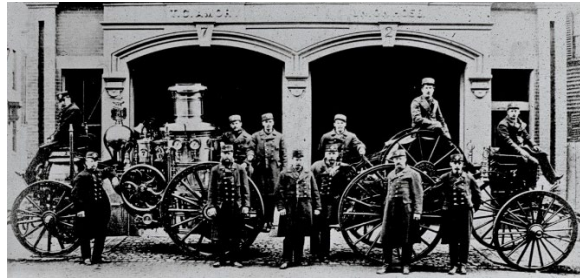


Box 52 Association



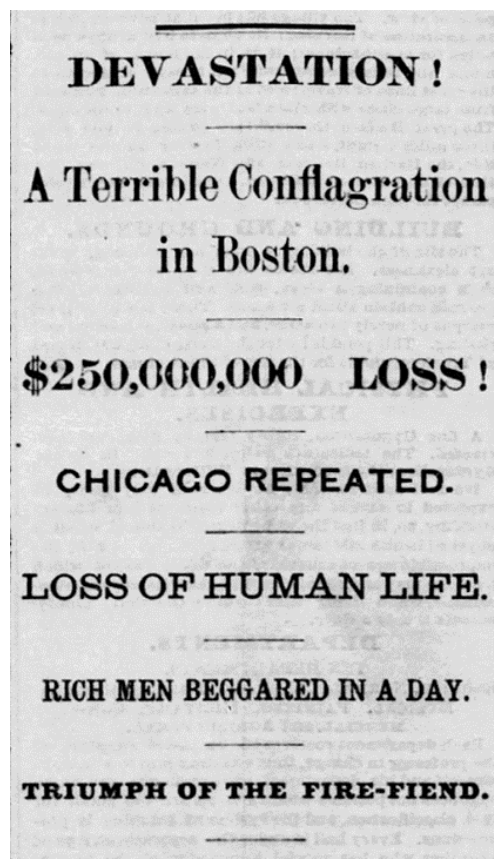
The Line Box



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

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

Vol. 19 Special Supplement



Welcome to this special edition of the Line Box commemorating the 150th anniversary of the Great Boston Fire.

The first page is a copy of the front page headline from the Boston Globe on Monday morning November 11th, 1872.

We have found a few new items about the BFD and the days preceding the fire. We hope that you find these of interest.

We have taken excerpts from two well-known books on firefighting. The first is: FIRES AND FIREFIGHTERS By John V. Morris and the second is by Lynn buff Charles Haywood entitled GENERAL ALARM.



The Fire Tragedy of November 5th, 1872
Boston Globe story November 6th edition

Fire in North Street

Fireman Killed

The alarm of fire from box 13, yesterday afternoon, was caused by fire being discovered in the four story building No. 154 North Street, occupied by G.T. Comins as a furniture warehouse. The fire being above the third story, a second alarm was sounded, which brought the engines to the scene of the conflagration, and after an hour's hard work the firemen succeeded in subduing the flames. The damage to the building will amount to \$ 500 dollars; the loss on stock is about \$2000; both fully insured in Boston offices.

During the progress of the fire, Mr. Thomas Young a member of Engine No. 6, while at work in the third story, fell through three hatchways to the lower floor, and was picked up in insensible condition, and carried to Police Station No. 1. Drs. Moore and Jones were called and rendered all possible aid, but to no effect, as Young had received injuries to the brain and died in five minutes after being carried to the station. He was 27 years of age, and had only been married three months. Three years ago he had his lower jaw fractured at the Keating planning mill fire.

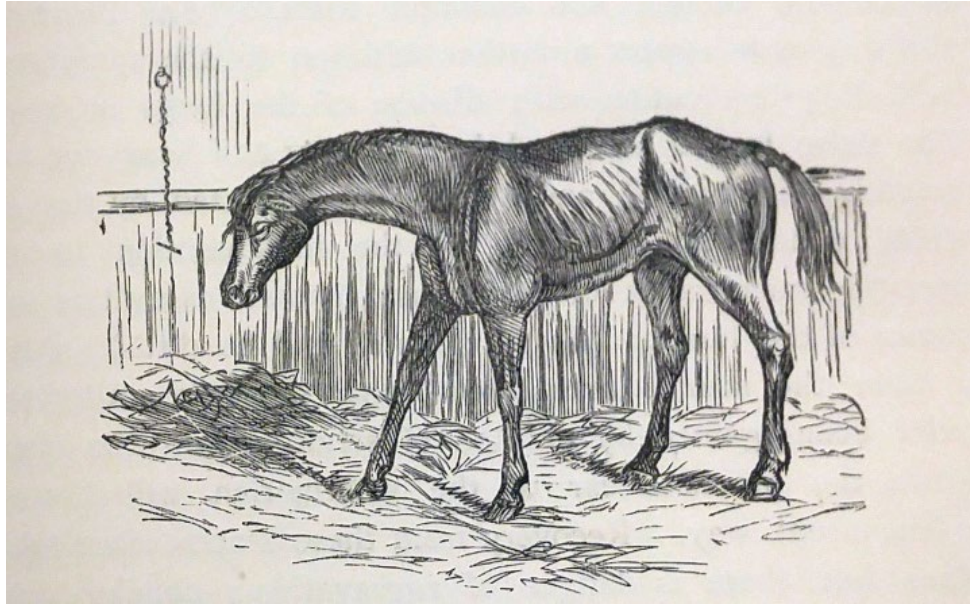
The Great Epizootic Equine Influenza of 1872

The equine influenza first appeared in late September in horses pastured outside of Toronto. Within days most animals in the city's crowded stables caught the virus. The U.S. government tried to ban Canadian horses, but acted too late. Within a month border towns were infected, and the "Canadian horse disease" became a North American epidemic. By December the virus reached the U.S. Gulf Coast, and in early 1873 outbreaks occurred in West Coast cities.

The flu's symptoms were unmistakable. Horses developed a rasping cough and fever; ears drooping, they staggered and sometimes dropped from exhaustion. By one estimate, it killed two percent of an estimated 8 million horses in North America. Many more animals suffered symptoms that took weeks to clear.

Of the horses, mules and donkeys that survived the onset of the catastrophic plague, staggering numbers (not just stables full, but entire *cities* full) were left completely debilitated – heads dragging the ground, ears cast down, wobbling and barely able to stand in their stalls. Most required months to recuperate, and many never knew full strength again. This crippling illness swept across the United States like a prairie fire in a drought.

Many people feared that the horse flu would jump to humans. While that never happened, removing millions of horses from the economy posed a different threat: It cut off cities from crucial supplies of food and fuel just as winter was approaching.



Engraving of ill horse. Photo courtesy of the Library of Congress

Horses were too sick to bring coal out of mines, drag crops to market or carry raw materials to industrial centers. Fears of a “coal famine” sent fuel prices skyrocketing. Produce rotted at the docks. Trains refused to stop at some cities where depots overflowed with undelivered goods. The economy plunged into a steep recession.

Every aspect of life was disrupted. Saloons ran dry without beer deliveries, and postmen relied on “wheelbarrow express” to carry the mail. Forced to travel on foot, fewer people attended weddings and funerals. Desperate companies hired human crews to pull their wagons to market.

Worst of all, firemen could no longer rely on horses to pull their heavy pump wagons. On November 9, 1872, a catastrophic blaze gutted much of downtown Boston when firefighters were slow to reach the scene on foot.

Understanding What Happened

- An epizootic generally refers to an animal disease spreading at an unexpectedly high rate through a given population. It is analogous to an epidemic in humans.

