

## Box 52 Association



### The Line Box



*I·F·B·A· Member club since 1955!*

*Celebrating the sesquicentennial of the sounding of Box 52 November 9<sup>th</sup>,  
1872*

---

Vol. 19 No. 2

---

Welcome and Season's Greeting from your Line Box Staff!

We have been very busy getting out issue 1 and the special edition on the Great Boston Fire of November 9<sup>th</sup> and 10<sup>th</sup> 1872. We would like to thank the membership for the many kind words on both of these issues.

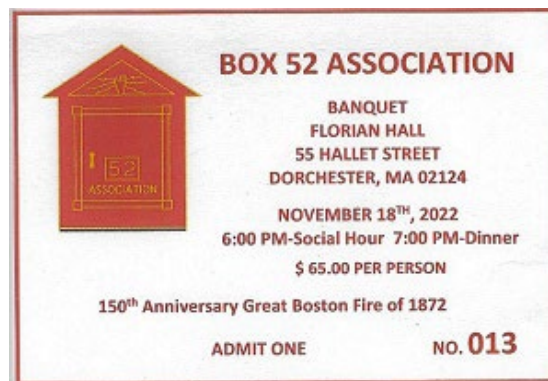
This issue is the annual 'Trains & Hoses' issue. We have a number of interesting articles for your holiday reading pleasure that we know will you will enjoy with your glass of ice cold Hood's Golden Eggnog and a plate full of Christmas cookies!



## **150<sup>th</sup> Anniversary of the Sounding of Box 52 November 9<sup>th</sup>, 1872**

Over half of the Associations membership attended the banquet held on November 18<sup>th</sup> at Florian Hall. A total of 98 members and guests enjoyed a delicious family style turkey dinner with all the fixings. Each guest received a printed copy of the Special Edition of the Line Box.

Guest Speaker BFD Commissioner retired Paul Christen, an expert on the fire presented a very interesting and informative program of the fire with several new facts presented about the BFD and combatting the conflagration. Much new information was revealed about the career of Chief Engineer John S. Damrell.



Several guests were in attendance including: State Fire Marshall Peter Ostrosky, noted Boston author Stephanie Scharow, International Fire Buff Associates Officers and Association member Secretary Gerard Mahoney, Chairman of the Board Association member Ken Beliveau. Other Officers present included IFBA Treasurer and Gong Club member Paul Schetzel, Director of Publicity and Box 414 member Stuart Nathan.

Association Past Presidents included: Frank Barry, Owen Carrigan, Richard Cutts, Richard Harrington, Gerard Mahoney.



Oldest member present William D. Wilderman sounds Box 52.  
Photo by member Jeff Brown

## REMEMBERING WAKEFIELD'S

### SEAGRAVE SEDAN PUMPER

By David Parr Line Box Staff

All photos from author's collection

Many buffs have memories of the "Sedan" style pumpers dating back to the thirties, forties, and fifties. Most memories of the sedan style pumpers circle around the City of Detroit, Michigan that started buying the sedans from Seagrave Fire Apparatus in 1936 and over a 30-year period purchased 67 units. But Seagrave was not the only user of the sedan style rig; Mack reportedly built the first sedan in 1935 for the Charlotte, NC Fire Department, and there were sedan rigs built and delivered throughout the lower 48 states!

The sedan style was a radical change in fire apparatus design, where fire departments and manufacturers finally started considering firefighter crew safety and comfort as opposed to the typical open cab - no windshield design of fire apparatus at that time.

In 1937 Wakefield, MA was in the market for a new pumping engine. Chief Fred D. Graham and his "Fire Engine Committee" traveled up the old Route 1 to Camden, ME to inspect their brand new 1937 Seagrave Sedan 500 GPM "state of the art" pumping engine. And they were suitably impressed with the rig that featured all tools, equipment, hose, and ladders under cover AND an enclosed bench seat for firefighters to ride. They were so impressed that in the spring of 1938 Wakefield signed a contract with Seagrave for \$ 9,500 to build and deliver a 750 GPM Seagrave Sedan pumper!!!



The pumper was completed but before being delivered to Wakefield, it was shipped by rail car from Seagrave's Columbus, Ohio plant to New Orleans, LA to be displayed as the showpiece at the International Association of Fire Chiefs conference. It was on October 7, 1938 that the pumper was delivered by rail car to the Lechmere Station in East Cambridge, and then driven the last 8 miles to its new home in Wakefield. It was on Thursday, October 13, 1938 that the

Underwriters pump test was conducted at the Broadway – Crystal Lake pumping station, an event that reportedly attracted some 40 fire officials from the greater Boston area to view this revolutionary new pumper!!

The new pumper, designated Engine 3, was the first rig to be so designated Engine 3 in the WFD. The other apparatus in the department included Engine 1, a 1924 Seagrave 750 GPM pumper; Engine 2, a 1929 Seagrave Suburbanite 600 GPM pumper; and Ladder 1, a 1928 Seagrave tractor tiller 75-foot wooden aerial. Thus in 1938 Wakefield was an all-Seagrave fleet as it is now in 2022!!

