brooklyn Bridge to Red Hook's East Basin. During its peak operation ships of every nation could be found tied up to the piers. The largest occupant was Montgomery Ward Catalog Company occupying a huge warehouse on I60 Imlay St. Railroad cars were handled by the NY Dock Terminal RR Company and moving cars via car floats for connections with both the New York Central, Erie and Jersey Central Railroads.

By the late 80's and 90's buildings were a haven for the homeless. By the end of the 1990's and the approach of the Millennium, Red hook was re-discovered and the warehouses bought up and converted to luxury condos, offices and artist's lofts and galleries

The fire building at 481 Van Brunt Street is located only two miles from Furman Street, scene of famous five alarm fire with Boro Calls ninety years ago on April 20, 1935.

Please note in the photos that you can still see the iron fire shutters by the windows on the fire building.

The Fire!

Phone Alarm Reporting Smoke on the 2nd floor.

B32: Investigating a smoke condition on the 2nd floor - 23:30.

CIDS: 4-Story 125x250 Class 6 Commercial, Sprinklered throughout. Use search rope.

B32: **10-75**, Using **All Hands** (E205 & L118) - 23:33.

L122 – FAST Truck.

E279 'Urgent': Transmit the **10-70** (E239 Water Resource Unit) - 23:33.

B32: Positive water source Established - 23:42.

B32: 2 L/S, (1) Via the rear & (1) via the fire escape. About to be charged - 23:44.

D11: Transmit the **2nd Alarm** - 23:56.

BK: E207 w/ Satellite 6, B40RUL, B57SO.

**Selected Staging Area - Dwight Street & Beard Stree*

D11: 3 L/S, 2 L/O. DWH - 23:58.

D11: Transmit the **3rd Alarm** - 00:12.

D11: Backing units out of the fire building, unable to locate the fire. DWH - 00:15.

FC: All members accounted for, (1) TL in operation. Companies still searching for the main body of fire, DWH - 00:49.



FC: s/c (1) additional truck to relieve the FAST Truck (TL146 act. TL131) & (2) additional Battalion Chiefs (B43 act. B48 & B28) - 00:49.

FC: s/c (2) additional Trucks (L175 act. L118 & L110) - 01:00.

FC: Fire in the ceiling between the 2nd & 3rd floors, (2) TL's in operation. DWH - 01:14.

Exposures: 1: Street, 2: 2-Story Attached Commercial, 3: Street w/ pier, 4: Similar detached.

FC: L123 now designated the FAST Truck, TL146 is setting up on the # 3 side of the building - 01:38.

FC: Transmit the **4th Alarm**, (3) TL's in operation. Fire on the 3rd, 4th floor & through the roof - 01:48.

FC: s/c (2) additional Trucks (TL124 act. TL131 & L83 act. L122) - 02:03.

FC: Transmit the **Full 5th Alarm** - 02:31.

FC: Heavy fire on the top floor & through the roof, Marine 9 also in operation. Slight extension to exposure 2 - 02:36.



FC: s/c (2) additional Trucks (TL105 & L132) - 02:49.

FC: s/c (1) additional FAST Truck for relief (TL18 act. TL131) - 03:50.

FC: (4) TL's in operation, still extinguishing pockets of fire. DWH - 03:56.

FC: s/c (2) additional Trucks, (1) must be a TL (L125 act. L122 & TL138 act. TL105) - 04:13.

FC: s/c (2) additional Engines (E55 act. E202 & E230 act. E239) & (1) additional Battalion Chief (B2 act. B48) to relieve units at staging - 04:19.

D11: s/c (1) additional Engine (E233 act. E224) & (1) additional TL (TL107 act. TL114), have them respond to rear of the building - 04:43.

D11: Prolonged operation, operating with 3 & 3 + Marine 9. Collapse of The top floor in the rear - 05:33.

D11: **PWH** - 05:55 (Duration 6hr, 30 Min).

DCR Fire Crews Deploy to Alaska

The Massachusetts Wildfire Crew (MAS1), staffed by 18 DCR and 2 DFG firefighters, was mobilized to Alaska. The crew will join forces with firefighters from all six New England States, making up three wildfire handcrews from the region to lend assistance to Alaska Dept. of Natural Resources. The Massachusetts crew departed in 2 groups this morning from the staging area in Carlisle and travel to Fairbanks, AK, where they will report to the Alaska Interagency Coordination Center for assignment to one of over 30 ongoing wildfires across the interior of the state.