Epizootics are discussed in veterinary and historical literature both before and after the one that plagued North America in 1872. The Great Epizootic won its title in the U.S. due to the extremely debilitating and often deadly affect it inflicted upon its equine victims, the unusual speed and width of its spread, and the complete disruption of human society it caused.

Meeting of the Board of Fire Engineers October 26th

At a meeting of the Board, the Chiefs knew they had serious problems with most of the Department's horses down with the Epizootic. They engaged the service of Dr. Very a well-known Boston veterinarian. He developed a plan to take care of the Department's 77 horses. The animals would be cared for by the driver. Dr. Very issued specific and detailed instructions to be followed. All supplies needed were delivered to each fire station. Foremen of the companies were made responsible to oversee the drivers care of the stricken animals.

The Board still had to find a way to provide fire protection in the City. After much debate they issued a six point plan. As fate would have item number six would prove the most beneficial as we will see. Here is the six point plan:

1. Each company doubled in strength by enlisting volunteers.
2. The use of horses was temporarily discontinued with thought that the horses should be given the chance to recover fully.
3. Drag ropes were furnished each engine house so the greatly increased personnel could pull the apparatus by hand.
4. Number of engines on first alarm was drastically reduced.
5. Placed Engines 16 and 18 in Ward 16 out-of-service entirely. (*Both engines did respond to the fire. E-16 arrived at 8:55 pm and E-18 at 8:40 pm – Editor*)
6. Notified Boston Police to sound an immediate second alarm for any fire above the third story.

Boston Fire Department 1872

In 1872 the Boston Fire Department was organized as follows:

1 Chief of Department, 14 Assistant Chiefs
21 Engineers of Steamers
21 Firemen of Steamers
49 Drivers
38 Foremen
7 Ass't. Foremen
215 Hosemen
108 Laddermen
77 Horses

Fire Companies

21 Steam Engines
10 Hose Companies
3 Extinguisher Companies
7 Hook & Ladder Companies
5 Coal Wagons

Spare Apparatus

5 Steamers, 5 Hose Carriages and 1 Ladder carriage

Fire Alarm:

Located at City Hall. Superintendent of Fire Alarm: John A. Kennard.

151 fire alarm boxes, 100 miles of wire.

Second alarm 10 blows sounded

Third alarm 12 blows sounded

Call out entire Department 12 blows sounded three times

Water Supply:

2,375 hydrants, 96 Reservoirs

CHIEF FIRE OFFICERS



Chief Fire Engineer: John S. Dammrell

Assistant Fire Chiefs

East Boston: Joseph Dunbar South Boston: George Brown Ward 16: Sylvester H. Hebard

Roxbury District: Phineas D. Allen, James Munroe

Boston: Joseph Barnes, George Clark, John Colligan, Rufus B. Farrar, William Green, Elijah B. Hine, John S. Jacobs, John W. Reagan

STEAM FIRE ENGINE COMPANIES

MAZEPPA Steam Fire Engine No. 1

Organized December 19th, 1859

House on Dorchester near Fourth Street South Boston

Foreman: Fredrick S. Wright

Engineer of Steamer: John Ray

Amoskeag 650 GPM double-reciprocating vertical engine. Weight as drawn to fire 8,600 pounds. Placed in service September 17th, 1872. Total manpower 11 members

S.R. SPINNEY Steam Fire Engine No. 2

Organized September 17th, 1860

House on Fourth Street between L and K Streets South Boston

Foreman: Daniel H. Twiss

Engineer of Steamer: George O. Twiss

Hunneman & Co. 500 GPM double-reciprocating vertical engine. Weight as drawn to fire 9,200 pounds. Placed in service August 7th, 1872. Total manpower 11 members.

EAGLE Steam Fire Engine No. 3

Organized December 1st, 1859

House on Washington Street near Dover Street

Foreman: Fredrick M. Hines

Engineer of Steamer: Theodore Hutchings

Amoskeag 500 GPM double-reciprocating vertical engine. Weight with the hose-carriage and 500 feet of 2 ½ hose as drawn to the fire is 8,100 pounds. Placed in service July 1st, 1867. Total manpower 11 members.

BARNICOAT Steam Fire Engine No. 4

Organized May 7th, 1860

House on Bullfinch Street

Foreman: Matthias Conley

Engineer of Steamer: Dexter Dearing

Amoskeag 500 GPM double-reciprocating vertical engine. Weight with the hose-carriage and 500 feet of 2 ½ hose as drawn to the fire is 8,510 pounds. Placed in service November 7th 1867. Total manpower 11 members.

ELISHA SMITH Steam Fire Engine No. 5

Organized September 1st, 1860

House on Marion St East Boston

Foreman: George A. Tucker

Engineer of Steamer: Josiah Battis

Amoskeag 500 GPM double-reciprocating vertical engine. Weight with the hose-carriage and 500 feet of 2 ½ hose as drawn to the fire is 8,650 pounds. Placed in service December 24th, 1867. Total manpower 11 members.

MELVILLE Steam Fire Engine No. 6

Organized January 1st, 1860

House on Wall Street

Foreman: Henry Daniels

Engineer of Steamer: John C. Traver

Amoskeag 600 GPM two steam cylinders and two double-acting vertical plunger-pumps. Weight with hose-carriage and 300 feet of 2 ½ hose as drawn to the fire is 10,045 pounds. Placed in service December 19th, 1864. Total manpower 12 members. *Member Thomas Young was killed while operating at a fire on North Street on November 5th, 1872.*

T.C. Amory Steam Fire Engine No. 7

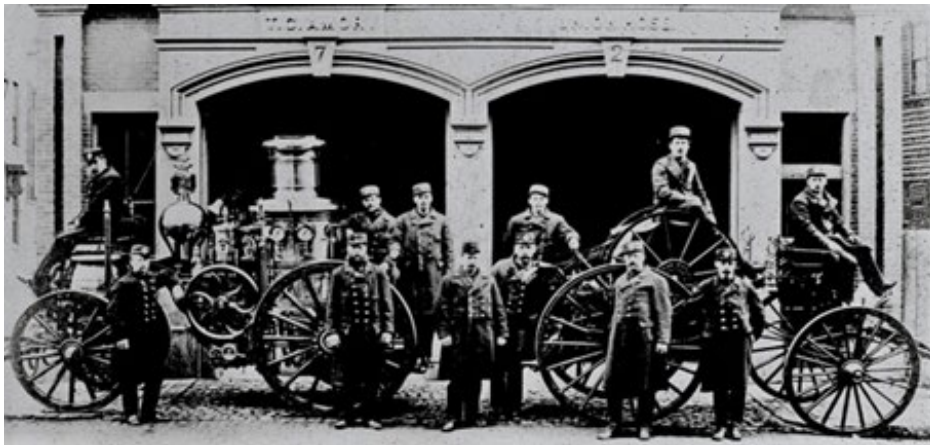
Organized January 1st, 1860

House on East Street

Forman: Daniel T. Marden

Engineer of Steamer: Charles Riley

Amoskeag 500 GPM double-reciprocating vertical engine. Weight with hose-carriage and 450 feet of 2 ½ hose as drawn to the fire is 8,970 pounds. Placed in service September 25th, 1870. Total manpower 11 members.



T.C. Amory Steam Fire Engine No. 7. Collection of member William Noonan

NORTHERN LIBERTY Steam Fire Engine No.8

Organized November 1st, 1859

House on Salem Street

Foreman: Charles H. Blake

Engineer of Steamer: B.S. Flanders

Jucket & Freeman of Boston. It is a double-reciprocating vertical engine (*No GPM listed-Editor*). Weight as drawn to fires is 7,200 pounds. Placed in service April 26th, 1869. Total manpower 11 members.

