

Box 52 Association



The Line Box



I·F·B·A· Member club since 1955!

Vol. 16 No. 4

As we start to put this issue together during the most unprecedented times in our history since the pandemic of 1918, the Board of Directors have taken the bold step to cancel meetings for the rest of the year. We are erring on the side of caution in the face of the Corona Virus.

We want to thank our members who are on the front lines, not only in all areas of public safety, but those who are working in essential support services.

Please continue to follow all preventive directives to protect yourself and your family. You may consider donating blood. One pint of blood will save three lives.

We are looking at rescheduling the Ham & Bean supper to the September meeting.

Let us all hope that the curve will flatten in time for us to enjoy some summer buffing events!

First up, the LB staff would like to thank all the members for kind words on the latest supplemental Line Box.

This issue is full of some great articles! Many of these were submitted by Association Members and some of our readers from our e-mail distribution list. So, a very big thank you to them!

So, settle back and enjoy more fine quarantine reading with this final full issue of this abbreviated 2019-2020 Season!

We are planning another second extra quarantine edition covering articles from 1940-1970.

JOHN 'JACK' DEMPSEY APPOINTED BOSTON FIRE DEPARTMENT COMMISSIONER

Mayor Martin J. Walsh announced the appointment of longtime Boston firefighter John (Jack) Dempsey as Commissioner of the Boston Fire Department. Commissioner Dempsey has served in the interim role of Commissioner since the retirement of former Commissioner Joe Finn last month. Since taking leadership of the Boston Fire Department in March, Commissioner Dempsey has proactively prioritized the health and safety of firefighters during the COVID-19 pandemic by supplying firefighters with personal protective equipment, ensuring the frequent sanitation of firehouses, adjusting staffing levels to ensure social distancing, implementing mandatory training for infectious disease response, and more. Commissioner Dempsey has been a member of the Boston Fire Department for 35 years, having served in multiple leadership capacities including most recently as Chief of Operations for the department. He also previously served for four years as the Boston Fire Marshal, where he managed the Fire Prevention Division. Commissioner Dempsey has previously served in several other capacities including on the Board of Fire Prevention Regulations, the Automatic Sprinkler Appeals Board, the Walsh-Kennedy Commission on Hot Work, and the Construction Fire Safety Partnership. He is a current member of the Fire Service Advisory Council, and was instrumental in the development and implementation of the National Fire Protection Association's Hot Work Safety Certification program.

Three Decker's are Ubiquitous Lynn 4-646 March 11th, 2020

By Line Box Staff Member John Pozark Jr.

Ubiquitous, ubiquitous meaning pervasive, universal, everywhere, all over. In New England, three Decker's are ubiquitous.

On Three Decker's rear porches are ubiquitous. In fact, rear porches are notorious. For decades the rear porches were used to store everything from 55 Gallon drums of the range oil once used to fuel the kitchen stove to mattresses and other household leftovers. They were also used as an environmentally friendly laundry dryer. Clothing hung out on clotheslines received the gentle urban breezes and were freshened, often by the scent of the leather tannery next door. But there are variations. Front porches, open porches, enclosed porches, porches all around, and side porches, sometimes there are side porches.



Lynn Car H-1, Safety Officer Lt. Davis, in Vest, Monitors Lynn Engine 9's Crew as They Wait for Water in Front of Exposure 2. Photo courtesy of Ryan Carritte.

It was the evening of March 11th, a Wednesday before the "Corona" storm broke. Nahant Engine 31 was out of service for warranty work leaving them with zero availability for out of town mutual aid. Lynn Engine 3 was operating at a Still Alarm for Medical Aid on South St.

Captain Cronin, the commander of Lynn Ladder 2 was in "The Big House" kitchen at Western Ave. looking out the window. In the distance he saw smoke. He gathered the crew and went to the apparatus floor to be ready when the tones hit.

MBTA Bus Driver Christina Gradozzi was deadheading, returning to the car barn on Western Ave. She saw smoke. She stopped her bus and attempted an initial attack with the 10# ABC Dry Chemical fire extinguisher from the bus. Making her way to the 2nd floor she emptied the extinguisher at the fire and, assisted by another person, began banging on doors to get everybody out. Conditions began to get bad. There was some type of electrical explosion. Rapidly the heat banked down. Ms. Gradozzi and her helper had to get out and they left the building.

Shortly before 1900 hours two phone calls came into Lynn FAO reporting a fire. The operators on duty transmitted Box 646 for reported building fire corner of Boston & Moulton Streets. Engine 3 responding second due on the box reported smoke showing from Elm Street as the box was being struck. As they came through Market Square, the officer reported fire now visible in the distance.

Ladder 2 Captain Cronin had had his crew mount up before the box was transmitted. Ladder 2 had difficulty approaching the fire due to heavy traffic. Spotting the apparatus on Boston Street, the Delta Side of the fire building, the crew exited the vehicle. They were met by the MBTA Bus Driver who reported people trapped on the second floor. Capt. Cronin split the crew and directed some members to throw a 28' extension ladder to a second-floor window on the Delta side.

Meanwhile Capt. Cronin took the Thermal Imager and attempted to enter the second floor by way of the rear stairway. Fire was visible through windows on the first floor. Passing the first floor, Ladder 2's Primary Search went up the stairs. Heavy fire stopped their entry to the second floor. Backing out, the company came around to the front of the building and was able to make the 2nd floor via the front stair.

Ladder 2 performed a Vent/Enter/Isolate/Search Operation in the front of the apartment with negative results. They moved towards the rear but were met by flames coming down the hallway. The "Devil" was coming right at them forks first! With conditions untenable Ladder 2's crew exited the building and began exterior operations. If they still named fire companies as they did in the Victorian Era, Ladder 2 would be known as "Valiant".

Engine 3, commanded by Lt. Barnard and using a spare engine (Engine 4), laid a supply line from a hydrant, up Boston St. to the Delta/Charlie corner and stretched a 2 ½" handline to the rear of fire building. The pipe was opened, and a stream began to hit fire on the side porches of the original fire building and Exposure 2 using tank water. The Aide to the on duty District Chief, radio callsign C-4A, pulled an 1 ¾" Pre-connect Handline and played his stream at the fire operating adjacent to Eng. 3's crew.

Engine 7, responding from their quarters on Pine Hill, came down Moulton Street taking a hydrant a few houses before the fire, and laid towards the fire building. But the hydrant at 31 Moulton St. was dead.

Engine 9, commanded by Capt. Leighton, came up Boston Street from their quarters on Tower Hill. Engine 9 also took a hydrant and stopped opposite Moulton St. in front of the Lynn Products Co. factory building. Engine 3 had used their limited manpower in stretching the big attack line. Now they needed water. Engine 9's crew made Engine 3's hydrant and then stretched their own handline. Medic 1's crew made Engine 9's hydrant.

Car C-4, District Fire Chief Collier, on scene and in command, sized up what he had. Original fire address is 1-3 Moulton Street a 3 Decker with side porches on Bravo Side. Exposure 1 is Moulton Street Exposure 1A, is 397 Boston Street a large 2 ½ Story, Wood Frame 2 family house. Exposure 2, 5 and 5A Moulton Street is a 3 Decker building similar to the building at 1-3 Moulton Street with side porches on the Delta Side facing the side porches of the original fire building. Exposure 2A, 7 Moulton Street is a 3 Decker similar the others.

Exposure 3, 383 Boston Street is a 2 ½ Story Wood Frame two family house which ran back from the street behind the fire buildings. Wires in front of fire building and Exposures 2 & 2A with a transformer on the pole and another at the corner of Boston & Moulton Streets complicated matters.

Exposure 4 is Boston Street at Marion & Brookvale Streets were two single family wood frame houses and a block long 4 Story metal clad wood frame factory which runs along Boston Street are opposite the original fire building.

District Fire Chief Collier struck 2nd Alarm at 1902 followed by a 3rd Alarm at 1904.

2-646 Eng. 10-1-5 L4 L1 (RIT), C2 (Deputy Fire Chief Arthur Richard), C1 (Chief of Department Steve Archer), FIU, Atlantic Paramedic Ambulance 7 along with a BLS Ambulance and one Field Supervisor.

3-646 Eng. Swampscott E21 Saugus E1, Salem E4 with Malden E2 and Malden L1 as R.I.T.

After making Eng.3's hydrant, Eng. 9 took a 2 ½ inch Handline to the Bravo Side of the original fire building trying to cut off extension to Exposure 2 but water initially was a problem.

Lynn Tower 4, Acting Lt. Greely as the Boss and Eng. 10 with Lt. Duffy in command, coming from the Broadway Firehouse, came down Boston St. to the Charlie/Delta corner. The bucket was put up and fed with water to hit the side porches from the rear. Engine 1 commanded by Lt. Power came in via Brookvale Street to Boston Street opposite the fire building. Eng. 1 assisted by the crew from Lynn Fire Medic 1 stretched a 2 ½" handline to the front of the fire building and also a 1 ¾ inch handline to the Delta Side for exterior attack. Initially Eng. 1 had water problems with a dead hydrant on Brookvale Street Lynn Ladder 1 stood fast as a R.I.T.