The Alaska DNR reached out to state agencies over the weekend in search of Type 2 Initial Attack handcrew availability in light of their fire situation, as fire weather threats are expected to increase through the holiday weekend with warmer and dry conditions. MAS1 is being led by DCR District Fire Warden, Roy Liard, who is backed up by strong leadership across the roster.

The New England contingent will join crews from Florida, Texas, and Arizona, who also answered the request.

The Mass Wildfire Crew #1 (MAS#1) was mobilized through the Northeast Interagency Coordination Center at the White Mountain National Forest on Wednesday July 2nd to the Bear Creek Fire, 14 miles north of Healy, AK. The Bear Creek Fire, at over 30,000 Acres and 17% contained, is one of several fires across interior Alaska started from lightning in the last week of June when numerous thunderstorms developed in the region with a weather pattern of warm dry conditions conducive to active wildfire behavior and large fire growth.

Massachusetts is one of three crews mobilized out of the New England States, including Maine, Connecticut and Massachusetts. MAS 1 is working alongside of the Maine crew. The crew is well supplied in a main fire camp, reportedly with good food, shower units, and a supportive Incident Management Team. All three crews are scheduled to be on the fireline for 14 days before traveling home.

The Bear fire was started by lightning from a thunderstorm on June 19th. Total acres destroyed 30,069 acres with 18 structures destroyed, including six private dwellings.

Special thanks to Chief Fire Warden Dave Celino for his assistance with this article.



DCR Handcrew heads out for another day on the fireline. Photo courtesy of Alaska Wildland Fire Information.

READ ALL ABOUT IT!!!!!!

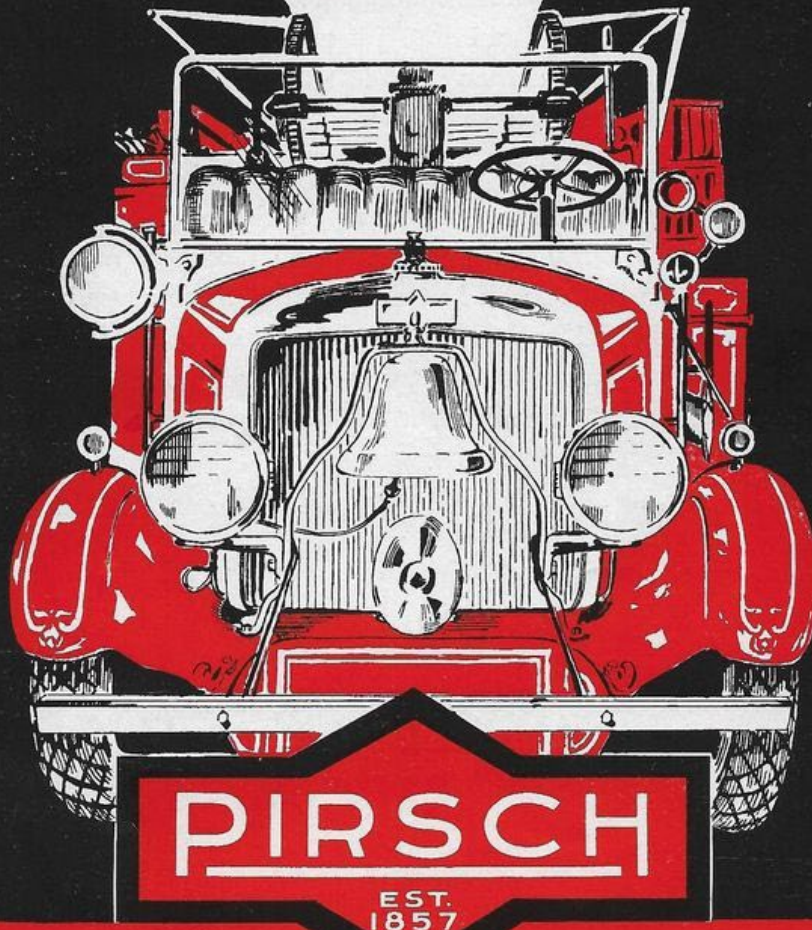
**Coming in Vol 4: 70th Anniversary of the Breakers Fire in Lynn
1956 A busy year for Lynn Firefighters**



Coverage will include:

- **11 Firefighters Injured!**
- **6 Communities Lend Aid!**
- **Damages Set \$ 500,000!**
- **1955 NBFU Threatens To Raise Insurance Rate, Critical of Fire Department!**
 - **City Must Buy Modern Apparatus!**
 - **Fire Occurred Daytime, Saved Lives!**
 - **Nine Fatal Fires between 1954 and 1956!**

OVER *that's only* ONE THOUSAND FIRE ENGINES



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