MAVERICK Steam Fire Engine No. 9

Organized December 26th, 1859

House on Paris Street East Boston

Foreman: Samuel L. Fowle

Engineer of Steamer: George W. Brown

Hunneman & Co. double-reciprocating vertical engine (*No GPM listed-Editor*). Weight as drawn to fires is 9,300 pounds. Placed in service October 14th 1872. Total manpower 11 members.

CATARACT Steam Fire Engine Bo. 10

Organized June 1st, 1862

House of Mt. Vernon Street corner of River Street

Forman: William Parker

Engineer of Steamer: Gimman Tyng

Amoskeag 450 GPM double-reciprocating vertical engine. Weight with the hose-carriage and 400 feet of hose as drawn to the fire is 8,610 pounds. Placed in service February 1st, 1870. Total manpower 11 members.

JOHN S. DAMRELL Steam Fire Engine No. 11

Organized January 1st, 1866

House on Sumner Street East Boston

Foreman: Alanson C. Keen

Engineer of Steamer: W.H. Sturtevant

Amoskeag 400 GPM double-acting vertical plunger pump. Weight as drawn to fires is 8,500 pounds. Placed in service February 15, 1867. Total manpower 10 members.

WARREN Steam Fire Engine No 12

Organized September 9th, 1864

House corner of Warren and Dudley Streets Roxbury District

Foreman: Moses N. Hubbard

Engineer of Steamer: James T. Cole

Button Co. Waterford, NY. 600 GPM reciprocating engine. Weight as drawn to fires is 6,800 pounds. Placed in service September 9th 1864. Total manpower 12 members.

TREMONT Steam Fire Engine No. 13

Organized April 6th, 1865

House on Cabot Street Roxbury District

Foreman: C.L. Rosemere

Engineer of Steamer: Francis Swift

Jucket & Freeman Co. Boston. Double-reciprocating vertical engine (*No GPM listed-Editor*). Weight as drawn to fires is 7,500 pounds. Placed in service April 1870. Total manpower 12 members

DEARBORN Steam Fire Engine No. 14

Organized December 17th, 1860

House on Centre Street Roxbury District

Foreman: Lewis P. Webber

Engineer of Steamer: Thomas Nannery

Amoskeag 500 GPM double-reciprocating vertical engine. Weight as drawn to fires is 7, 525 pounds. Placed in service September 17th, 1870. Total manpower 12 members.

WALTER E. HAWES Steam Fire Engine No. 15

Organized December, 1869

House on Dorchester Ave & Broadway Extension

Foreman: Nicholas C. Cogley

Engineer of Steamer: David E. Gilman

Amoskeag 500 GPM double-reciprocating vertical engine. Weight as drawn to fires with the hose carriage and 500 feet of hose is 8,500 pounds. Placed in service December, 1869. Total manpower 11 members.

S.E. HEBARD Steam Fire Engine No. 16

Organized November 8th, 1869

House on Temple Street, Ward 16

Foreman: William W. Carsley

Engineer of Steamer: E.H. Freeman

William Jeffers of Pawtucket, R.I. 450 GPM double action vertical plunger pump. Weight as drawn to fires 7,100 pounds. Placed in service October 20th, 1869. Operates with a separate hose carriage. Total manpower 11 members.

PROTECTOR Steam Fire Engine No. 17

Organized January 3rd, 1870

House on Meeting House Hill, Ward 16

Foreman: John F. Greenwood

Engineer of Steamer: Charles C. Lane

Hunneman 600 GPM double-reciprocating vertical engine. Weight as drawn to fires is 8,350 pounds. Placed in service March 1866. Total manpower 11 members.

TORRENT Steam Fire Engine No. 18

Organized December 27th, 1869

House on Harvard Street, Ward 16

Foreman: Foster J. Hewins

Engineer of Steamer: Lewis Briggs

William Jeffers of Pawtucket, R.I. 300 GPM double action vertical plunger pump. Weight as drawn to fires with hose carriage carrying 350 feet of hose is 7,347 pounds. Placed in service January, 1870. Total manpower 11 members.

ALERT Steam Fire Engine No. 19

Organized January 1st, 1870

House on Norfolk Street, Dorchester District

Foreman: George F. Fenno

Engineer of Steamer: Ezra B. Hebard

William Jeffers of Pawtucket, R.I. 300 GPM double action vertical plunger pump. Weight as drawn to fires with hose carriage carrying 350 feet of hose is 7,500 pounds. Placed in service January 1st, 1870. Total manpower 11 members.

INDEPENDENCE Steam Fire Engine No. 20

Organized January 1st, 1870

House on Walnut Street, Ward 16

Foreman: Thomas F. Temple

Engineer of Steamer: Franklin Muzzey

William Jeffers of Pawtucket, R.I. 400 GPM double action vertical plunger pump. Weight as drawn to fires 7,450 pounds. Placed in service January, 1870. Total manpower 11 members.

J.H. UPHAM Steam Fire Engine No. 21

Organized January 3rd, 1870

House on Boston Street, ward 16

Foreman: James B. Graham

Engineer of Steamer: Joseph R. Gilbert

William Jeffers of Pawtucket, R.I. 400 GPM double action vertical plunger pump. Weight as drawn to fires 6,950 pounds. Placed in service December 27th, 1869. Total manpower 11 members.

HOSE COMPANIES

All weights of each hose carriage includes the driver.

WASHINGTON Hose Carriage No. 1

Organized April 1st, 1869

House on Salem Street

Foreman: Benjamin C. Brownell

Hunneman & Co. Carrying 800 feet of 2 ½ - inch leading hose. Weight as drawn to fires 3,000 pounds. Placed in service May 1st, 1869. Total manpower 9 members. *(One member worked in the Fire Alarm Office-Editor).*

UNION Hose Carriage No. 2

Organized May 1st, 1860

House on Hudson Street, between Harvard and Oak Streets

Foreman: Nathan S. Brown

Hunneman & Co. Built in 1870. Weight as drawn to fires is 3,080 pounds. Placed in service September 17th, 1870. Total manpower 9 members.

FRANKLIN Hose Carriage No. 3

Organized June 16th, 1860

House on North Grove Street

Foreman: Joseph F. Bolton

Amoskeag Carrying 1,000 feet of 2 ½ - inch leading hose. Weight as drawn to fires 3,175 pounds. Placed in service July 4th, 1868. Total manpower 9 members.

CHESTER Hose Carriage No. 4

Organized 1869

House on Northampton Street

Foreman: John H. LeCain

Hunneman & Co. Carrying 800 feet of 2 ½ - inch leading hose. Weight as drawn to fires 2,980 pounds. Placed in service November 27th, 1868. Total manpower 9 members.

SUFFOLK Hose Carriage No. 5

Organized September 17th, 1860

House on Shawmut Avenue near Canton Street

Foreman: George C. Fernald

Button Company of Waterford, NY. Weight as drawn to fires 2,850 pounds. Placed in service September 17th, 1870. Total manpower 9 members.

WILLIAM WOOLLEY Hose Carriage No. 6

Organized September 1st, 1860

House at 391 Chelsea Street, East Boston

Foreman: John H. Weston

Hunneman & Co. Carrying 800 feet of 2 ½ - inch leading hose. Weight as drawn to fires 2,400 pounds. Placed in service September 1st, 1860. Total manpower 9 members.