The new pumper, so nicknamed the “Covered Wagon” weighted 12,200 lbs, had a 12 cylinder 180 hp gasoline engine, a 750 GPM pump, a 100-gallon booster tank, and carried 1,250 feet of 2 ½” hose and 250’ of booster hose. Engine 3 carried a 16-foot extension ladder and a 10-foot roof ladder, shorter than usual because they were carried within the enclosed pumper body.

Engine 3 was placed into service on Thursday, October 27 as the first out piece from Fire Headquarters on Crescent Street and made its first run that afternoon to Box 51 for a small fire at the L.E. Bennett Coal Company on New Salem Street.



An advantage of the sedan style pumper was that Wakefield was a combination department of full paid career and call firefighters. The full paid firefighters were primarily drivers, and when responding to alarms the drivers often picked up the call men standing on street corners, and the call men would pile into the bench seat in the covered wagon.

Engine 3 responded to the City of Boston on September 18, 1941 to the 5 alarm fire involving several freight sheds on Rutherford Avenue in Charlestown, one of three responses from Wakefield to Boston including the Great Fire of 1872.

There were some issues with the rig. It was tough to drive and steer, the ladders were sub sized to fit into the rear body, the booster hose was stored in a basket not on a reel that made it tend to kink when stretched out, and it did not carry hard suction hose.





Rear view showing hose load, bench seat over water tank and the "Booster in a Box".



Last big job. General Alarm at Sun-Lite Bowling Alley May 16<sup>th</sup>, 1959

Engine 3 served as the front line first due pumper out of Wakefield Headquarters until 1955 when a new Engine 1, a 1954 American LaFrance open cab 750 GPM pumper was delivered and placed in service. Engine 3 was placed in reserve status in 1956 when Wakefield took delivery of a new Mack B model 750 GPM pumper. The final blow for the Seagrave Sedan came in early 1961 when a 1960 Mack B model 750 GPM pumper was placed in service as the new Engine 3.



With the sedan rig now available for disposal, a former Wakefield resident living in Effingham, NH notified that department of the availability of Engine 3. The Effingham firefighters traveled to Wakefield, liked what they saw, and in February of 1961 purchased the classic pumper. The “covered wagon” served Effingham until 1964 when it was sold to a group of firefighters from Tuftonboro, NH for \$ 200. This group did little with the rig, and it was stored outside. It eventually wound up in the mill yard of the Wannalancet Textile Company in Lowell, MA where it literally rotted away and was later scrapped. A sad end for a once state-of-the-art fire apparatus.

It is ironic that the sedan style pumpers where a design ahead of their time, and today’s NFPA standards for fire apparatus REQUIRE that firefighters ride in all enclosed cabs, and many of today’s pumpers resemble the “covered wagons” of the past.

*Information for this article was obtained from the files and photos of L. Murray Young including his book Iron Men and Iron Machines, and an article by Donald Loeb in the Autumn 1977 edition of the magazine Engine! Engine!*

*The below story was shared with us by Honorary Member and State Fire Marshall Peter Ostroskey. He thought it would make interesting reading. Our thanks to Marshall Ostroskey and DFS PIO Jake Wark for sending this the article along - Editor*

## **New Fire Academy Prop Expands Training Options in Southeastern Mass.**

**By Jake Wark PIO Massachusetts Department of Fire Services**

A new prop with options for live fire, technical rescue, and other training is now in use at the Department of Fire Services' Bridgewater campus, significantly expanding training opportunities for firefighters in southeastern Massachusetts.

The Massachusetts Firefighting Academy (MFA) opened the \$1.7 million Search & Rescue Building (SRB) in August 2022. Funded in part with a \$500,000 FEMA Assistance to Firefighters Grant award, the prop stands four stories tall at its highest point with a footprint of 1,760 square feet, making it the biggest and boldest addition yet to a growing facility that had once been a vacant Department of Correction site.

"The Search & Rescue Building is a game-changer for the Bridgewater campus, the MFA as a whole, and the departments we support," said State Fire Marshal Peter Ostroskey. "In the past, recruits at Bridgewater would have to travel to other departments or DFS campuses for burn days. The new prop has relieved that burden while expanding our capabilities for specialized training. Technical rescue in particular is a centerpiece of the Bridgewater campus, and the prop is a key component of that program."

Configured from Conex shipping containers, the SRB contains a "clean" side with three floors of rooms with moveable walls for search and rescue training. This side supports a variety of technical rescue training scenarios that include rope rescue, confined space rescue, and structural collapse rescue. Angled wall, door, window, and floor features allow students to train safely for exterior and interior shoring operations, and a built-in bracket for concrete slabs allows them to practice breaching an exterior wall to reach people trapped inside.





Live fire training is reserved for the “dirty” side of the structure, where pallets and straw are burned in four rooms on two floors. One of the burn rooms is a simulated basement, which firefighters enter through a bulkhead. Another simulates a shipboard environment, with steeper and narrower stairways and a hatch entry, that will support training for Massachusetts Maritime Academy students.