Third due on the 2nd Alarm, Engine 5 with Capt. Noone in command, took a 1 ¾ inch line into the original fire building and attempted to make the 2nd floor. With fire extending and water supply problems, DtC. Collier decided to go defensive and ordered Eng. 5 to back out of the building. During the withdrawal, one firefighter was injured coming down the stairway. That firefighter was treated and transported to Salem Hospital by an Atlantic Ambulance BLS unit.

At this point the focus of the fight shifted to protecting the exposures and stopping extension. In particular, stopping the fire from spreading up Moulton street and completely taking out the row of "Irish Battleships" (*Old Boston slang term for the three story wood frame dwellings with one family occupying each floor -Editor*)

Swampscott Engine 21 (Capt. Gambale) and Tower Ladder 21 (Lt. Pickett) went into the fire together. Via Moulton Street. TL 21 set up the bucket and put a master stream into operation to cut off the fire spread between exposure 2 and 2A.

DtC Collier transmitted the 4th Alarm at 1914 bringing Melrose Eng.3, Peabody Engine 5 and Marblehead Eng. 2 along with Swampscott Fire Chief Graeme Archer in car C21.

Malden Ladder 1, initially dispatched as part of a R.I.T. Assignment, went up Boston Street to Exposure 1A and threw their stick towards the fire building. Saugus Engine 1 fed Malden Lad.1 when they set up their ladder pipe.

With the need for multiple master streams flowing large volumes of water and some dead hydrants, water supply was inadequate. With help from a member of the Lynn Water & Sewer Commission workforce Deputy Fire Chief Richard setup a water relay with inline pumping from a new hydrant on Western Ave. on a 10" Main. DpC Richard grabbed Salem Engine 4.

Salem Engine 4 dressed the hydrant on Western Ave. with their hydrant assist valve and dropped 1000' of 4" feeder line up Brookvale to the fire. Salem Engine 4 hooked up a feeder line and pumped into Lynn Engine 1. Salem E4's crew then assisted with defensive firefighting for the rest of their duty at the fire.

To assist with water supply, additional engine companies were special called over the 4th Alarm. Winthrop Engine 1, Boston Engine 56, Revere Engine 5 and Boston District Fire Chief from East Boston, Car 1, responded on the Special Calls. Winthrop Eng. 1 went to Western Ave. and Brookvale St. and pumped Salem Eng. 4's Hydrant Assist Valve.



Lynn Ladder 2 and Tower 4 Operate Aerial Master Streams on original Fire Building as Malden Lad. 1 sets Up Their Ladder Pipe. Photo by Member Peter Aloisi.

Boston Engine 56 took a hydrant at Walnut Street and Cedar Street and dropped a feeder down Moulton Street to the fire. Boston Engine 56's crew operating with Boston Car 1, went into Exposure 2A with a 1 ¾ inch hoseline and knocked down fire to stop the fire extension.

There would be no "Pearl Harbor" for the row of "Irish Battleships" today. As water improved master streams were put into play. Ladder 2 had a ladder pipe on the fire. Engine 9 set up a "Blitz" gun portable monitor.

The Melrose, Malden and Marblehead engine companies stood fast or assisted with setting up outside streams. National Grid Outside Service was called 2316 hours to shut off gas in the street. Fire crews were unable to the access cellar of fire buildings due to flooding. Gradually companies were released. Atlantic Ambulance Service provided initial rehab supplemented by the Salvation Army. Eventually the American Red Cross Disaster Services was contacted to provide some support the many displaced people.

Coverage During the Fire: C-7 District Fire Chief McBride Covering Lynn Western Ave.: Wakefield Eng. 2, Massport Eng. 1, Revere Lad. 2
Fayette St.: Chelsea Eng. 3, Beverly E5, Boston Eng. 5, Chelsea Lad. 2
Broadway: Reading Eng. 3
Swampscott: Eng. 22.



Lynn Engine 3 Running with Spare Engine 4 (Their Old Engine 3) Puts Water on Original Fire Building. Visible is Charlie Side Showing Exposure Buildings. Photo by Member Peter Aloisi.

Notes:

Swampscott Engine 22 is staffed on an as needed basis with recalled personnel. An engine company from Fayette St. covers Swampscott until E22 is staffed. When Ladder 21 is sent to an incident, the Ladder Company at Fayette St. covers Swampscott also. Boston Engine 5 was returned after Engine 22 came in service.

Swampscott's District Mutual Aid availability is typically 1 engine company. The Swampscott ladder is available to the City of Lynn and the Towns of Marblehead and Nahant however. During the Fourth Alarm the Fire Alarm Office handled 20 additional incidents between the three communities it serves.

**Clinton Market 91-125 Clinton Street
April 20th, 1971
5-1247**

Story and photos by Member William Noonan

5-1247.....a little info....Aerial Tower 1 and Rescue 1 were on the Island so RPU along with Aerial Tower 2 were sent...I had been in that building a few weeks before as it was still connected with AFA where I was working until the BFD called ..it was built to burn...here is my info from my history.

The alarm was sounded from Box 1247, Atlantic Avenue and Clinton Street at 1348 hours, Deputy Fire Chief Leo D. Stapleton, of Division 1 (C-6) reported a Working Fire at 1352 hours, and he then ordered a 2nd alarm at 1354 hours, the 3rd alarm at 1359 hours and the 4th alarm at 1402 hours. Chief of Department George H. Paul (C-2) ordered the 5th alarm at 1414 hours, an extra engine company at 1426 hours, another engine and Aerial Tower 1 at 1434 hours and another engine at 1459 hours. (Aerial Tower 1 was assigned on the 2nd alarm but had been out of service at the Training Academy, Aerial Tower 2 from Huntington Avenue was sent in their place as was the Rescue Company and the Rescue Pumper Unit (Engine Co. 13) was sent in their place on the report of a Working Fire)



Both Aerial Towers 1 and 2 operated for an extended period of time along with several deck guns. The on ramp to the Southeast Expressway north adjacent to the fire was closed and several pieces of apparatus used this as a vantage to hit the fire. Engine Co. 26's hose wagon the "Squirt" operated near the corner of the building. Ladder Co. 8 was next to the building and used the large deck gun mounted on the side of the Seagrave ladder truck; Engine Co. 10's Mack hose wagon was near them, Engine Co. 24 was on Atlantic Avenue and used a deck gun.



The response to this fire was Engine Companies 8, 25, 50, 4, 31, 39, 26, the Rescue Pumper Unit, 10, 3, 11, 21, 3, 40, 42, 34, 24, 43, 53, 2, 51, 5, 32, 20, 55, 9, 33, and 12, Ladder Companies 1, 8, 24, 18, 23 along with Aerial Tower 1 and Aerial Tower 2. Lighting Plant 1 was called at 1838 hours and Lighting Plant 2 was dispatched at 1911 hours on the orders of Chief of Department George Paul (C-2).

District Fire Chief Stephen Ostis was in District 3, District Fire Chief John Clougherty, Jr. was in District 12, the Special Service Unit, Deputy Fire Chief John Sullivan, Chief of Training (C-5) responded on the 2nd alarm, Fire Commissioner James Kelly (C-1) also responded to the fire and was present for several hours.

The all out was not sounded until 1530 hours on April 21, 1971, and the fire detail continued until April 25 at 1130 hours.

Engine Co. 3 responded on the 2nd alarm with Firefighters Frank Small, John McCarthy, Robert McKinnon and Arthur Page, they ran 250 feet of 2 ½ inch hose into a deck gun and 300 feet of 2 ½ inch hose into Aerial Tower 2, they were absent from quarters for 6 hours and 6 minutes. The night crew relieved the day crew at the fire.

Aerial Tower 1 responded enroute to quarters from the Fire Academy at 1434 hrs with Fire Lieutenant Richard Lynch, Firefighters Joe Boyd, Walter Wyse, Bernie Ryan and John Keenan, they raised the tower, used both guns and operated for several hours, four (4) lines were used, Aerial Tower 1 was absent from quarters for 11 hours and 47 minutes. The night crew, Captain Thomas McGrath, Firefighters Bill Carroll, Frank Cronin, Frank Lawrence and Dennis Crowe relieved the day crew at the fire.

At the time of the fire the three story wood frame former meat market was vacant. The last tenant a poultry building had moved out the year before. The building which was owned by the BRA (*Boston Re-Development Authority -Editor*) and was located on Atlantic Avenue between Clinton

Street and South Market Street. It was scheduled to be razed as part of the Quincy Market/Faneuil Hall revitalization project.

The interior of the building was coated with decades of fat and grease from the meats and from the railroad cars that were pushed into the building by the Union Freight Railroad.