ELIOT Hose Carriage No. 7

Organized July 4th 1868

House on Tremont Street, Roxbury District

Foreman: Charles G. Green

Amoskeag. Carrying 800 feet of 2 ½ - inch leading hose. Weight as drawn to fires 2,830 pounds. Placed in service July 4th, 1868. Total manpower 9 members.

TREMONT Hose Carriage No. 8

Organized July 1st, 1860

House on Church Street between Fayette and Melrose Streets

Foreman: Charles H. Prince

Amoskeag. Carrying 800 feet of 2 ½ - inch leading hose. Weight as drawn to fires 3,120 pounds. Placed in service September 17th, 1870. Total manpower 9 members.

LAWRENCE Hose Carriage No. 9

Organized November 1st, 1860

House on B Street, South Boston

Foreman: Thomas C. Byrnes

Brigham, Mitchell & Co. of Boston. Carries 500 feet of 2 ½ - inch leading hose. Weight as drawn to fires 2,120 pounds. Placed in service November 1st, 1860. Total manpower 9 members.

BRADLEE Hose Carriage No. 10

Organized March 1st, 1868

House on Dorchester Street at Washington Village, South Boston

Foreman: John L. Bowers

Amoskeag. Carrying 1,000 feet of 2 ½ - inch leading hose. Weight as drawn to fires 2,500 pounds. Placed in service March 1st, 1868. Total manpower 9 members.

WEBSTER Hose Carriage No. 11

Organized: September 17th, 1872

In Steam Fire House No. 9 on Paris Street

Foreman: None listed

William Gilchrist of East Boston. Carries 700 feet of 2 ½ - inch of leading hose. Weight as drawn to fire 2,800 pounds. Placed in service September 17th, 1872.

EXTINGUISHER WAGONS

EXTINGUISHER Corps No.1

Organized May 1st, 1871

House located on Bullfinch Street

Joseph T. Ryan Co. Boston Carries 800 feet of hose and fifteen extinguishers. Additional equipment carried: Axes, rakes, lanterns. Placed in service May 1, 1871. Weight as drawn to fire is 3,100 pounds. Total manpower 2 members.

EXTINGUISHER Corps No.2

Organized April 1st, 1872

Housed with Hook & Ladder No. 3

Joseph T. Ryan Co. Boston Carries 300 feet hose and ten extinguishers. Additional equipment carried: Axes, rakes, lanterns. Weight as drawn to fire is 3,100 pounds. Placed in service June 1, 1872. Total manpower 2 members.

EXTINGUISHER Corps No. 3

Organized August 24th, 1872

Housed with Steam Fire Engine 9, East Boston

Joseph T. Ryan Co. Boston. This Company was **not** in service at the time of the fire. Placed in service on November 22nd, 1872.

HOOK & LADDER COMPANIES

All are ladder wagons, no aerials.



Warren Hook & Ladder No. 1 in front of quarters. Photo courtesy of the Boston Fire Historical Society.

WARREN Hook & Ladder No. 1

Organized August 4th, 1820

House on Warren Square

Foreman: Daniel C. Bickford

Hunneman & Co. Boston. Carries 18 ladders. The butt and tip ladders are arranged as to spliced thus making perfect ladders, from 63 to 65 feet in length. Placed in service December 20th, 1869. Weight drawn to fires is 7,095 pounds. Total manpower 24 members. Additional equipment carried: 4 axes, 4 rakes, 6 guy ropes, 2 lanterns, 2 fire-hooks and ropes, 1 crow bar, 2 pick-axes, 4 shovels, 1 top maul, 1 sledge hammer, 2 dog hammers and belts, 10 dogs, 6 bolts and rake, 4 hay-forks, 6 crotch-poles, and 8 brooms.

WASHINGTON Hook & Ladder No. 2

Organized October 1st, 1849

House on Sumner Street, corner Orleans Street, East Boston

Foreman: Charles Simmons

William Hunt Co. East Boston. Carries 18 ladders. The butt and tip ladders are arranged as to spliced thus making perfect ladders, from 57 to 60 feet in length. Placed in service October 1868. It has been altered since it was first constructed. Weight drawn to fires 5,500 pounds. Total manpower 20 members. Additional equipment carried: 2 hooks, 4 axes, 4 rakes, 2 crow-bars, 4 guy-lines, 9 dogs for fastening ladders, 1 bucket and 10 straps.

FRANKLIN Hook & Ladder No. 3

Organized September 1st, 1850

House on Harrison Avenue, corner of Wareham Street

Foreman: Isaac K. Jennings

Originally built by George Bruce & Co. June of 1860. Rebuilt by Hunneman & Co. Boston in 1870. Carries 20 ladders. The butt and tip ladders are arranged as to spliced thus making perfect ladders, from 55 to 65 feet in length. Weight drawn to fires 7,170 pounds. Total manpower 22 members. Additional equipment carried: 2 fire-hooks, 9 crotch-poles, 5 axes, 4 rakes, 6 guy-ropes with the necessary wrenches, hammers and dogs, 8 lanterns, 2 fire buckets, 1 hand-force pump. Eight butt ladders of 20, 22, and 25 feet.

WASHINGTON Hook & Ladder No. 4

Organized May 1st, 1845

House on Eustis Street, Roxbury District

Foreman: William Farry

Hunneman & Co. Boston. Carries 16 ladders. Weight as drawn to fires 5,500 pounds. Placed in service April 18th, 1872. Total manpower 20 members. Additional equipment carried: 2 fire-hooks, 4 crotch-poles, 4 axes, 5 rakes, 6 guy-ropes, 3 lanterns, 5 hay-forks, 3 shovels, wrenches, hammers and dogs.

HANCOCK Hook & Ladder No. 5

Organized January 1st, 1870

House on Fourth Street, near Dorchester Street, South Boston

Foreman: John B. Hill

Hunneman & Co. Boston. Carries 16 ladders. Weight as drawn to fires 5,800 pounds. Placed in service March 3rd, 1870. Total manpower 20 members.

GENERAL GRANT Hook & Ladder No. 6

Organized December 1869

House on Temple Street, Ward 16

Foreman: Edmund B. Smith

New ladder carriage being built by Hunneman & Co. Boston. Company is presently using Relief Carriage 4. Total manpower 9 members.

EVERETT Hook & Ladder No. 7

Organized January 3rd, 1870

House on Meeting-House Hill, Ward 16

Foreman: Edmund Fruean

Juckett & Freeman Co. Boston. Carries 14 ladders. Weight as drawn to fires 5,250 pounds. Placed in service January 1869. Total manpower 8 members. Additional equipment carried: 2 fire-hooks with ropes complete, 4 axes, 4 rakes, 2 augers, 2 iron-bars, 2 brooms, 2 shovels, 4 guy-ropes, 4 crotch-poles, 3 hay-forks, 1 reservoir wrench, 1 monkey wrench, 4 dogs, 8 hammers, and 2 belts.

History of Fire Alarm Box 52

Following information is from the Centennial History of the Box 52 Association in 2012.

Due to the congestion of the business and mercantile buildings with their inherent potential fire load and past fire history, Boston Firefighters referred to Box 52 as the “Dreaded Box”.