The 18-acre Bridgewater campus previously served as the site of the Massachusetts Alcohol and Substance Abuse Center. Work to reconfigure it into a Department of Fire Services facility began in 2019, and its first class of recruit firefighters graduated in March 2020 – just as the COVID-19 pandemic put new strains on the Massachusetts fire service. In addition to providing Academy training, the facility hosts Code Compliance & Enforcement Unit officers, State Police Fire & Explosion Investigation Unit troopers and K-9 training, and other DFS teams.

“Our Bridgewater campus is rapidly becoming a fully operational regional facility, just like Stow and Springfield,” State Fire Marshal Ostroskey said. “Even as we look forward to future growth, it’s remarkable how far we’ve come in just a few short years.”





## **Box Alarm Fire Causes 3 Firefighter Deaths and Five Injuries**

**October 22, 1946**

**70-72 Chauncey Street**

**Box 1463**

The evening rush hour was in full swing along Washington Street in the downtown shopping district. Shops and stores were closing and shoppers were rushing for the MTA Washington Street subway station. Employees at Boston's premier furrier, Kakas Brothers located in the first floor of a five story mercantile building at 70-72 Chauncey Street were readying the store to be closed for the night. For several hours during the afternoon a fire had been smoldering in between the basement and the first floor via the partitions. By all accounts this should have been a quick fire to knock down. But, this single alarm fire would claim the lives of three firefighters and injuring five more firefighters. The third member to die would linger between life and death for twenty seven years, finally succumbing to his injuries.

Workers inside Kakas noticed smoke on the first floor and quickly dialed Kenmore 6-1500 and reported the fire to the Fire Alarm Office. Box 1431 was transmitted sending Engine Companies 7, 25, 35, 39, Ladders 8, 17, Rescue 1, Water Tower 1, District 5 and Division 1.

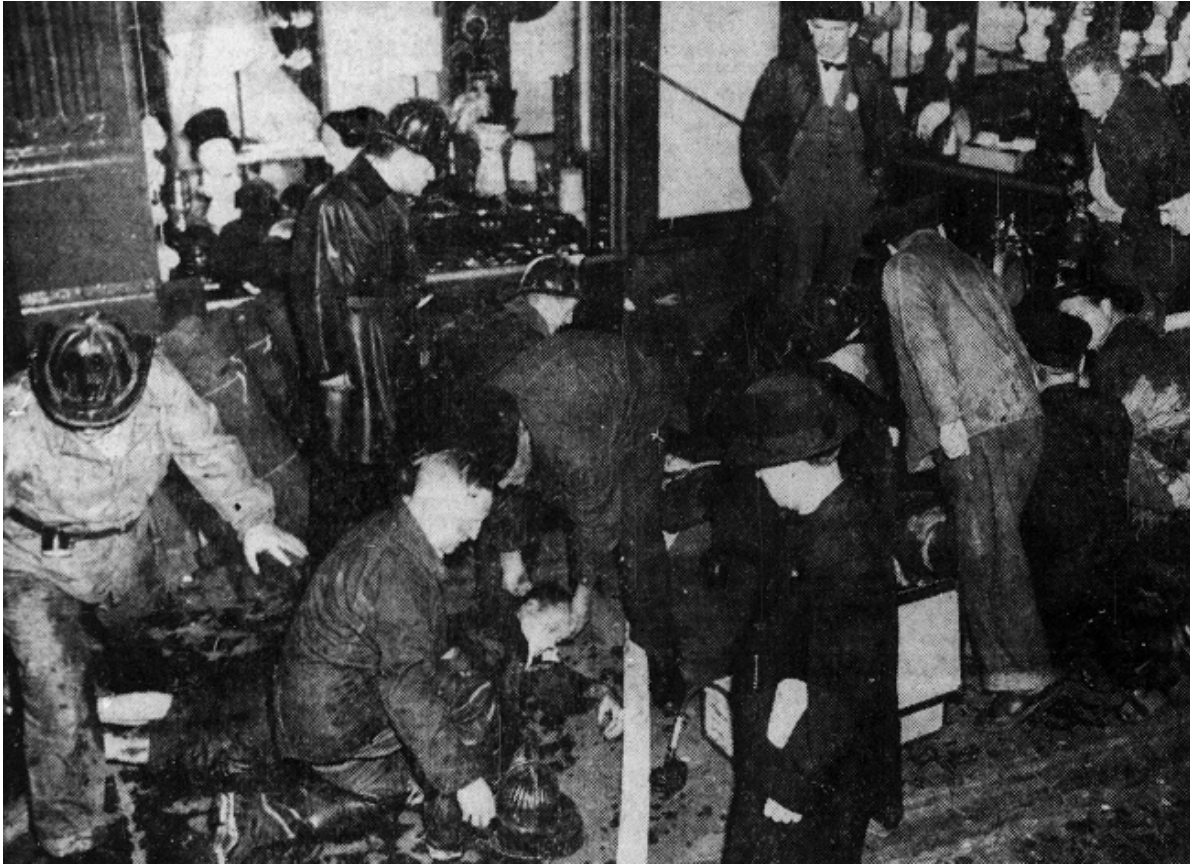
Arriving first due companies of Engine 7 and Ladder 8 entered the building and were greeted with a smoke condition on the first floor. They made their way to the basement popped the door and a wave of smoke rolled over them. As they backed down the stairs into the basement terrific heat rushed up to greet them. The smoke was banked down to the floor and the crews found themselves in what was later to be learned a 10 ft. x 10 ft. space at the foot of the stairs. Visibility was impossible. Firefighters without an All-Service mask could not last more than five minutes in the smoke. They retreated and grabbed gulps of fresh air while donning the mask and heading back into the black void.