A heavy column of smoke was pushed up from the building by a brisk 15 mph wind and was visible for miles.



Time Line for Box v 1271 courtesy of Honorary Member Paul Christian

Alarm	Time	Engines	Ladders	Chief	Comments
1st	1348	8, 25, 4, 59, 31	1, 8	D3, C6	
W.F	1352	26, 39, RPU			Orders of C6
2nd	1354	11, 3, 21, 10	24, 18, T2	D12, C5	Orders of C6
3rd	1359	24, 40, 42, 34	23		Orders of C6
4th	1402	43, 53, 37, 2		C2	Orders of C6
5th	1414	51, 5, 20, 32, 55			Orders of C2
Sp. Call	1426	9			
Sp. Call	1434	33	T1		
Sp. Call	1459	12			
Allout	1530				

Honorary Member and retired Commissioner/Chief of Department Paul Christian is looking for information on the placement of Companies that responded to the Great Boston Fire November 9th & 10th 1872. Any help would be appreciated.

Please send info to box52boston@hotmail.com and it will be forwarded.

**Westend Firewood
496 Purgatory Road Northbridge
General Alarm
Monday 3-23-2020**

During a wind driven rain storm Northbridge Dispatch received a call at 2012 hours reporting a large outside fire on Purgatory Road. Engine 1 was dispatched. In less than a minute, everything would change! At 2013 hours the response was upgraded to a structure fire response and a police cruiser arrived on scene and reported a building fully involved in on the property of the Westend Firewood Company. Three mutual aid tankers were requested as part of the first alarm assignment. Uxbridge Engine 3, Sutton Tanker 1 and Grafton Engine 3.



Photo courtesy of Metrowest Daily News

At 2015 hours Northbridge Engine 3 called on the air responding, another special call was made for a fourth tanker. Mendon Tanker 1 responded. 2019 hours Engine 1 arrived and ordered a second alarm after reporting heavy fire showing. C3 District Chief Lachapelle arrived on scene at 2023 hours and reported one building fully involved with multiple explosions and with two exposure buildings starting to become involved.

Water supply became a problem due to limited hydrants in the area. A tanker shuttle was established using a hydrant on State Route 146 North Main Street as the fill site. The fire would eventually burn several buildings and extend to large bins of kiln dried firewood. The response to the fire would include several requests for several tanker task forces along with calls for structural task forces via the Statewide Fire Mobilization plan.

Line Box staff member Michael Boynton reached out to Area Chiefs and was able to get the timeline of the fire from District 7 Mutual Aid Field Comm.

Time	Engines/Tankers	Ladder/Other	Comments
2012	Engine 1		Dispatched large brush fire
2013	Engine 3, 5	Ladder 1, Sqd. 5	Upgraded to a structure fire response
2013	Uxbridge E3, Sutton Tanker 1, Grafton E3		Special Call 3 tankers to the fire. NBPD reports bldg., fully involved
2015	E3		Calls on air responding
2015	Mendon Tanker 1		Special call one tanker
2019	Engine 1		Rpts. Heavy fire showing 2 nd alarm
2020		Ladder 1, Squad 5	Calls on air responding
2022	Upton Engine 1		Cover Rockdale sub station
2023	C3		Rpts 1 bldg. fully involved with explosions, extending to exposures
2025	Grafton E5	Grafton C1	To the fire
2026	Upon Tanker 1 Uxbridge Engine 1		Special Called to fire
2028	Engine 3		Calls on air responding
2030	Millbury Engine 1	Sutton L3	Special call, one engine & one Ladder
2038	Douglas E3		To the fire
2048	Millbury E4		To the fire
2058			Special call Tanker Strike Team
2123		D7 Field Comm	On scene
2130	Charlton E3, Leicester F3, Oxford T1, Spencer T1, Sutton T2		Tanker Strike Force
2145	Hopedale Engine Blackstone Engine		Cover NBFD Headquarters Cover NBFD Rockdale sub-station
2147			Reported water main burst at main fill site on North Main St.
2150	Leicester F3		Establish fill site on the Main St, causeway.
2200	Auburn E2, Charlton E3, Douglas E2, E3, Grafton E3, E5, Leicester E2, F3, Mendon T1, Millbury E1, E4, Millville E2, Oxford T1, Spencer T1, Sutton T1, T2, Uxbridge E3, T1, Upton E2, T1	Sutton L3	Mutual Aid Companies on scene and operating, per Field Comm.
2230		Providence SSFA Canteen, Grafton Canteen	Both canteens on arrival at staging area
2300			West 2 Strike Team Activation
2305	Nasonville, Pascog, Oakland-		Mutual Aid tankers from Rhode

	Mapleville		Island
2320	Charlton Engine 3		Ordered to establish 3 rd fill site
2340	Webster T1		Arrived on scene
2344	Dudley E1		Arrived on scene
2349	Sturbridge T1		Arrived on scene
2351	Brookfield T1		Arrived on scene

Tuesday March 24, 2020

0030	Warren T1		Arrived on scene
0055			OIC orders fuel PAR all reporting ½ tank
0058			Request Peterson Oil for fuel truck, ETA one hour
0315			Valve malfunction at 3 rd fill site only able to fill one tanker at a time
0316			OIC reports water supply reduced
0355			Fill Site Officer reports two pumps OOS mechanical issues
0355	Hopedale Blackstone		Covering companies dispatched to fill site on Main St.
0400	Grafton E3		From staging to cover NBFH HQ
0430	Leicester E2		Returned to quarters out of service
0435			OIC request Structural Task Force 14-B to respond
0450	Charlton E3		Returning out of service mechanical
0530			TF 14-B assembled and responding
0545	Nasonville RI Tanker		Released returning out of service
0610	Webster Tanker		Released
0611	Auburn E2, Dudley E1, Leicester F3		Returning
0615	Ashland, Hopkington, Marlboro, Northboro, Southboro, Westboro	Milford Framingham	Arrived at staging OIC Westboro, Milford
0630			Heavy equipment requested to assist with overhaul
0635	Mendon T1, Grafton E5, Uxbridge E3, Sutton T1, T2, Millville E2		Release D7 assets, Holding the listed tankers for continued shuttle operations
0745	Douglas E3 Uxbridge E3		Released to quarters
0815			NBFH, MA to make up Porta-tanks, etc at drafting sites
0848			D7 Field Comm returning. Operations to D14 Comms and Command staff



Photo courtesy of Metrowest Dailey News



Framingham Ladder 3 operating. Photo courtesy of Framingham SOURCE

Historic Baltimore Church Steeple Fire

**Saturday March 28th, 2020
Fourth Alarm Box 6-20**

**By Retired Captain Donald Crusse
&
Fire Dispatcher Theodore Heinbuch III**

On Saturday March 28th during the mid-morning a heavy line of thunder showers moved through the Greater Baltimore area.

A bolt of lightning struck the steeple of the Urban Bible Fellowship Church at the intersection of Aisquith & Eager Streets. The church was originally the capitol of the Baltimore Archdiocese. It was first opened in 1834 and was sold in 1986 to the Urban Bible fellowship Church.

Baltimore Fire Dispatch started receiving calls for the steeple fire and at 0907 hours fire box 6-20 was transmitted. Arriving first due Engine Company 6 reported fires showing from the steeple and ordered the Working Fire at 0909 hours followed by the second alarm at 0910 hours.



Photo courtesy of WBAL.com

By 1030 hours there was a collapse of the steeple. Firefighters worked to keep damage to the interior of the church to a minimum.



Photo courtesy of the Baltimore Sun

Time Line

Alarm	Time	Engines	Ladders	Other/Special Units
6-20	0907	6, 33, 23, 2, 5	1, 5	Batt. 2, Dep. 6, Medic 10
W.F.	0909	31	3	Car 5 (shift Commander), Airflex 2, Safety 2, FIB-11
2-2	0910	51, 8, 41	6	R-1 , Medic 16, Batt. 3, EMS-2 (shift supervisor), PIO
	0928			Car 1 Chief of Department
	0929			Dep. 8,
	0940			App. Coordinator (Motor Squad)
3-3	0942	14, Sq.26(23), 27, 55	26(5), 10	A-26, Safety 1 & 3, Mobile Command Unit, OEM-10 (Office of Emer. Mgt)
	0949		Twr. 81	
	0954		12, Twr. 89	
	0955			Batt Chief (EMS)
	1014			Car 4 Ass't Chief
	1016			Box 414 Canteen
	1021			Dep. 10
4-4	1029	36, 13(T5), 52(31), 46(T5)		
	1035			OEM 2 & 16
Sp.Call	1049			A35 & 33

Sp.Call	1051			A34
Sp.Call	1106	21(33), 35(14)		
Sp.Call	1110	50(T5)		
	1336			Fire Under Control

Move-Ups

Engines: 21/33, 20/6, 58/23, 52/31, SQ-26/23, 35/14, 47/SQ-26, 50/T5, 30/41, 4/33, 46/T5

Ladders: 26/5, 12/1, 21/10, 29/26, 8/5

Baltimore County Fire
 BC E7/50, BC E41/30, **BC T13/8**

Anne Arundel County
 AA E211/47, AA E331/35, **AA Tower 5/21**

Fire Departments Dealing with COVID-19

For the first time in over 100 years the world is in the midst of a pandemic. Responses are being changed to meet this. Fire apparatus, stations and the like are being disinfected several times a day. Companies are responding wearing PPE.