YEAR	COMMENTS
1851	December- Boston City Council appropriated the sum of \$ 10,000 for the installation of an electric telegraph fire alarm system. The first type of fire alarm system in the world.
1852	Alarm Box Identification – Initial alarm box identified as “District 3, Station 5”. This box was installed on a building at Summer and Lincoln Streets
07/11/1852	Fire alarm received at 3:07 AM. The first single alarm sounded from this box.
05/11/1858	Fire alarms were received at 11:13 and 11:27 AM. The first second alarm sounded from this box.
04/28/1864	Identification of District 3, Station 5 changed to Box 52.
03/20/1865	A fire alarm received at 12:05 PM. The first single alarm from Box 52. The fire was located on Bedford Street
07/29/1868	Fire alarms received at 8:10, 8:32 and 8:50 PM. The first third alarm sounded from Box 52. Fire location 42-44 Summer Street.
11/09/1872	Fire alarms received at 7:24, 7:29, 7:34, 7:45 and 8:00 PM. This was the first five alarm fire from Box 52. This fire become a conflagration and would be forever known as the Great Boston Fire of 1872. The original alarm box was destroyed in the fire. A replacement box was later installed.
05/06/1880	Fire alarms received at 7:12, 7:17, and 7:24 PM. Third alarm for a fire at the Beebe Block at Winthrop Square.
11/28/1889	Fire alarms received at 8:13, 8:22, 8:26, 8:45, 9:32 AM Fifth alarm fire on Bedford St. This fire is known as the Thanksgiving Day Fire. Four Firefighters were killed battling this fire
03/10/1893	Fire alarms received at 4:24, 4:28, 4:31, and 4:34 PM Lincoln Street fire. 6 persons killed, 2.9 million dollar loss. Five buildings involved. Fire set by a 17 year old male.
08/24/1914	General Order 116 at 12:00 PM famous box 52 renumber to Box 143. This is due to all Boston fire alarm boxes being renumbered.
03/03/1915	4 th alarm plus 1 alarm on nearby box for 4-12 High Street. First alarm 1:02 AM
05/07/1965	3 rd alarm for a fire in a five story building 280-290 Devonshire St

RUN CARD BOX 52 CORNER OF BEDFORD & LINCOLN

1872

Alarm	Engines	Hose Comps	Hook & Ladders
1st	3, 4, 6, 7, 8, 10	1, 2, 3, 6, 8, 9	1, 3
2nd	1, 9		

Box 52 renumbered to 1431 in 1914

1947 Run Card for Box 1431 Summer & Lincoln Streets. 75 years after the fire.

Note: Lighting Plants assigned to responded 24 hours a day to keep the CO2 in the Cardox units on the new Mack Hose Wagons cold.

Alarm	Engines	Ladders	Rescue	Special	Chiefs
1st	7, 25, 39, 35	8, 17	1	WT-1, LP-1	Dist. 5
2nd	15, 26, 3, 6, 10, 8	18, 3		WT-2, LP-2	Dist. 7

1962 Run Card. 90 years after the fire.

Alarm	Engines	Ladders	Rescue	Chiefs
1st	25, 39, 26, 4	8, 17	R	Dist. 3
2nd	10, 50, 3	18, 24		

2022 Run Card, 150 years after the fire.

Alarm	Engines	Ladders	Rescue	Chiefs
1st	10, 7, 4, 8(RIT)	TL-3 17	R1	Div. 1 Dist. 3
2nd	3, 39	18, 15		Dist. 6 2 nd alarm chief Dist. 1 Accountability

Note: The first 3 engines in 2022 all had the first 3 lines on the fire and the order of arrival was Engines, 7, 10 and 4.

Companies still in service that fought the fire: Engines 3, 4, 7, 8, 10 and Tower Ladder 3.

THE FIRE!

Quote of Chief Engineer John S. Damrell

“In my experience in the Boston Fire Department, covering twenty-five years, I never saw such a sight as was presented that night....it might have been eight or ten minutes from the time that alarm was first given, when I arrived on the fire ground.....suffice it to say that the building was on fire from the basement to the top, presenting as it were one vast furnace. I don't understand it today.....I never saw the time, no matter how inflammable a building was.....but what you could enter the building itself: but here was a case you could not get near the building itself....the material of the building being granite, its explosive properties were shown very conclusively by the shower of granite that was flying in every direction, from pieces weighing one pound to ten and twenty.”

Quoted in Fires & Firefighters by John V. Morris published 1953 by Little, Brown Company

From the Box 52 Archives

William Blaney, a sober and systematic man was in charge of the boiler in the basement of a five story granite building at the corner of Summer and Kingston Streets. He tended the boiler, which was showing 10 pounds of steam, with a low fire. He made sure that all grates and doors were closed. He left at 5:20 PM assured that all was in order.

Saturday November 9th 1872 was a cloudless mild Indian summer evening with a glorious moon. By 6:00 PM the entire wholesale district was deserted. The main shopping area along Washington Street was bustling with people. A glow was visible through the basement windows from the Tebbetts, Davis & Baldwin Building, the very building that Blaney had left some forty minutes earlier.

Charlestown Police Officers William Brown and Thomas Sargent were tending the Prison Point drawbridge. They had just helped a schooner through the draw so that it would not delay the outbound 7:10 PM Eastern Railroad passenger train. They had all but finished when Brown commented “there is a fire in Boston”. He had just noticed a small, distant barely perceptible glimmer.

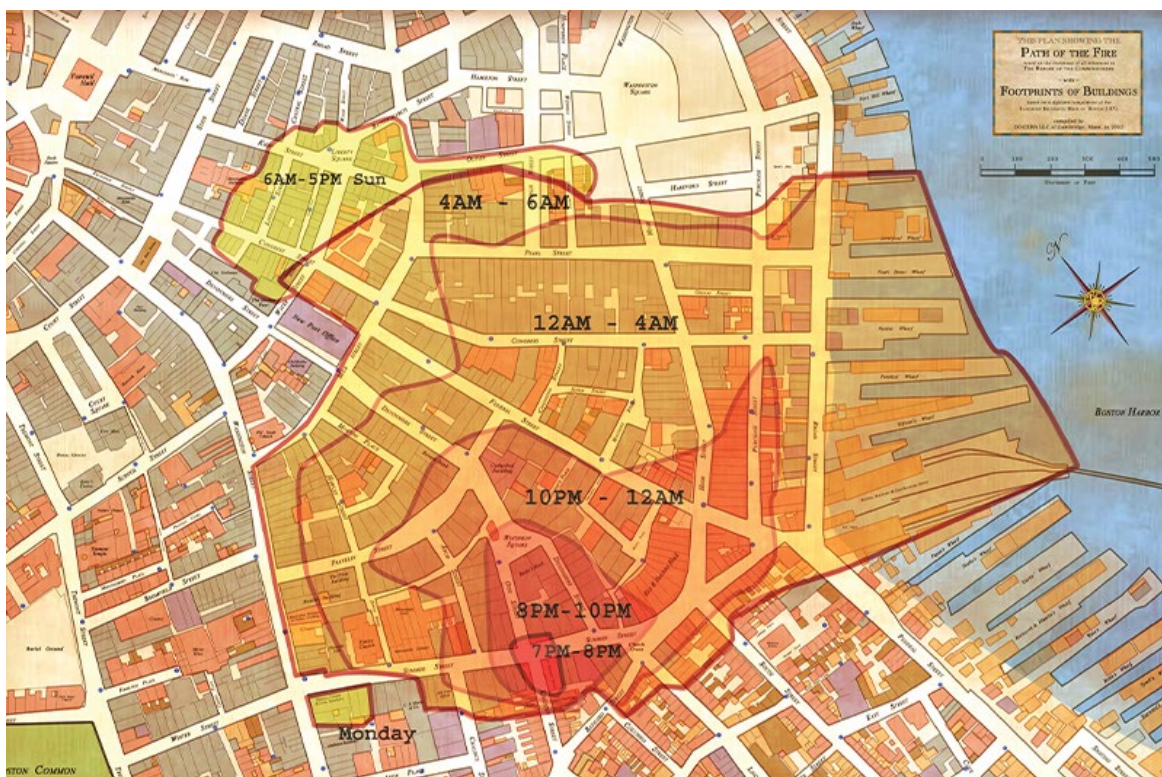
John S. Holmes, a Boston lawyer chatting with a friend on Washington Street at Summer Street, saw smoke and ran towards it, shouting “Fire”. It appeared to Holmes that a fiery globe was burning in the Kingston Street end of the basement while thick smoke poured from the third floor.