The first alarm companies were about to learn that the All-Service Masks were literally useless in the oxygen depleted atmosphere. Firefighters later interviewed by the Globe reported that "you couldn't see and you couldn't breathe down in that cellar and the heat was terrific". According to Deputy Michael Aylward stated that the 'fire was among furs, rubbish and wall partitions. Ventilation was poor. Oxygen content was terribly thin and the masks could not operate effectively.

The crews were taking a terrible beating. Unconscious firefighters were being brought up to street level. Other firefighters stumbled, staggered and groped their way to the street. The men were trapped in that 10 x 10 foot space where the oxygen had given out.

Ambulances and inhalators were rushed to the scene. FF Warren Barnard age 28 assigned to Rescue 1 was found unconscious at the bottom of the stairs and was dragged out by Firefighters Minihan and Snell of Engine Company 39. FF Patrick Cadey of Engine 39 was discovered nearby and he was brought out of the cellar. Lt. James Flahive Rescue Co. 1 was found in a darkened corner of the basement and was brought out by his men who had switched to the Navy style OBA (Oxygen Breathing Apparatus masks).

At street level the scene was chaotic. Doctors worked over the stricken men with inhalators. At the same time, Catholic Priest Father Joseph Monahan of St. James Church gave the Last Rites to Cady and Barnard. He would later give the same sacrament to Lt. Flahive at the BCH, where his name was placed on the Danger List along with Firefighter Stanley Norman of Engine Co. 35.



Members work to save Fireman Cady(left) Fireman Barnard on right side of photo. In center Fr. Monahan who had just given both men the Last Rites and at the rear right is Fire Commissioner Russell Codman in the bowtie. Photo Boston Globe Archives.



Members remove Lt. Flahive from basement to street. Photo Boston Globe Archives

Chief of Department Napeen Boutilier stated that the “masks must have at least 16 % oxygen in outside air to sustain life. If this percentage is markedly reduced it is understood there will be almost instant death. The oxygen in the basement must have been exhausted by the fire when the men entered the basement”.

Injured in the fire were:

Stanley Norman Engine 35,

Joseph O'Neil Ladder Co. 8

Gerard Spear Engine Co. 7

Elmer Ported Rescue Co. 1

Lt. Flahive was retired due to severity of the injuries suffered and he died on March 6, 1974 at the St. John Hospital never having regained consciousness.

The fire loss to the building was listed at \$ 10,000.00. The loss to contents was \$ 300,000.00

**October 23, 1948**

**Bayburn Cleaners**

**Fur Vault Fire**

**1 Broadway Arlington**

On Saturday evening just about 1700 hours the Plant Manager was checking the 3 story concrete block building before closing for till Monday. He smelled smoke coming and quickly called the Fire Department. At Fire Headquarters it was shift change and when the box was transmitted, Engines 1, 4, Ladder 1 and the Special Service Unit responded with both the day and night shifts aboard. Deputy Fire Chief Thomas Egan was in charge. Somerville Engine 6 responded on the Line Box.

Companies arrived and set to work they entered the building and encountered a moderate smoke condition. They made their way to the basement door which lead to the fur vault and rug

storage areas and a wall of smoke rolled over them. And just like in Boston it was followed by a blast of terrific heat.

Chief of Department Richard Tierney arrived on scene and with Deputy Egan, they ordered Ladder 1 and the Special Service Unit to breach the concrete block walls and the Engine Companies to play their lines through the holes. The Department of Public Works was contacted for air compressors to make holes in the concrete first floor. They units were brought to the scene and Firefighters wearing SCBA masks jack hammered holes in the floor and cellar pipes were put into operation. After a five hour battle, the fire was extinguished. Several firefighters suffered smoke inhalation and had been taken to Symmes Hospital. The loss to the contents was listed at \$ 200,000.00 and \$ 7,000.00 to the building. Chief Tierney notified the State Fire Marshalls Office to investigate. Chief Tierney was quoted in the local paper "There have been a number of fires in fireproof storage vaults and there is wide spread interest in the cause and firefighting methods of such structures".