One member is assigned to enter a home and check the patient. If needed then crew, in full PPE enter the building and assist in removing the patient to the hospital. Radio terms are being used such as "Code White" and "use PPE", among others.

Member and Chief of Operations of the Brookline Fire Department Keith Flaherty sent along a story and photos

Brookline establishing an auxiliary station at the Main Library

As a means of social distancing to minimize contact between members, the Brookline Fire Department relocated two fire companies to satellite locations.

Effective April 8, 2020, Engine 1, normally assigned to Station 1 at 140 Washington Street (or Station A as you history buffs know), was relocated to the Main Public Library garage at 361 Washington Street. Engine 5, normally assigned to Station 5 (or Station E) was relocated to the Stedman Street side of the Coolidge Corner School located at 345 Harvard Street. These relocations were prompted by five (5) members who tested positive for Covid-19. These members inadvertently presented potential exposure to a large number of members. When one member reports positive, the other members in the same station and anyone else he has worked with (overtime, details) is sent home to self-monitor for fourteen days. In the current configuration, if a member tests positive, we only have to send home one half (1/2) of the members we did before. At one time, approximately fifty (50) members were either recovering, quarantining, or self-monitoring for symptoms. This represents one third (1/3) of the department.

The stations and apparatus are getting disinfected twice daily and the training division is continually reinforcing strong policies regarding patient care while social distancing and minimizing exposures. The BFD Covid-19 Task Force meets regularly and works in concert with the Town Covid-19 Task Force to address policy and procedures being promulgated by the CDC, IAFF, DPH, and other regulatory agencies.

As of April 30th the death toll for 1st responders is 22 Firefighters, 29 NYPD Officers, 26 from other states including 1 BPD member, 21 EMS responders. Total of 98.

Both photos this page by Member Keith Flaherty



Brookline Engine 1 in its temporary auxiliary station at the Main Library



Engine 5 in its temporary auxiliary station at the Coolidge Corner School 345 Harvard St.

Meanwhile, in Cambridge crews made a disinfecting spray gun using an old airpack and an automotive spray gun. It is used to disinfect the station and apparatus several times during a shift. This ingenious tool is now being used in numerous fire departments across the Country.

Attleboro has placed Rescue 5 in service responding from the quarters of Engine 5 in the Dodgeville section of the City. Providence has put Rescue 8 in service to deal with the increase in calls.

Portland, Maine has placed Rescue 2 in service as a Decon unit. This story and photo is from their Twitter feed: Rescue 2 (our spare Rescue) has been re-designated as Decon 1. This unit is now staffed with 2 Hazmat Technicians 24/7 and will be assisting our crews with all decontamination efforts as we continue to respond to Covid-19 related increased calls for service.



FDNY

In response to an unprecedented increase in EMS call volume, the FDNY has deployed Rapid Response Vehicles (RRV) to assist in addressing the emergency medical needs of New Yorkers during the city's response to COVID-19.

RRV units are in service between the hours of 7 am and 10 pm, and are staffed by two FDNY Firefighters who are CFR-trained or have EMT certification to provide pre-hospital medical care prior to an ambulance's arrival. The units are deployed where necessary based on EMS needs and call volume, and they have been previously deployed during heat waves and major storms. Currently, seven RRV units are operating in the Bronx responding to high-priority medical calls.



S.O.C. Ladder Company SSL-131 200 Ford/Knapheide Rapid Response Vehicle. Photo FDNY

Boston Fire Department and the Spanish Flue Pandemic of 1918

The information below was taken from the 1918 BFD Annual Report and was written by William J. McNally M.D, Medical Examiner.

“The efficiency in man power of the department has been put to a severe test during the past year, due in a great measure to the epidemic of influenza and numerous deaths from same, and also the large number drafted into the war service.” The number of cases of illness in the Department totaled 661 and deaths to members of the Department from influenza started in September of 1918 and through Jan. 31, 1919 were 23

Hartford, Ct.
39 Charter Oak Place
March 8th 2020
Report by Member Ken Beliveau
Photos by Member James Peruta

At 0119 Hrs. calls were received from occupants of 39 Charter Oak Place a five story brick occupied multiple dwelling. First arriving companies found heavy smoke 2nd, 3rd, 4th and 5th floors in the rear courtyard. Reports were also being received of tenants trapped on those floors.

Ladder Companies 3 6 and Engine 2 raised 35 foot ground ladders in the courtyard, located on the east and side of the building. Trapped tenants were evacuated over these ladders.

Engine 1 stretched a line to the rear first floor confining the fire to the bedroom. Engine 8 pulled a line from their apparatus backing up Engine 1. Engine 10 stretched a big line to darken the fire on the second floor and knocked down the fire that had extended from the rear of the Charlie side of the building. Engine 11 stretched an attack line from E2 to the second floor rear stairs to knockdown the fire in this area.



Engine 15 was assigned as the RIT and Engine 5 responded with the Rehab bus and then deployed ground ladders. Ladders 3 and 4 performed vertical ventilation.

AN M.C.I was declared at 0141 hrs with additional EMS and ALS resources dispatched. 28 victims were transported.

During the fire, another structure fire reported at 29 Ashley Street in a two story wood frame. Companies responding to the fire were East Hartford Engine 1 and Tower 1 (running the spare Seagrave rearmount) and Car 3 the shift commander. West Hartford also responded with an engine, ladder and a Battalion Chief.

Several Hartford Companies were released from the third alarm and dispatched to Ashley Street: Engine 5 and 15, Ladder 5, Cars 3 and 6.



Time line 39 Charter Oak Place

Alarm	Time	Engines	Ladder	Other
1st	0119	1, 8, 2 10, 5	6, 3	TAC-1 D1, D2, Car 6
10-3	0124			
2nd	0137	15, 11, 9	2	Car 5
MCI	0141			
3rd	0309	7, 14, 16	5	

METRO-FIRE 123 years ago????

Article from Fire Engineering Nov. 6, 1897 Issue

CHIEF J. R. HOPKINS, of Somerville, Mass., is one of the most practical engineers in the country, and his knowledge on all matters relating to fire protection and his faculty of being able to describe them are very well known everywhere. Lately he compiled some valuable data on the equipment of the fire departments round Boston, which were read at a meeting of the Massachusetts club of fire engineers. In the information furnished the following statistics were given:

In the aggregate equipment of these places are not included State institutions.

The Transcript, commenting on the paper, says:

The scheme of the Greater Boston federation, which the associated board of trade in this city has recently indorsed with virtual unanimity, rests for the most part on generalizations. The separate factors which enter into it. While, doubtless, considered by the commission as the data from which their conclusions were drawn, have not to any great extent, been made public. Perhaps, therefore, the members of the Massachusetts Fire Chiefs' club did this enterprise a service by opening up the subject as it appears from their point of view, and as it is connected with their interests. Chief Hopkins, of Somerville, in a carefully prepared paper, led the discussion, showing the advantages that might be derived from a plan of concentration in any serious emergency in Boston, or in any one of the towns or cities that may from location and a community of interests be reckoned as parts of one general family. For the purpose of his argument he grouped in alphabetical order the towns and cities of Arlington, Belmont, Boston, Brookline, Cambridge, Chelsea, Everett, Hingham, Hull, Lexington, Malden, Melrose, Medford, Newton, Stoneham, Somerville, Winchester, Watertown, Weymouth, and Waltham—a total of twenty. ***The aggregate fighting strength of this alliance at the present time would be as follows: Steam fire engines, seventy-five; chemical engines, thirty-four; ladder trucks, forty-one; hose wagons, 156; horses, 544; feet of hose, 230,900; feet of ladders, 8,563, and manual force, 2,103 men.*** Of course, when the actual group was decided on, it would include a greater strength than here indicated, taking in Quincy, Milton, Hyde Park, Dedham, Revere, and, possibly, even Lynn. As Chief Hopkins said, this is a greater force, both of men and appliances, for extinguishing fire than was ever concentrated at one conflagration hereabouts, and it is practically all within ten miles of Boston. Not one of the cities named has sufficient strength to subdue all fires; but, united, they are almost invincible, and under practical regulations their mutual services might be made more quickly and effectively available than at present, notwithstanding the kindly feeling and ready courtesies always to be reckoned upon. Several years ago, Chief Hopkins relates, he was entertaining a dozen or more visiting chiefs from the South and West, and said to them: "Where that flag is waving is Chelsea; where the church spires are is Everett; where you see the chimneys is Malden, and over yonder is Medford." Their first inquiry was: "How can you tell where a city begins and where it ends? Those places you point to as being separate cities seem only one." Where they came from, the distance from one city to another was in almost every case considerable. The point was made that it is inconsistent with the general zeal for good work that all these twenty-five departments, organized for a common purpose, should act without reference to one another. Yet that is the situation of today. In case of a large fire in East Boston, the city of Chelsea can render assistance much more promptly than the Boston branch of our service, and she is always ready to do so—though of course, it is wholly a matter of courtesy. She could not be criticized if she refused all aid, so long as the fire did not invade her own limits. We are in close proximity to Cambridge. Somerville, Watertown, Newton, Brookline, and so forth, and alarms sounded in one place are heard in another; but they carry no authority beyond the immediate boundary of the town or city involved. It was not proposed in these suggestions that any municipality should lose the control over its own fire department which it now exercises. It would appoint its own firemen, purchase and pay for its apparatus, and control its buildings but cooperation for general safety should be mandatory. The command, as a rule, would naturally rest with the chief of the city or town in which the fire occurred; but in a conflagration of great magnitude he "would have the chief of the Boston department take command." In case of legislation looking to this end, the details would need to be very carefully considered, and with the benefit of expert counsel; but, with proper and practical arrangement, none of the varied interests which federation might involve would derive larger advantage from the union than the fire departments of Boston and vicinity.