Daniel Marden, foreman of Engine 7 the **T.C. Amory** started his Company before the alarm. A passerby had rung the station bell and reported a fire on Bedford Street. As he arrived his men had recruited the crowd to push the steamer and hose carriage into South Street, where they immediately set to work, as of yet no alarm had been sounded.

By this time Engine 10 responded on their own seeing the glow from their station on Mt. Vernon Street.

Boston Patrolman John M. Page of Station 4 heard yelling and ran after what he thought was a group of boys. As he turned the corner of Summer and Bedford Streets. He was shocked to see fire streaming from a building that he could not see. He was standing beside Box 52, he unlocked the door and sounded the alarm. Page remembering his orders issued a week before by the Fire Department for building fires during the Epizootic, "Any building fire with fire above the third floor, then a second alarm shall be sounded". Page sounded the second alarm from Box 52.

Above City Hall, in the Fire Alarm Office the box started to tap out. The operator looked out the window and saw flames. Box 52 was relayed to the stations at 7:24 PM November 9th, 1872. It was more than 15 minutes since Charlestown Patrolmen Brown & Sargent had noticed the fire.



Map courtesy of NFPA and Fire Journal

Engine Company 4 the **Barnicoat** had now arrived, drawn by exhausted men. They grabbed the hydrant across the street from the fire at Kingston and Summer. Engine 4's men set to work beside Engine Company 7. As other Companies arrived, all drawn by gangs of exhausted men and boys, Chief John S. Damrell arrived on scene. In his 25 year career he had never seen such a sight. More serious fire had been reported from Box 52 in a 25 year span than any other fire alarm box in the City. Damrell ordered the General Alarm. The Fire Alarm office transmitted the alarm, it was 7:45 PM.

The request for assistance went out of telegraph at 8:00 PM. Chief Damrell was requesting all the aid available be sent to Boston at once. Special Trains, who had clearance over all other trains on the line, highballed to Boston with fire apparatus of flat cars and men riding in coaches. These trains brought aid from Biddeford, Maine, Portsmouth and Manchester, New Hampshire, Worcester, New Bedford, Fall River. From the south came apparatus from Providence, Rhode Island, New Haven and Norwich Conn.

Local communities had already dispatched apparatus. The first to arrive was Cambridge Engine Co. 3, the **Niagara** at 8:15 PM. And the last was New Haven, CT. Engine 2 the **H.M. Welch** which arrived just before mid-night. Wakefield Firefighters had dragged their two hand tubs some 12 miles to Boston. Other companies arrived on scene from Charlestown, Somerville, Brookline, Medford, Malden, Watertown, Newton, West Roxbury, Hyde Park, Waltham, Salem, Lynn, Reading, Lawrence, Charlestown Navy Yard, Watertown Arsenal. Mutual Aid for the fire was 45 steam engines 4 of which were hand tubs, 52 hose companies and three ladder companies.

In Quincy an alarm of fire was giving between 9 and 10 o'clock. Several fire companies started towards Boston with their 'tubs' but soon decided the fire was too far away for them to be of any service. Considering the fact that the Boston Department was entirely equipped with steam fire engines, they probably felt that their puny (*Hand Tubs - Editor*) would be ineffective on a fire of that magnitude. However, John W. Hall Chief Engineer of the Quincy Fire Department, was one of the outstanding heroes. Chief Hall was an executive of the C.F. Hovey & Company. When the raging flames threatened the building housing the firm. Chief Hall made a proposition to the owners of the big retail firm - "The building is apparently domed. If you give me control, I believe I can save it". They consented and Chief Hall had all employees drag all the woolen blankets out of the stockroom, nail them up over the windows and doors, and then had employee's splash buckets of water over them. The tactic proved successful. The fire swept around the building and continued its path of destruction. This stated the *Quincy Patriot Ledger* the first fire curtain ever invented.

Excerpt above from the History of Quincy, courtesy of member Michael Worley

Kearsarge No 3 Portsmouth, NH. Saves the old South Church

Except from GENERAL ALARM by Charles Haywood

Published 1967 by Dodd, Mead & Company New York

“When the telegraph message for help reached the Portsmouth, NH Fire Chief he hustled the Kearsarge No 3 and her hose wagon down to the freight yard. Word spread quickly and by the time the rigs were loaded aboard flat cars 88 firemen and citizens were ready to go.

As the special train was highballed the entire Eastern RR. At Lynn people turned out to cheer them on as they rattled over the many grade crossings. No sooner had the train stopped in the North Station yard that the rigs were manhandled off the train they were met by a messenger from the Boston Chief urging them to hurry. Another critical point in the great fire had been reached,. The fire was moving towards the historic Old South Church. All 88 men and a few from the RR yard grabbed hold of the drag ropes and started their engine for the fire.

Streams were playing on the Church yet they lacked the strength to reach father than the eves of the roof. Burning brands were blowing through the slats in the belfry of the tower and smoke was rolling out.

The flickering red glow in the belfry seemed to be increasing. Grimly the men watched this fire high above them, beyond the reach of the feeble streams. The church seemed doomed. The crowd on Washington Street parted and in the red light of the conflagration they saw a hundred men and boys on the dead run with the shinning boiler of Kearsarge No. 3 at the end of their drag ropes. Smoke was coming from the stack of the steamer as her stoker, riding the rear step, worked on his fire to build up a head of steam. A great cheer went up from the crowd as the Portsmouth engine rolled up to a hydrant.

Furiously the stoker heaved cannel coal into his fire box. Men unloosened the big black suction hose from the side of the steamer and connected to the hydrant. Other men snaked out the smaller 2 ½ inch hose from the wagon and horsed them up to a positon near the Old South. The long brass nozzle was screwed on.

“WATER” bellowed the Captain and the Kearsarge engine, a new Amoskeag not long from the factory at Manchester began to turn over.

The water spluttered feebly from the nozzle, coughing out air pockets and hydrant rust; the stream arched onto the ground and then splashed as far as the lower wall of the church. The steamers beat increased, the smoke from her stack began to stab straight up, spark flecked.

The stream picked up as the engine’s speed increased, straightened out, pointed upward, climbed the side of the steeple. The four men on the nozzle braced themselves to hold it steady.

In the street everyman held his breath and was almost on tiptoe watching that stream climb the tower, wondering whether it could possibly reach the fire in the belfry. Then the stream, strong and powerful, struck the wooden slates. The water cascaded into the belfry. The glow ceased; the smoke thickened and then gradually became thinner.

The Old South Church was saved. Men climbed up inside the tower to the belfry to make sure no lingering sparks remained. The Kearsarge's men continued to drive her hard. Now her powerful stream was turned on a blazing building on the other side of Milk Street to knock down all fire there and remove any further danger of spreading. Here was victory at this point of the fire."