### **Fur Vault Fires**

From 1945 till the early 1950's numerous fur vault fires occurred around the Country, causing many injuries and heavy insurance losses. The National Board of Fire Underwriters produced a report of fires in this type of structure.



## **South Station Rear End Train Crash**

**Saturday November 17, 1945**

South Station has always been a busy passenger station throughout Boston's history. Today it is the starting point of Amtrak's High Speed Northeast Corridor to Washington along with trains to Chicago and Norfolk, Virginia. The station is shared with the T's commuter rail lines to south and west. Also calling the station home are several bus lines and the T's Red Line Subway, all in all a busy place! It is nowhere near what it was as demobilization of the armed forces was still taking place from the end of World War II. In 1945, South Station was home to the New York New Haven & Hartford Railroad, New York Central Systems subsidiary line the Boston & Albany. It was also known as the Boston Terminal Company.

On Saturday afternoon November 17<sup>th</sup>, 1945, the station was jammed with both long distance and commuter trains coming and going. Switchers moved Railway Express Agency Cars from trains to the R.E.A. warehouses along Atlantic Avenue. On the other side of the station near Summer Street, Railway Post Office cars and mail storage cars were being loaded, unloaded and switched as needed. All the other tracks were in full use. At 1528 hrs. B&A engine # 577 was pushing a six car consist towards the Exeter Street coach yard on track 1. Signal # 10-11 displayed a stop signal and # 577 came to a stop.

In the station at the same time, the conductor for train # 91 a B&A westbound local to Framingham called all aboard and waved to the engineer in the cab of locomotive # 502 to proceed. The Engineer cracked the throttle and the train began to move. The time was 1530 hrs. The train passed signal 1-X which was displaying a stop signal. Neither of the engine crew took note of the signal and continued to gain speed. At 1532 train 91 struck the rear of engine # 577. #577 and it's consist was pushed 60 feet. 577 derailed but remained upright.

Aboard # 91 passengers and crew were thrown about the coaches suffering numerous injuries. # 502 derailed and rolled over onto its side. The first coach slammed into the locomotive's tender and was damaged. The whistle of 502 jammed open and the shrill sound alerted everyone to the accident. Railroad workers and onlookers ran towards the wreck, while in Tower A the men on duty alerted the police and fire departments. Box 1411 in Dewey Square was also pulled.

At Fire Alarm H.Q. box 1411 was transmitted. The run card listed Engines 7, 25, 35, 39. Ladders 17 and 8, Rescue 1 and Water Tower 2 with District Chief Kelleher of District 5 in charge. At the BPD Turret at Police H.Q. at 154 Berkley St. all downtown wagons and police ambulances were sent to South Station.

As the companies arrived, they found that the accident was between South Station and the Broadway Bridge. Rescue 1 and Engine 39 were directed to head for the Broadway side, as other companies grabbed tools and first aid kits.

Once on scene the crews began to check and treat the injured. They also searched around the rolled over locomotive for any of the engine crew who may be trapped. Finding no one they started to render first aid to the injured. Firefighters, police and railway workers helped to carry the seriously injured on stretchers to the waiting ambulances. All of the injured were taken to Boston City Hospital. The railroad paid taxi fares for any injured person who wanted to see a

private physician. A total of 118 persons were injured: 106 passengers and 12 railroad employees.

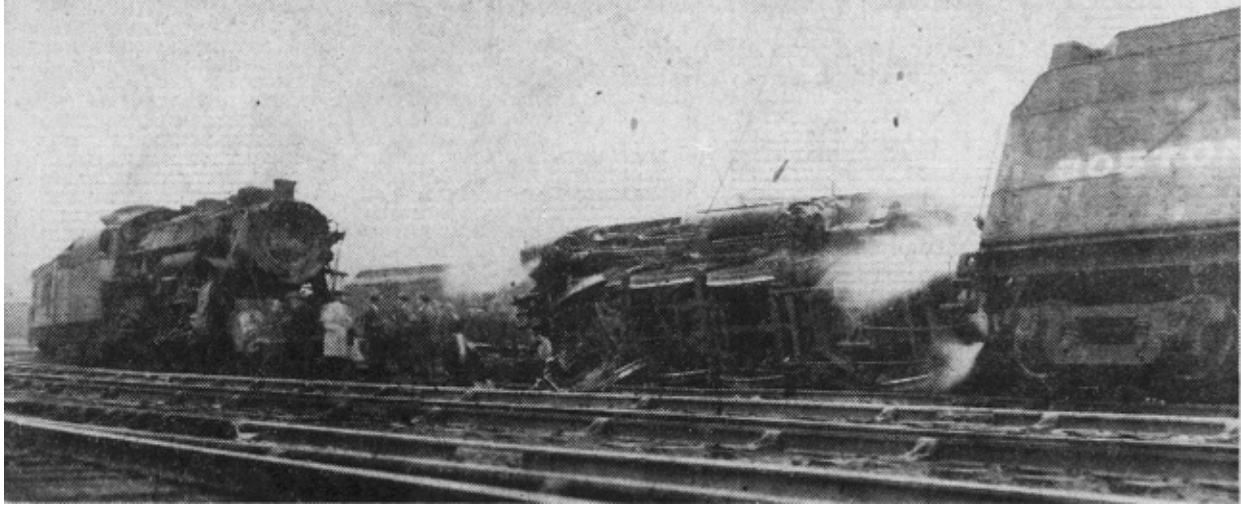


Photo courtesy of the Boston Globe Archives

The BFD was praised for their swift response and first aid they rendered to the injured.