The closer network and greater extension of our trolley lines that every New Year brings would make it easy under the proposed system to adopt the plan of transporting apparatus to the outlying districts by electric cars, which has just been put in operation in Springfield, and which is expected to be of great benefit to the service.

**Part 2 Lynn Capitol Theater Fire
Continued from Vol. 16 No. 3**

It's important to understand mutual aid operations at the time of this fire. Lynn sat at the border between two fire districts. As a result of a series of severe forest fires which ravaged the Commonwealth in the mid 1950's a system of statewide fire mutual aid was organized under the auspices of Civil Defense. Massachusetts had been divided into 13 CD Fire Districts. Essex County was District 5 with a North County Control Center in Haverhill and the South County Control at the Beverly Fire Alarm Office.

The Metropolitan Boston Fire District had been designated as District 13 and the Control Center was in the Newton Fire Alarm Office. In 1978 Fire District 13 was reorganized and chartered as Metro-Fire. The Control Center continued to be in Newton. Most communities would commit roughly two thirds of their available companies for district mutual aid. The Metro-Fire Running Card would take over where the local card ran out. Metro-Fire assigned 3 Pumps and 1 Truck on each additional alarm through a total of 10 Alarms. The coverage that was in the community at the point where the Metro-Fire Card took over was supposed to remain in quarters. All Metro- Fire assignments were to go direct to the fire. Beverly Control had a similar system but not as well defined.

METRO-FIRE 10 ALARM CARD for LYNN, BOX 8271

<u>Alarm</u>	<u>Engine</u>	<u>Ladder</u>
5th	Rev Mal Mel	Mal
6th	Ch Mal Ev	Ch
7th	Ch Bos Wkfd	Ev
8th	Med St Rea	Med
9th	Som Bos Med	Som
10th	Bos Cam Wr	Bos

Lynn used a form of Task Force for its coverage. Instead of individual stations, 2 Engines and 1 Ladder would cover West Lynn from Western Ave. Station with a Lynn Ff. as Pilot, usually Metro-Fire companies. At Fayette St. would also be 2 Engines and 1 Truck with a Lynn Ff. Pilot covering East Lynn. Most but not all these companies came from Beverly Control.

Another important aspect is the radio technology of the time. Most fire apparatus mobile radios were limited to a single channel. Many of these radios still used vacuum tubes. Portable radios also had limited availability. Usually there was only 1 portable and it was carried by the company

officer. Some places only the chief officers had portables. Rarely were these on mutual aid frequencies. Once a company left their city they were pretty much out of communication until they got to their cover or the fire.

These coordination issues had an impact on reflex time, the time between when you asked for something and when it showed up. Picture the two Fire Alarm Operators in the F.A.O. on Baker St. These guys had to handle fireground radio traffic, make phone notifications, request mutual aid and dispatch other box and still alarms in the city. Thus, there could be a huge difference between when an alarm was struck and when help, actually, got there.

With the transmission of the 3rd and 4th Alarms, the Lynn F.A.O. would have begun calling coverage from Peabody, Saugus and Winthrop directly. With an Engine and Truck to be named by Beverly Control. This was in progress when the monkey wrench came sailing through the phone wires and crashed into the fire alarm board.

At 2138 hours, a telephone call was received reporting a building fire at 13 Lowell St. in the Brickyard Section of the city. Box 636, Neptune and Lowell St.'s was struck sending Revere Eng. 5 and Lad. 2 from Western Ave., Saugus Eng. 4 from their own quarters, Peabody Eng. 5 from Fayette St. and Malden Lad. 2 from their own quarters in the Maplewood Section of Malden. All commanded by Lynn DtC. Biagiotti as car C-6.

Arriving at the box, Chief Biagiotti and the first alarm companies found a vacant 2 ½ story wood frame 3 family house fully involved. Radiant heat and flying brands were threatening the neighborhood. Exposure 1 was a street. Exposure 2 was a 3-story wood frame multi-family house; Exposure 3 was another 3-story wood frame multi-family rear tenement. Exposure 4 was like the other exposure buildings. All exposure buildings were occupied. Fire conditions were a serious challenge. Especially with a major fire raging elsewhere in the city. First alarm companies went to work. Clearly, they would need help.

At this point with two major fires raging, a weakness in the Metro- Fire system became obvious. The configuration of the system was for a single incident in progress. The responses had to be improvised from the running card to cover a second incident. Some companies assigned to Box 416 were sent to Box 636 and other companies special called to fill in where necessary.

At 2147 hours Chief Biagiotti ordered the Working Fire calling Winthrop Eng. 1 from their cover assignment at Fayette St. At 2154 hours, Chief Biagiotti struck the Second Alarm for Box 636. Responding to and ultimately working at 2-636 were Malden Eng. 2, Somerville Eng. 2, and Somerville Lad. 2.

All hands worked hard under trying conditions. The heat and smoke would send Ff. Richard Murphy of Saugus Eng. 4 to the hospital with smoke inhalation.

This is where the firefighting equivalent to the "Fog of War" occurred. Many companies responding to Box 416 ended up, at least initially, at Box 636 and had to be redirected. Boston Eng. 33 and Special Service District Fire Chief Car-13 were also sent to the fire at Box 636 at 2154 from their own quarters. Engine 33 was sent on to Box 416 at 2250 hours. At 2152 Stoneham Eng. 1 was sent to Box 636 and redirected to Box 416. At 2154 Melrose Eng. 3 was sent to Box 636, at 2255 they were sent to Box 416. At 2155 hours, Medford Eng. 4 was sent to Box 636 and at 2232 was sent on to Box 416. At 2202 Winchester Eng. 3 was sent to Box 636 and then responded to Box 416 at 2245. These redirect times probably indicate the times of arrival at Box 636 demonstrating the long reflex time from the transmission of an alarm till the mutual aid companies arrive. There is no indication these companies, actually, worked at Box 636. This shows many of the resources expected at Box 416 on the intermediate alarms were delayed getting into action. With hard work, the 2nd Alarm assignment held the fire to the building of origin. The fire now contained, Chief Biagiotti began releasing companies. Some returned to cover the city, Winthrop

Eng. 1 responded to and worked at Box 416 at 2245 hours. The All Out for Box 636 was sounded at 0149 by order of DtC. Biagiotti.

Act 2
Meanwhile, Back in Central Square ...



Lynn Eng. 6 on Left. Lynn Eng. 3 on right with MPO Desilets. C-3 Car IFO Building. Ladder 1 putting water on the fire. Photo from Member Rick Conway Collection.

The 6th Alarm (@ 2136 hours) sent Chelsea Eng. 3 & 4 and Lad. 2 to the fire along with Everett Eng. 2. Chelsea Eng. 4 was one of the very few Metro-Fire engine companies carrying 4" Large Diameter Hose.

At 2139 the 7th Alarm, by order of Lynn C-1 brought Boston Eng. 11 and Car 2 (Chief of District 2, Charlestown), Wakefield Eng. 2, Medford Eng. 4 and Everett Lad. 2 to the fire.

At 2140 hours Marblehead Ladder 2 began covering Swampscott from their own quarters in Marblehead. Salem Engine 5 relocated to Swampscott Engine 3's quarters to cover. At 2141 hours, Lynn Chief of Department Joe Scanlon declared Box 416 a "Group Fire", one step below a Conflagration. He established a "Command Post in Central Square. He assigned Lynn Fire Captain Heath to direct mutual aid companies, a position which ICS would later call the Staging Officer.