A Second Fire in East Boston

Boston Globe Monday November 11th, 1872 edition

As the conflagration raged in downtown, the cry of fire was heard in East Boston!

At quarter before ten o'clock on Saturday evening a fire broke out in the two story wooden building 185 and 187 Sumner Street. The fire was confined to the rear, used as a blacksmith shop by Mr. Welcome. The building as well as the one in front, was owned by Geo. B. Thurston, who with Mr. Strong, carries on the business of carriage and harness making occupying a part of the front. Adam's paint shop and Smith & Cobb's provisions and oyster shop were also in the building, but were only damaged by smoke and water, and by the removal of their goods and stock. The whole loss to the building, machinery and stock will probably be from \$2,000 to \$ 2,500 which is nearly covered by insurance.

The above is the entire article. With no mention of an alarm being sounded, or any fire department response.

Associated Press Report

Great Boston Fire Nov. 9 & 10 1872

Front Page New York Times

Sunday Nov. 10, 1872

Saturday November 9th

9:00 PM

A very extensive conflagration is now raging at the corner of Summer and Kingston streets. The fire extends east and west on Kingston St, and north -south on Summer St. The engines are hauled by hand. The property burning is all dry goods stores. Four alarms have been sounded.

10:00 PM

There is no abatement to the conflagration. It is the most extensive fire that has visited Boston for twenty years, and is in the old dry goods portion of the city. It has extended the entire length of Winthrop Square, which embraces, A.T. Stewarts, J.M. Beebe's, Anderson. Heath & Co's, and Houghton, Perkins & Co stores. No estimate of the loss can be given but reporters say it will go into the millions. The suburban fire department has been called upon. The fire is now at its height. The building are principally of granite. A northwest wind is prevailing. The press here call it a second "Chicago".

11:00 PM

The fire is now with in two blocks of the Western Union Telegraph office. The operators are taking up their instruments and preparing to vacate. Line-men men and materials have been ordered to Boston from adjacent towns, so that if telegraph communications with New York is lost now, which seems very likely, it will probably be soon restored, certainly at an early hour of the morning if not tonight. The fire has now traveled half a mile through the heart of the business portion of the City and is spreading with frightful rapidity.

11:30 PM

The fire is now progressing toward Broad Street, having swept both sides of Summer Street to High street and Purchase Street. Goods are being removed from stores in every direction in the vicinity of the fire. Fire-Engines have telegraphed for from Providence, Worcester and other places.



Photo Courtesy of the Boston Public Library

Midnight Sunday November 10th

The fire is moving up Franklin Street, and has reached nearly to Hawley Street. The "Cathedral building", corner of Devonshire and Franklin, is on fire, with no hope of saving it. The flames are also spreading on Federal and Congress streets, and every kind of vehicle is impressed moving goods. The fire has reached Broad Street. The wharves south of Congress Street and the vessels are on fire. The Hartford & Erie Railroad building is burned.

12:30 AM

The fire still rages, and it is feared the entire area from Summer-street on the south, to Washington-street on the west, and Wick-street on the north, to the water, east, will be laid waste. Pearl-street has so far escaped. The heat is intense.

01:00 AM

The flames have reached Washington Street –north of Franklin and the Transcript building is on fire. All the splendid granite warehouses on Franklin Square, Winthrop Square and vicinity are burned. Fears are now entertained that the flames will sweep everything to State Street if not further north.

01:30 AM

The report that the Transcript was on fire are incorrect, but the buildings on the eastside of Washington St are in imminent danger. The Boston Pilot building is destroyed. The wind continues north-west and fresh.

01:45 AM

Among the prominent buildings already destroyed, are the Cathedral block, the Daniel Webster Block, the Boston Pilot building. Yard and rear of the Boston Transcript building. Orders have been giving to blow up both corners at the junction of Devonshire and Milk streets. The fire is spreading towards South Boston and is also progressing towards State Street from Franklin Street. The immense block opposite the Boston Pilot office, chiefly occupied by wholesale woolen dealers are now all on fire. Attempts are being made to blow up the two corners of Franklin St. to prevent the conflagration from extending further towards State St.

Immense crowds of people fill the streets, and every effort is being made by them to save property which is being transferred to various parts of the City. The utmost good order prevails and nothing is being done which, at ordinary times would seem unseemly. It is evident that the business portion of our city is be laid in ruins.

01:50 AM

Jordan & Marsh, Hovey and other firms on Washington St. are moving their goods, and many parties on Milk and Water streets, and as far north as State St, are doing the same. All the newspaper offices have a force on hand prepared to move at a moment's notice. It is reported that several firemen have been killed.

02:00 AM

The fire has broken out on both sides of Pearl Street, corner of High street and threatens the destruction of this great center of the shoe and leather businesses.

02:30 AM

Two buildings have been blown up at the south corner of Devonshire and Milk streets, which it is hoped will stay the progress of the fire towards State Street, and save the new unfurnished Post Office building. The streets leading to the fire are fenced in with ropes, and are in care of strong detachments of police, who have strict instructions

The Aftermath

The cost of damage, lost wages and other factor pushed the loss up to \$ 25 million dollars. In today's dollar the loss would one billion dollars! Several smaller Boston insurance companies went out of business paying claims.



Engine 7 still working on the ruins. Photo courtesy of the Boston Public Library



Engine Company 10 working on the ruins of Federal Street. Photo courtesy of the Boston Public Library



Watertown Pequossette Steam Fire Engine Company No. 1 & hose reel.
Photo courtesy of Applicant Member David Frizell

Combined Time Line of the Great Boston Fire November 9th & 10th, 1872

Time	Alarm	Engines	Hose	Ladder	Other
7:24	52 2-52	E-3, E-4, E-6, E-8 E-1, E-9	1, 2, 3, 6, 8, 9	L-1, L3	
7:26	Arrival	E-7			
7:28	Arrival	E-4	Hose 2		Protective 1 (Salvage)
7:29	3-52	E-12, E-13	Hose 10		
7:31	Arrival		Hose 1, 8	L-1	Extinguisher 1
7:34	4-52				
7:35	Arrival		Hose 5		
7:38	Arrival	E-8, E-10			
7:44	Arrival	E-6, E-3	Hose 3, 7		
7:45	4-52				
7:47	Arrival	E-9		L-4	
7:55	Arrival	E-11	Hose 9	L-5	
7:57	Arrival	E-1, E-13, E-14	Hose 4, 10		
8:00	5-52				
8:03	Arrival	E-21, E-12, E-15			
8:12	Arrival	Cambridge E-3 "Niagara"	Hose Reel		
8:15	Arrival	E-2, E-17		L-7	
8:22	Arrival	Cambridge E-2 "Union" Charlestown E-1	Hose Reel Hose 4		
8:40	Arrival	E-18 Chelsea E-1	Hose 3		
8:55	Arrival	E-16, E-20			
9:00	Arrival	Cambridge E-4 "Daniel Webster" Somerville E-1	Hose Reel "Geo. F. Foster" Hose 3		
9:12	Arrival	E-5			
9:30	Arrival	E-19 Medford E-1	Hose Reel		Tug boat Louis Osborn , equipped with a 1,400 GPM pump
9:40	Arrival	Cambridge Jamaica Plain E-1, E-2		L-1 "Franklin Hook & Ladder" L-1	
10:13	Arrival	Charlestown Navy Yard E-1	Hose Reel		
10:30	Arrival	Brookline Hand Eng. 1	Hose 1	L-1	
11:00	Arrival	 Reading Hand Eng. 4	Hyde Park Hose 1		
11:30	Arrival	Newton E-1	Hose Reel		