The cause of the accident was the failure of Train 91 to stop for signal 1-X.

Railroad crews worked through the night to upright 502, repair the track damage and South Station was ready for a busy Sunday.

## **Readville Train Crash**

**January 19, 1931**

**Box 3834**

Monday January 19<sup>th</sup> 1931 began another work week for many. In the Readville section of Boston, many manufacturing concerns located along Hyde Park Avenue were already several hours into their work day.

This area of Hyde Park Avenue abutted the four track main line and several branch lines of the New York New Haven and Hartford Railroad. A railroad signal tower was located almost directly opposite 166 Hyde Park Avenue.

It had started to snow lightly about 0800 hours and by 0930 hours it was a heavy snow storm reducing visibility to only a few feet. In the area of the crossover of the Providence Division main line and the Wilimantic branch. Signal crews were in the process of removing an older signal and replacing it with a new signal several yards away on the main line. The signal blades of two semaphore style signals had been removed as crews worked through the weather to get the job done.

The Bellingham local, train # 910 was heading east bound towards South Station with locomotive # 1209, 2 coaches, smoking car and a baggage car. The train was nearly full as it

departed Norwood Central station at 0940 hours to continue on its way to Boston. As this train approached the engine crew could not see signal no. 22 and they were slowing the train to prepare to stop.

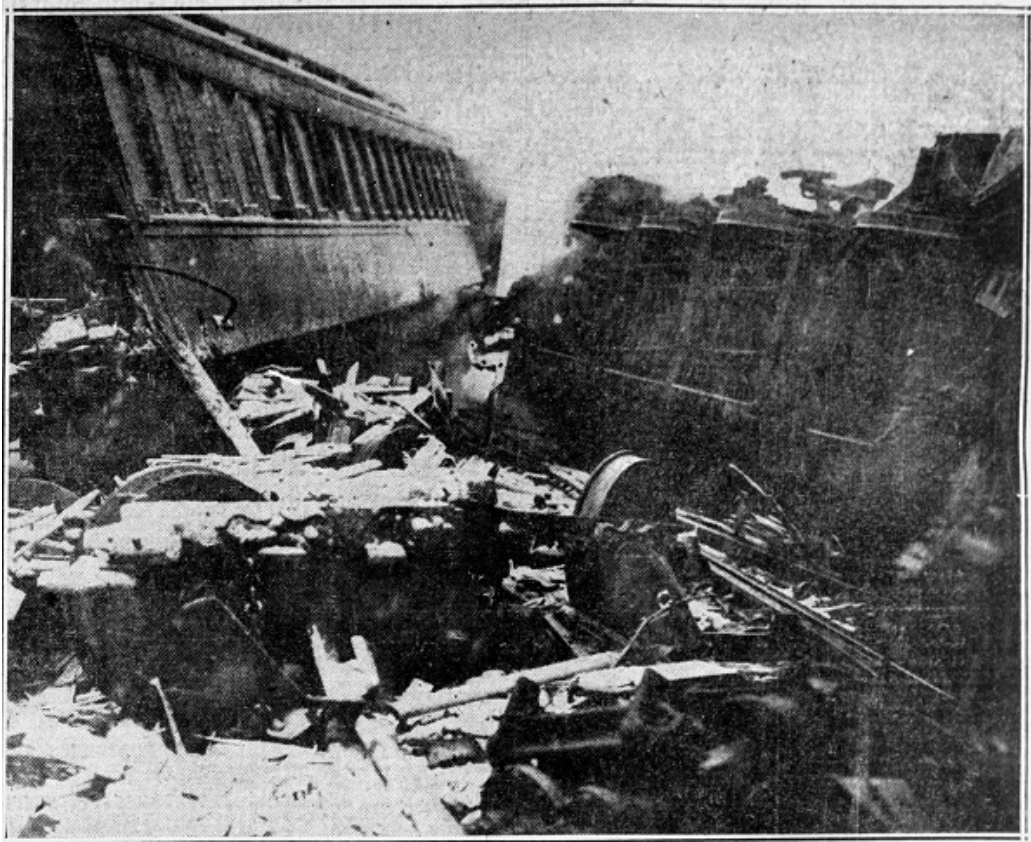


Photo Boston Globe Archives

At South Station at 0930 hours the Colonial Express had departed for its 1530 arrival in New York City. This train was pulled by locomotive # 1363 in the charge of engineer Gladdings. The train consist was: Railway Post Office car, lounge car being transferred to New Haven, club car, 3 parlor cars, 1 sleeper, a dining car, coach and smoking car. The heavy snow made engineer Gladding start to slow his train from 50 mph through Hyde Park. He continued to brake his train, but it was too late. The Colonial Express side swiped local 910 at 0949 hrs. Neither train had seen the other approaching. Locomotive 1209 separated from its tender, but didn't derail. The tender had its trucks (*wheels and axles-Editor*) ripped off and came to rest blocking the east bound main line. Locomotive # 1363 on the Colonial Express rolled onto its right side fouling (*blocking the tracks-Editor*) the east bound main. The Railway Post Office was the only car to derail, but it remained upright.