The 8th Alarm was struck at 2146 hours sending Stoneham Eng. 1, Reading Eng. 2 and Boston Eng. 40 to Box 416. Boston Engine 40 was a two-piece engine company, running a 1947 Mack "L" Model open cab hose wagon equipped with a 1500 gpm monitor mounted over the back step. Records show no Ladder Co. responded.

At 2148 hours Lynn C-1 again transmitted Signal 98 for two additional District Fire Chiefs to report to Box 416. District Chiefs Kondroski and Godbout responded. Also, about this time someone took an axe, reportedly removed from a piece of fire apparatus, and smashed the window at 406 Union St., the Sherman Jewelry Co. and removed merchandise. Lynn Fire Chief Joe Scanlon requested additional police for crowd control. Lynn Police Capt. Perlino ordered law enforcement mutual aid and the Mass. State Police along with the Metropolitan District Commission Police responded to assist.

At 2149, one minute after the 8th Alarm was transmitted, C-1 struck the 9th Alarm. Response, Cambridge Engine 4, Boston Engine 33 and Boston Ladder 13.

At 2152 hours Lynn C-1 transmitted an additional Signal 98 for another District Fire Chief recalled to duty. DtC. LeBlanc responded running as car C-7.

At 2155, one minute after the 2nd Alarm on Box 636, Chief Scanlon struck the 10th Alarm. Response was Winchester Engine 3, Cambridge Engine 1 (a two-piece engine company with Sqr equipped hose wagon). Beverly Eng. 2 was special called to cover at Fayette St. in Lynn. Sixty seconds after the Me-Fire 10th alarm, at 2156 hours, Chief Scanlon ordered the ominous Lynn Signal "Ten Blows", the General Alarm, recalling all off-duty firefighters. He also ordered Fire Alarm to notify Mayor Marino of conditions.

At 2159 Lynnfield Eng. 1 was Special Called to Cover Lynn Fayette St. Station. At 2200 Peabody Ladder 1 responded to Cover Fayette St. Firehouse in Lynn. With multiple master stream appliances pouring water at the original fire building and Exposure 4 the front and right flank of the fire seemed contained. But fire was extending on the left and in the rear.

The B&M Viaduct complicated operations in Exposure 2 blocking full access to the front of the building. Initially firefighters went at it with hooks and axes to open-up the stores on the first floor and get handlines inside. Swampscott Engine 3 took a hydrant on Exchange St. and pushed a line into a first floor barroom battling high heat and heavy fire as the flames swirled around them. Swampscott Ladder 1 pulled into the Exchange St. side and set up in front of the Boyce Building Exposure 3. Throwing their 85' stick, they began to open up the front of Exposure 3 by taking off the plywood covers and removing any glass.



Companies open up first floor of Exposures 2 and 3. Swampscott Ladder 1 sets up to ventilate upper floors of exposure 3, The Boyce Bldg. Photo Courtesy of Member Peter Aloisi

The battle was also fought from the upper deck. Firefighters threw ground ladders for access to the deck of the railroad right of way. Drill School knots & ties skills were used as members used ropes to haul hand lines to the upper deck and put water on the fire. Engine 5 had 3 additional 2 ½ inch hand-lines stretched from its pump. One line was run over Eng. 5's 14 Foot Roof Ladder to the upper deck by members of Eng. 9. The other lines operating on the fire from below. Another 2 ½ inch hand-line was run from Engine 1 to the bridge upper deck.

In the rear of the buildings at the end of Nathan Pl., Lynn Ladder 3, Aerial Platform Ladder 2 and Engine 8 were surrounded by fire. They threw water from 4 master stream appliances at the inferno as they operated in the Devil's Throat. Engine 7's crew ran a 2 ½ inch handline to the roof of a building next to the fire building and played a stream on the fire. Revere Engine 2 arrived and took a hydrant on Broad St. near Carrol St. running a supplemental feeder to an engine pumping at the rear of the buildings.

Suddenly, a partial collapse of the rear of the original fire building occurred crushing a portion of the rear addition to Exposure 3 A. Fire extended into Exposure 3 and 3A.



Lynn Ladder 2 and Ladder 3 with Lynn Engine 7 operating in “The Devils Throat”. Photo by Late Member Murray Young, Collection of Member David Parr

Act III

Mutual Aid Companies from the Sixth through Tenth Alarms and recalled Lynn Firefighters began to arrive and go to work.

About the time of the 7th Alarm, off duty Firefighter and Box 52 member Marty Robichaud called the Western Ave. Firehouse. Speaking with Ff. Grindrod, Robichaud was told to report directly to the fire.

On the Exchange St. Side of the Building, Exposures 3, 3A and 3B were threatened. Swampscott Ladder 1 was forced to relocate as flames rolled from the Exchange St. Side of Exposure 2. Malden Eng. 6 took a hydrant on Mt. Vernon St. and fed an engine on Exchange St.

Stoneham Engine 1 arrived and took a hydrant on the Union St. side. Needing more water, MPO McElligott of Eng.1 approached the MPO of the Stoneham Engine and asked for a Feeder. He asked for a hot changeover so he wouldn't have to shutdown the pump. The Stoneham crew was unfamiliar with the procedure but working with McElligott, they got it done.



Stoneham Engine 1 pumping into Lynn Engine 1. Brown Bldg. Burns in background. Lynn C-2 Buggy in rRight of Photo. Roger Baker Photo Courtesy Firenews.org



Lines being run from Reading Eng. 2 to the fire as flames rise from Exp. 2 Exchange Street side. Roger Baker Photo Courtesy Firenews.org

Fire was rolling through Exp. 3, The Boyce Building, and extending into Exp. 3 A. Boston Engines 11 and 40 came in on the Exchange St. side. Boston Ladder 13 came into the front of 33 Exchange St, the Bank Block, Exposure 3 A, initially the stick went to the roof to check conditions. It was relocated and a big line was stretched to the third floor of Exp. 3A.

Cambridge Eng.1 came into the fire and had the pumper take a hydrant on Spring St. Cambridge Eng. 1's wagon set up in Cosgrove Sq. and put their Sqrts to work on Exposure 3, the Boyce Building fed by their own pump.



Exchange Street side. Fire rolling from exposure 2. Photo by Roger Baker, courtesy of Firenews.org.

Winthrop Engine 1 arriving from working at Box 2-636, took a hydrant in Central Sq. and put a feeder into a Boston Wagon.

Swampscott Engine 3 set up a portable gun to put a master stream and worked it back and forth between the Pinecrest and the Dover Smoker (Dover News' popular nickname).

On the Union St. Side, Engine 6 used their deck gun to put a stream into the Brown Bldg. One way or another, Eng. 3 put every stich of hose on the ground. The bed was stripped. Eng. 3's Sqrts boom stream wasn't hitting the fire. A cornice on the building was in the way so the pump was repositioned.

Reporting to the area of Washington St., Exchange St. and Nathan Pl. Chelsea Ladder 2 ran a handline from Lynn Engine 7. A Chelsea Engine hooked up to a hydrant in front of the Crystal Café on Washington St. and put two feeder lines into Engine 7. Another line was taken off Lynn Eng. 7's pump and used by a Cambridge Engine operating from the roof of a building adjoining the fire buildings.

Responding on the 9th Alarm, Boston Eng. 33 took a hydrant on Mt. Vernon St. One line was taken off to feed a ladder pipe. Another line was run to feed a hose wagon in Central Sq. Other handlines were stretched to Union St. at Central Sq. to play on the fire.



Brown Building fully involved. Photo Courtesy of Box 52 Member Jack Gallagher Collection



Boston Engine 40's Mack Wagon uses its big Wagon Pipe to put a stream into Exposure 3. Boston Ladder 13's turntable to the Left of Photo by Late Member Murray Young, collection member David Parr.

At 2335 Lynn C-1 ordered a Lighting Unit to respond by Special Call. Waltham Auxiliary Fire Department Lighting Plant responded. Waltham L.P. 1 would stretch and operate all there mounted and portable lights and cable.

At the rear of the building, Eng. 11 used a 1 ½" line to wet down burning ember falling around them.



Companies running a big line up Boston Ladder 13's stick. Photo late member Murray Young, collection of Member David Parr

Intermission

During a major fire, the city doesn't sleep, the alarms don't stop. Still and Box Alarms continued through the night. People fall ill, cars crash, things burn, especially with large burning firebrands sailing on the winds of the night.

At the time Lynn Fire provided EMS Ambulance service to the City of Lynn. In the surrounding communities, EMS ambulance service was provided by either the police department or a private-for-profit ambulance service. Unlike area with fire department-based EMS, there was no practical ambulance mutual aid. The two L.F.D. Rescue Ambulances remained available while working at a fire. If an EMS call came in, they would respond from the fire, treat and transport as necessary, then return to fire duty.