		Lynn E-2 " <i>City of Lynn</i> ", E-3 " <i>Gen. Grant</i> "	Malden " <i>Sheridan</i> " Hose 2 Hose Reel Hose Reel		
11:45	Arrival	Wakefield " <i>Yale</i> " Hand Eng. No. 1, " <i>Cyrus Wakefield</i> " Hand Eng. No. 2	Hose Reel Hose Reel		
11:50	Arrival	Lawrence E-3			

Sunday November 10th, 1872

12:00	Arrival	Charlestown Navy Yard " <i>Monitor</i> " Engine Salem E-1, E-2	Hose 5		
12:35	Arrival	Worcester E-1, E-3	Hose Reel		
12:40	Arrival	Providence, RI E-1, E4	Hose Reel		
3:30	Arrival	Worcester	Hose 3		
4:30	Arrival	Watertown " <i>Pequossette</i> " E-1	Hose Reel		
5:15	Arrival	Portsmouth, NH E-3 " <i>Kearsage</i> "	Hose Reel		
8:00	Arrival		Melrose Hose 2		
9:30	Arrival	Watertown Arsenal Eng.			
10:15	Arrival	Waltham " <i>Waltham</i> " E-1	Hose Reel		
10:30	Arrival	Stoneham " <i>Col. Gould</i> " E-1	Hose Reel		
3:00 PM	Arrival	Providence, RI E-6	Hose Reel		
4:43	Arrival	Manchester, NH E-1 <i>Amoskeag</i> Factory Horseless Eng. " <i>Vesuvius</i> "	Hose 1		
5:00	Arrival	Fall River E-4	Hose Reel		
6:00	Arrival	New Bedford E-4	Hose Reel Biddeford, ME Hose 2		
10:15	Arrival	Norwich, Ct. E-1, E-5	Hose 1		
10:30	Arrival	New Haven, Ct. E-2	Hose Reel		

Editor's Notes: Most of the engines responding were Steamers. Some had their own horse drawn hose reels. Others used 'Jumper" hose reels, smaller hand drawn and carrying smaller amount of 'Leading Hose". Today, leading hose is a 2 ½ hand line. Also, please keep in mind that several different types of hose were in use: leather, cotton and rubber.

Companies that started for Boston but turned back.

8:21	Arlington: <i>Wm. Penn Hose 3</i> , got to Cambridge Line and found fire further away. Returned
9:30	Lexington: Alarm bells sounded for fire thought to be in East Lexington. <i>Adams Hose 1</i> turned out, got to Arlington Heights and returned
9:45	Quincy: Several companies turned out with their hand tubs and started for Boston. Realized fire to far away and returned.

THE SUPREME SACRIFICE



BOSTON

Captain Daniel Cochrane Hook and Ladder 4
Captain William Farry Hook and Ladder 4
Firefighter William S. Frazer Hook & Ladder 1
Firefighter Henry Rogers Engine Co. 6

CAMBRIDGE

Firefighter Frank D. Olmstead Engine Co. 1

CHARLESTOWN

Exempt Members Albert Abbott & his brother Lewis Abbott Hose Co. 1
Firefighter Martin Turnbull Hose Co. 3

MALDEN

Firefighter Walter S. Twombly Hose Co. 2

NEW HAVEN, CT.

Firefighter John Richardson Engine Co. 2

WEST ROXBURY

Firefighter John Connelly Hook & Ladder 1

WORCESTER

Firefighter Thomas Maloney Hook & Ladder 2
Firefighter Lewis Thompson – No company listed

50th Anniversary November 9th 1922
From the Boston Globe Nov. 9th, 1922

Firefighters Who Fought the Conflagration

- George Newhall BFD ret 10/16/1919. 1872 Callman Charlestown Hose 4.
- Lt. G.N.F. Getchell BFD ret 10/8/1919. 1872 Lt. Charlestown Engine 1.
- Chief Clerk Boston Protective B. Frank Underhill: 1872 Protective Callman
- Superintendent of Repair Boston Protective Eugen M. Byington: 1872 Substitute member Hose Co. 7.
- Chief George Johnson Brookline Fire Dept.: 1872 Assigned Hook & Ladder No. 1.
- Lt. F.L. Draper Somerville E3 ret. 1872 Callman Hose 3.
- Engineer George Brown Chelsea. 1872 Engineer Engine Co. 3
- Chauffeur B. C. Grove New Bedford E2. 1872 Callman Engine 4.
- Supt. of Fire Alarm Reading L. Eames. 1872 member Hand Engine No. 4.
- Supt of Boston Protective ret Samuel Abbott. 1872 Callman Engine 3.
- Fall River Chief William Davol. 1872 Captain Engine 4. Ret. Firefighter William Brown 02/20/1921. 1872 Callman Engine Company 4.
- H.R. Williamson Worcester Protective. 1872 Callman Worcester Engine 3.
- William Sawyer retired Lawrence, MA callman. 1872 callman Manchester, N.H. Hose Company 1.

Active Fire Apparatus That Fought the Fire

Lawrence, MA. Former Engine 3 now serves in Newton, New Hampshire.

Steamers Kept In Reserve

Newton Engine 2, Waltham Engine 1, Watertown Engine 1, Portsmouth, N.H. Engine 3.



Box 52 Association dragging Newton Engine 2 along the parade route at the 50th Anniversary Nov. 9th, 1922. Photo Box 52 Archives



Cambridge Engine 3 at the 50th Anniversary parade. Cambridge Engine 3 was the first mutual aid company to arrive at the fire. Photo courtesy of member Edward Morrissey.



Company Photos for Box 1431 November 9th, 2022
All Photos by Michael Boynton

First Alarm Companies



"Cataract" Engine Co. 10 2017 E-One Typhoon 1250/560/30 Class A Foam.



"T. C Armory" Engine Co. 7 2017 E-One Typhoon 1250/560/30 Class A Foam.



“Barnicoat” Engine Co. 4 2017 E-One Typhoon 1250/560/30 Class A Foam.



“Northern Liberty” Engine Co. 8. 2018 E-One Typhoon 1250/560/30 Class A Foam. Responds at the R.I.T. Engine on Box 1431.



“Franklin Hook & Ladder 3” Tower Ladder 3 2018 E-One Cyclone 95 ft. Tower.



Ladder Co. 17 2022 E-One Cyclone “Metro” 100 ft. RMA.



Rescue Co. No. 1 2021 E-One Typhoon Walk-In Heavy Rescue.

Second Alarm Response



"Eagle" Engine Co. 3 2017 E-One Typhoon 1250/560/30 Class A.



Engine Co. 39 2017 E-One Typhoon 1250/560/30 Class A Foam.



Ladder Co. 18 2021 E-One Typhoon "Metro" 100 ft. RMA.



Ladder Co. 15 2017 E-One Cyclone "Metro" 100 ft. RMA.

Only Surviving Steamer that Fought the Fire!



Portsmouth, N.H. 1870 Amoskeag Engine 3's steamer, The Kearsarge before renovations in 2012. Photo courtesy of Seacaost.com.

SPECIAL THANKS

- Commissioner Paul Christian BFD ret.
- Members: Richard Conway, John Galla, Michael Worley, Len Dunn, Bill Wilderman, Bill Noonan, Dave Parr, Jay Pozark, Mike Boynton, Applicant Dave Frizzell.
- Somerville Dist. Chief Frank Lee, Boston Fire Alarm Office, Boston Fire Historical Society, Boston Public Library, Boston City Archives the NFPA and the American Quarter Horse Association.