Passengers on both trains were thrown about and suffered injuries ranging from minor to serious.

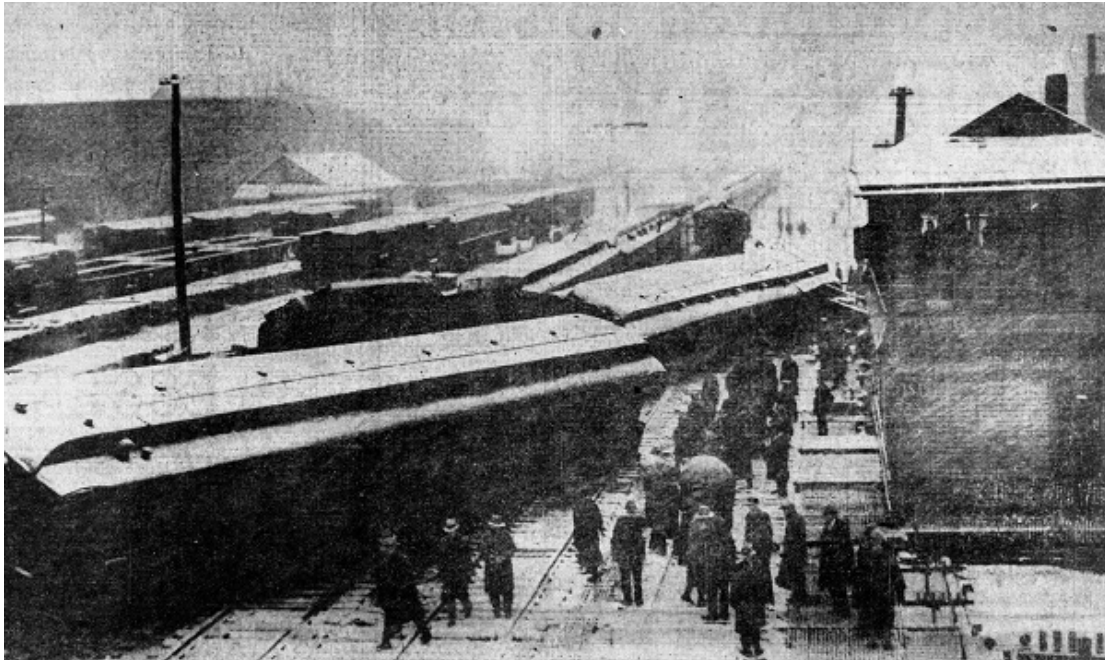


Photo Boston Globe Archives

An unknown person ran to fire alarm box 3834 located at 166 Hyde Park Ave. and pulled the hook. Fire Alarm transmitted the box at 0949 hrs. Responding were Engine Companies 19, 48, 49 Ladder Companies 16, 28 Rescue Company 2 and District 15 Chief Michael D. Sullivan.

Upon arrival and sizing up the scene, Chief Sullivan ordered multiple police ambulances to respond. This order was quickly transmitted to the BPD who responded with 22 police ambulances along with hospital ambulances. The snow was making for hazardous driving conditions for all responding units.

Ladder 16 found Engineer Gladdings trapped in the wreckage of his locomotive. A worker from a nearby company was at work with an acetylene torch. Engine 19 stretched a line to keep the area cool and upon the arrival of Rescue 2 they took over the torch. It was found that the engineer was trapped by his left foot. After working nearly half an hour he was freed and taken to hospital.





Engineer Gladdings being taken to waiting ambulance. Photo Boston Glove Archives

Other companies fanned out between both trains providing first aid. Numerous passengers had been removed by workmen from the nearby Englander Mattress Manufacturing Company and brought to their First Aid room. This would cause confusion, when several hours later a call went out for more ambulances to the scene, after most of the injured had been transported.

Ladder 28 was working on the train 910 and they found a male passenger who was wedged between two seats. Hack saws were used to cut away some of the seat frame to free the seriously injured passenger.

Onlookers flocked to the area creating problems for the ambulances trying to get into and out of the scene. Boston Police sent 120 men to secure the area, perform traffic duty and act as stretcher bearers.

Sixty four persons were transported to Boston City, Forest Hills and Norwood Hospitals.