2324 Hours Still Alarm: Union St. Mall-Dumpster Fire-Lynnfield Eng. 1 (Fayette St.) Lynn C-7

2347 Hours Box Alarm: City Box 316-Lynnfield Eng. 1 Beverly Eng. 2 Peabody Lad. 1 (Fayette St.) C-7 False Alarm

2357 Hours Still Alarm: Cottage and Summer St.'s Medford Engine 3 (Western Ave.) C-7 Automobile Fire

Saturday, February 28th, 1981

0039 Hours Box Alarm: City Box 518-Medford Eng. 3 Malden Eng. 2 Medford Lad. 2 (Western Ave.) C-7 False Alarm

0045 Hours Still alarm: 10 Farrar St. Lynnfield Eng. 1 C-7 Investigation-Needless

0052 Hours Sill Alarm: 160 Neptune Blvd. Lynnfield Eng. 1 C-7 Investigation-Needless

0153 Hours Sill Alarm: Oxford and Willow St.'s Lynnfield Eng. 1 C-7 Dumpster Fire

0219 Hours Still Alarm: Western Ave. and Chestnut St. Lynnfield Eng. 1 Peabody lad. 1 C-7 Motor Vehicle Accident

By Order of C-7 Send Rescue Co. Rescue 1 Sent from 10-416. Rescue 1 Returned to 10-416 After Duty at this Still.

Act IV

On the Union St., Exposure 2 Side, firefighters dug in for the long battle. Streams were playing from handlines on the upper deck and ground level. Under the viaduct, the heat had nowhere to go. Despite the cool ambient temperature, it was like an oven under the railroad overpass. Assisting on a handline, Ff. Miles of Ladder 4 was staring at the whole chickens on rotisserie in the window of Lynn Poultry. The high heat under the bridge made him feel like one of the chickens in the window. Ff. Robichaud worked on a 1 ½ inch hose line first putting a stream into the Central Wine Co. Later the Line was moved into Lynn Poultry.



Lynn Rescue Co. judging by the use of the Sling-Pak SCBA, operates under the B&M Viaduct on Exposure 2. Photo from Member Rick Conway Collection.

Some handlines were combined and put into portable guns. On Union St., Engine 5 broke down two of their handlines and put them into a portable monitor in front of the Brown building.



**Lynn Deputy Fire Chief and Box 52 Member William Conway, directs operations on Exposure 2.
Photo by Member Peter Aloisi**

Engine 9 was ordered to relocate to the front of 25 Exchange St., Exposure 3 A. Taking a hydrant in front of the Lynn Item Building, they dropped two lines to the front of the building and pumped into a Chelsea Engine. Engine 9 then stretched their own 2 ½ inch line to the top floor of Exposure 3 A. This line was later relocated to the first floor.

Ladder 1 was relocated from Union St. to Exchange St. taking a 2 ½ inch line from Engine 9, they operated a stream into the fire.

Ladder 1 was relocated from Union St. to Exchange St. taking a 2/2" line from Engine 9, they operated a stream into the fire.

On the Exchange St. Side Ladder 4 was brought around to put a ladder pipe into operation on Exposure 3 fed by Engine 9.

A 1 ½ inch handline was stretched from Eng. 1 to operate inside 406 Union St.
At 0300 C-1 began to release several units. He also released all off-duty personnel except C-6 and C-7.

As Dawn broke, the owner of the Capitol Diner offered free breakfasts to the firefighters.

At 0722 All Mutual Aid covering companies were released, sufficient Lynn companies being in service. A fire detail of four engines and two ladders remained at the fire.



Lynn Engine 5 in front of the remains of the Capitol Theater at the fire detail. Photo by Jack Barry, collection of Member Jack Gallagher.

Epilogue

Sunday, March 1st, 1981

1029 hours All Out was sounded on Box 416 by order of Acting District Chief Heath car C-3. A detail of two engines and one truck remained and continued overhauling the ruins.

Monday, March 2nd, 1981

1500 hours Fire Detail Box 416 is terminated by order DtC. Kondroski C-3.
Statistics:

It was said that the water volume used at this fire set a water department record. That record was short lived however, being surpassed by the conflagration in November.

Estimated loss in 1981 dollars, \$950,000.00.

The fire was controlled through the combined efforts of the Lynn and Mutual Aid Departments utilizing the following:

- 4 aerial ladder pipes (tip pipes)
- 2 aerial ladder pipes (bed pipes)
- 3 Sqrirt booms
- 6 Wagon guns
- 4 Portable deluge sets
- 19 Hand lines on the fire building
- 4 Hand lines for exposure and spark control

This was a "Last Hurrah" of sorts for many of the Boston companies. In the coming year, Engines 11 and 40, Ladder 13 and both Car 2 & 13 would be deactivated due to Proposition 2 ½ budget cuts.

Fire never got into The Capitol Theatre. After the fire it would be demolished and hauled away like the rubble from the fire buildings. A pleasant urban park would be built in their place.

There would be more fires over the next many months until the November conflagration. But this would be the last performance, at The Capitol Theatre.

MUTUAL AID UNITS RESPONDING

Community	Box 416			Box 636		Covering	
	Engine	Ladder	Other	Engine	Ladder	Engine	Ladder
Beverly						2	
Boston	11-33-40	13					
Cambridge	1-4						
Chelsea	3-4	2					
Everett	2	2					
Lynnfield						1	
Malden	6			2	2	2*	
Medford	4					3	2
Melrose	3						
Peabody				5			1
Reading	2						
Revere	2			5	2		
Saugus				4			
Somerville				2	2		
Stoneham	1						
Swampscott	3	1					
Waltham			LP				
Wakefield	2						
Winchester	3						
Winthrop	1**			1			
TOTAL UNITS	18	4	LP	6	3	4	2

* Malden Engine returned to cover following 636
 ** Winthrop Engine sent to box 416 from 636

Fires from Up North Information and photos by Member Jay Heath

March 24 -@ 1848 Hrs. at 44 Chandler Street, for a garage fire attached to the house. First due Concord Engine 5 arrived and a Second Alarm was transmitted with special call for Concord's Tower Ladder 1.



04/26/20 Pembroke NH -Working Fire + Extra Engine -0427 hrs. Under Control 0548. Recall 0700. House fire, 5 Turnpike Street. Family escaped unharmed, but the house is a complete loss.



**Pawtucket, Rhode Island
Mill Fire
Saturday March 14, 2020**

All photos courtesy of Paul Shea

Early on Saturday morning a vacant mill located on Rand Street and Lonsdale Avenue. Was reported on fire. By mid-morning a total of four mill buildings would be destroyed.

The former Paramount Cards mill was located at 280 Rand Street.



Pawtucket Fire Alarm transmitted the Box 219 at 0303 hours for Engines 2, 5, 1, Ladder 1 and Batt. Chief 4.

Engine 2 arriving first due transmitted the Code Red signal at 0307. A minute earlier at 0306 hrs a full first alarm assignment from Central Falls was dispatched as the mill sat on the city boundaries. Central Falls dispatched Engines 1, 2, Ladder 1 and Batt. 1.

The officer of Pawtucket Ladder 1 skipped the second alarm and transmitted a third at 0309. At the same time Pawtucket Rescue 1 reported responding to the fire after clearing the hospital.



Central Falls Ladder 1 operating

At 0311 Hours Batt. 4 reported he had a 200x800 foot mill fully involved and ordered the fourth alarm. Central Falls Batt. 2 special called Engine 3 to the fire.



Dawn's morning light shows plenty of water still being poured into the fire. Here Attleboro Ladder 2 operates its ladder pipe.

After the 4th alarm, numerous special calls were made for additional apparatus from both Rhode Island and Massachusetts.



Fire Report

BOSTON: On the night shift of Thursday/Friday March 5th and 6th District 7 was hopping with two three alarm fires. All photo courtesy of the Boston Fire Department.

The first fire for box 3134 Stonehurst & Toplift for a fire at 12 Stonehurst Street at 2010 hours. Car 7 on arrival reported heavy fire showing second and third floors of a 2.5 story wood frame dwelling. Second alarm was ordered by Car 7 at 2022 hours. A third alarm followed at 2043 hours. A **MAYDAY** signal was briefly transmitted at 2044 for a missing member, but was cancelled less than a minute later when the member was located and was not in trouble.



The second fire of tour occurred a few minutes after 0400 hours, when the F.A.O. started to receiving calls for a building fire on Romsey Street. Box 1843 Sydney and Harborview was transmitted at 0409 hours for 77 Romsey Street. Arriving first due Engine Company 21 at 0411 hours reported heavy fire showing. The officer of Engine 21 ordered the second alarm at 0412 hours. The report was heavy fire on floor 3 of a 3.5 story wood frame dwelling and that they were also encountering 'hording conditions' in the building. Car 7 ordered a third alarm on the box at

0414 hours. Companies had difficulty gaining access into the building and the order to evacuate the building and go to exterior operations was giving at 0428 hours.



**Salem 3rd Alarm
13 Willow Ave
Wednesday March 18, 2020**

Information supplied by Member Jeff Brown

Fire was in a 2.5. story wood frame dwelling that was the scene of a recent home invasion a few days prior to the fire. Box 54 was transmitted at 0422 hours

Alarm	Time	Engine	Ladder	Other	Comments
54	0422	5, 1	TL-2	C3	
W.F.	0425	4, 2			
2-54	0433	Beverly E5	L1		
	0437				Peabody E1, Marblehead E2, Lynn L4 for cover
	0444	Peabody E1			Diverted to the fire
3-54	0449	Marblehead E1	Lynn L4		Swampscott E21, Danvers E3, Wenham L1 for cover



Photo by Roger Baker Rehab5 for the Salem News

**An Encore for Box 52
Lincoln Street Fire
Friday March 10th, 1893**

Article composed of information from the Boston Globe and Fire Engineering

Whenever Box 52 is pulled in Boston a thrill of fear runs throughout the entire department. It has cost the service in the Hub many valuable lives, and the men costly hours of labor and struggling with fire in its fiercest forms. Shortly after 4 o'clock on Friday of last week a peculiar whirr seemed to flash over the wire, and instinctively the men felt that something out of the common was going to happen. When the "joker" indicated Box 52 every man in the department would have told you that serious trouble was ahead. Every mother's son of them will tell you so to-day. At all events, before the return tap was sounded nearly \$5,000,000 went up in smoke, four persons lost their lives, thirty-eight were seriously wounded, and scenes, escapes and incidents were to be narrated second only to the great horror of 1872.

All accounts agree that the fire broke out in the fireworks floor of Horace Partridge Co. in the great Ames building. Just how it started is not yet known, although the Partridge people insist that the fire was of incendiary origin. There were many employees of the firm at work at the time and the other floors of the building were full of human beings. The usual avenues of escape were at once cut off, and then began a scramble for life. The panic-stricken inmates fled to the windows and roof. Some escaped by sliding down the telegraph poles, others by leaping into blankets and nets. The crews of Engines 7, 26 and 25 did not attack the fire, instead they grabbed the lifenets off the Hose Wagons and with spectators held fast to the nets as the bodies hurdled down. Several jumped, six or eight stories, missed and were terribly mangled, and others, how many cannot be told, fell back into the caldron of flames or were overcome by the dense black smoke which suffocated all who did not speedily escape.

The entire fire department of the city was speedily on the scene. The departments of Somerville, Cambridge, Newton, Quincy, and Brockton arrived later by train, and aid was requested to be in readiness from more distant cities. Fortunately, further help was not needed. Vast crowds of people began to flock to the scene, and as a matter of precaution Governor Russell ordered two companies of militia underarms and proceeded to the fire in person, where he was joined by Mayor Matthews. The committee of the city council appointed to investigate the causes of recent large fires was in session at the City Hall, but adjourned to the scene of the conflagration. The fire spread rapidly from building to building, and despite the heroic efforts of the entire fire system of Suffolk county, it was not controlled until the whole square bounded by Essex street on the north, Lincoln on the east. Tufts on the south, and Kingston on the west had been leveled; also one building north of Essex street extending along Columbia street, three more on the east side of Lincoln street, and one corner of the United States Hotel, south of Tufts street, which corner contained the Emergency Hospital. The loss will amount to \$4,500,000, on which there is \$2,500,000 insurance.

The three largest buildings burned, the Ames, Lincoln and Brown-Durrell, were of modern construction, and built in the most non-combustible style possible for mercantile use. The Brown-Durrell had front walls of sandstone and rear walls of brick. The Ames and Lincoln were much like it.

District-Chief John F. Eagan, as soon as he arrived, went to the roof of Brown, Durrell & Co.'s building, with one of the employees for the purpose of opening the roof hydrants. Before he could escape from the roof after locating the hydrant, a portion of the roof fell in, and he found himself and the unknown employee of the firm wholly cut off from escape to the street. Vainly he called for ladders, while the immense crowd below shuddered at the sight and lifted their hands toward the roof in an attempt to attract the attention of the firemen. For some reason no ladder was at

hand and in his desperation the chief climbed out on to the eaves of the roof, and threw his hat into the street to attract the attention of the firemen, but without effect.

The flames in the meantime became so hot that he was forced to change his position, and he ran around to the Kingston street side of the building, where he saw a cable wire running across to the building on the opposite side of the street. Realizing that it meant either jumping a distance of eight stories and being dashed to pieces on the pavement below or an attempt to cross upon the cable, he shouted to the young man whom he supposed was just behind him, "Shinny out and save your life and I will follow you!" Hastily turning around, he saw that the young man had disappeared, and was probably swallowed up in the terrible flames.

Immediately Chief Egan flung himself upon the cable and crawled out to its center, where he hung suspended nearly 100 feet above the street. When Foreman Cherrington of the Fire Alarm Division saw Chief Egan hanging on the cable he sent William H. Baker of his force to tell the man to hang on no matter what the crowd shouted. Baker did not know that the man with fireman's buttons was Chief Egan, but he knew that it would be death for the man to drop. Baker made a slip noose of wire and sent it out on the cable to Egan, but the latter was too exhausted to take advantage of it. Then Baker cut the cable itself, and tying a rope to its end lowered it slowly, so that the hanging man kept slipping into its bight. In this way Chief Egan was lowered about twenty feet, when the rope gave out. The lineman then took a loose wire from the roof and attaching it to the end of the rope lowered Egan, until when within twenty-five feet of the net he dropped.

Capt. Grady of the school of instruction was one of the men holding the net, and as soon as he found that Chief Egan was alive and able to stand he turned him over to a reporter and a physician.

He was taken into the United States Hotel, the Emergency Hospital being crowded, and laid upon a sofa in the ladies' reception room, where restoratives were administered. While very weak, he still retained consciousness, and insisted that he would shortly be able to resume his duties. After several ineffectual attempts to stand up, he was finally forced to acknowledge his weakened condition, and unwillingly allowed himself to be taken away by police wagon and sent to the Massachusetts General Hospital.

With the exception of one engine practically the entire apparatus of the city was at the fire. But in spite of the fact that forty-one engines, eight chemicals, fifteen hook and ladder trucks and six hose wagons were at the fire, the city was amply covered by companies from outside towns and alarms from any section would have been answered promptly.

The surrounding towns and cities were telephoned for aid at 4.45 o'clock. Those arriving soon were sent to the fire; later arrivals went to cover engine houses and the Fall River, Newburyport and Beverly engines arrived so late that they were instructed not to unload from the cars. The out-of-town apparatus which went to the fire included two Somerville engines, Cambridge and East Cambridge engines, No. 1 and 2 engines of Chelsea, No. 3 of Salem, No. 1 Engine of Quincy, No. 1 of Newton, and No. 1 of Brookline, and engines from Medford and Lowell, and a hose carriage from Lynn.

These pieces filled the places of city apparatus which was at the fire; one Lowell engine at No. 3 house, another at No. 6, a Lowell engine at house No. 12, Haverhill at house of No. 1, Brockton engine No. 1 and hose at No. 26, Providence engines at Nos. 22 and 25, Melrose at No. 25, Malden at truck 9. The new map at the fire alarm office, by which the position of various pieces of apparatus are indicated by pegs, was used for the first time, and worked excellently. The fire claimed six lives with many others seriously injured. The investigation found that the fire was set by a male juvenile.

Times of alarms

Alarm	Time	Comment
52	4:24 PM	
	4:26 PM	1 st due E7 arrives
2-52	4:27 PM	
3-52	4:30 PM	
4-52	4:33 PM	
54	4:37 PM	
56	4:50 Pm	

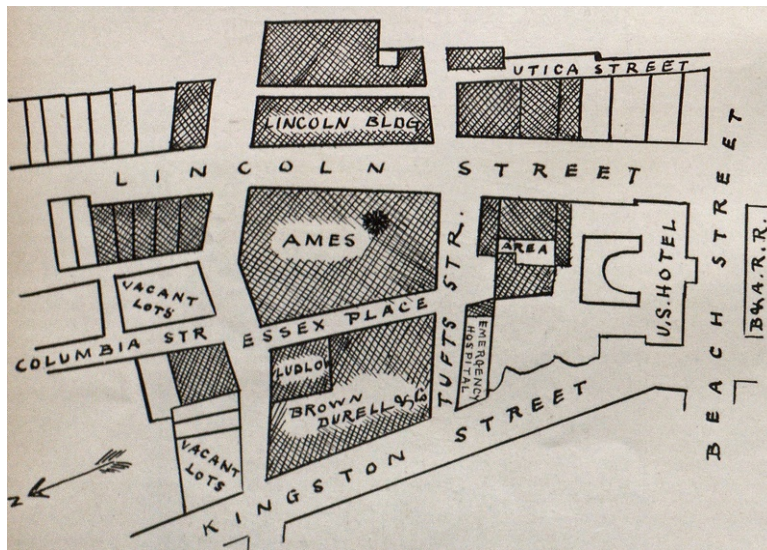


Photo collection of Member Bill Noonan