Acting Fire Commissioner Henry Fox in General Order No. 5 dated January 22, 1931 commended 3 members who responded and worked at the crash off duty:

Hoseman William J. Conley Engine Co. 49

Ladderman James J. Sreenan Ladder Company 28

Ladderman James T. McTighe Ladder Company 30

Cause of the accident was blamed on a combination of the heavy snow and the Signal Department not advising other operating departments of the signal work.

## **Deluxe-Reading/Topper Toy Company**

### **Fire Engine Play Sets**

**By Frank San Severino Line Box Editor**

From 1962-1965 my letters to Santa were long and always included toy fire trucks and toy trains.

Those members who know me well, know that for years I have insisted that I remember a toy set sold at the Stop and Shop on Memorial Drive in Cambridge where my mother did the family grocery shopping. One Christmas in the 3 years listed above, I clearly remember seeing a fire department playset featuring two quasi American La France 700 Series pumper and aerial ladder truck along with a chief's car and firefighters holding a life net. Everyone told me I was thinking of the set with the look alike 70<sup>th</sup> Anniversary Seagrave engine and ladder and that no such set ever existed!

So, when I was laid up in the late spring recovering from surgery I started research. And this is the story of what I found, thus proving to all my family and friends that I was not crazy.....well maybe just a little crazy! And this set did indeed exist!

I'm sure that many of my fellow Baby Boomers remember a time when at Christmas, grocery store chains sold toys.

The grocery store toys were sold by Deluxe Toy Creations which was founded in 1951 by Henry Orenstein. The company was sold in the mid-fifties and became the Deluxe-Reading Toy Company. The toys produced, were known for their large colorful boxes and large size dolls.

The salesmen for the company were known to use the gimmick of telling retailers that the space above top shelves was not used and was perfect to display their line of toys. That's why if you remember that the toys were usually displayed along the produce aisle on top of the coolers.

My research found that the Company produced two fire play sets. The first being the well-known Seagrave set, sometimes known as the Eldon set for the contractor who made the toy. This set came with plastic engine, ladder, helmet, lantern, and sixteen plastic firemen. The set was called simply "The Chief". It sold well and was offered for several years in the mid and late 1950's.



Photo courtesy of WorthPoint.com

The set I was looking for still escaped me until I found a website called "Worthpoint.com" and found it! One set was up for sale in fairly good shape for \$600.00 with box included. I thought long and hard about getting it, but at my age, I didn't want to become homeless when the Bride found out about it!



Photo courtesy of Worthpoint.com

The set was called "Deluxe Fire Brigade" and the hook for kids to beg for it was *"All the thrills and excitement of being a fireman"*.



Photo courtesy of Worthpoint.com

So after fifty some years I found the one toy that Santa never brought. Who knows, someday I may find a set with a better price. But even if I don't, the research brought back some wonderful memories of Christmas past and of grocery shopping with my mom. Maybe Santa knew that the best gift was the precious memories I have!



# Fire Fighters Assist Railroad to Make Steam

Issue 3 and Volume 114 1960

## Fire Engineering

Auburn, N. Y., firemen of Engine No. 3 recently assisted the New York Central Railroad to make steam to keep passengers warm aboard the “Wolverine,” a Chicago-to-New York passenger express train which had run out of water. The crack limited was delayed en route by a freight derailment on the main line of the railroad and used up the 3,000 gallons of water it carries for car heating purposes while being rerouted via the Auburn branch.

The train was stopped near the quarters of Engine 3 while fire fighters hooked up a hydrant line to replenish the tank. Although coupling threads do not match, firemen solved the problem with a Cooper jacket.



Photo courtesy of Fire Engineering



## New Texaco Toy Fire Engine

only \$3.98

when you buy new Sky Chief Gasoline,  
or new Havoline Motor Oil, or new Texaco Anti-Freeze

...at one of Texaco's fine products. This handsome toy is an authentic replica of a real fire engine... available only at your Texaco Dealer's. Makes an exciting gift for any youngster. And it will introduce you to:

New **TEXACO SKY CHIEF**... new because it's the latest thing yet to a perfect gasoline.

New **HAVOLINE MOTOR OIL**... new because it stops your

car from wasting money in gasoline, wear, and repairs. Stops waste best because it stops deposits best.

New **TEXACO ANTI-FREEZE**... new because it not only prevents freeze-ups, but also stops damage of winter acids before they can harm your engine.

See your Texaco Dealer now, and get the exciting Fire Engine Toy.

(All new where permitted as required by law.)



Now the Toy Fire Engine is a gift that gives more of a child's imagination than any other toy.



Big-city sounds and excitement are yours when you play with the Toy Fire Engine.



Now the Toy Fire Engine is a gift that gives more of a child's imagination than any other toy.



Big-city sounds and excitement are yours when you play with the Toy Fire Engine.



Now the Toy Fire Engine is a gift that gives more of a child's imagination than any other toy.



Big-city sounds and excitement are yours when you play with the Toy Fire Engine.



Now the Toy Fire Engine is a gift that gives more of a child's imagination than any other toy.



Trust your car to the man who wears the star