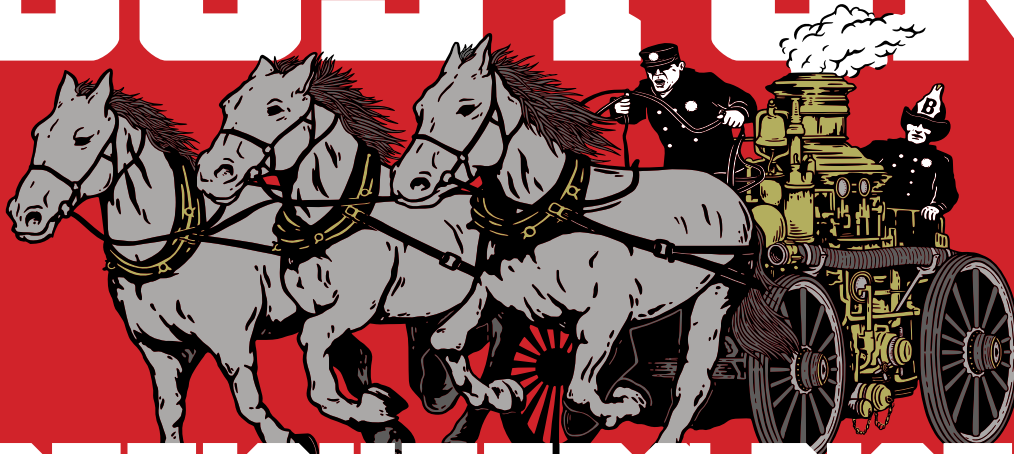


# BOSTON



# FIREFIGHTERS DIGEST

**LOCAL 718  
INTERNATIONAL ASSOCIATION OF FIREFIGHTERS**



# **BOSTON FIREFIGHTERS LOCAL 718 OFFICERS**



## **718 Union President**

*Sam Dillon TL-10*

## **Vice President**

*Leroy Heyward L-21*

## **Treasurer**

*Sean Kelly DFC Pool*

## **Recording Secretary**

*Peter Gailunas L-19*

## **Legislative Rep**

*Anthony McDonagh E-14*

## **Executive Board**

### **Division 1**

*Richard Berger L-18*

*Doug Felton E-22*

*John "Neezo" Nee L-18*

## **Executive Board**

### **Division 2**

*Fritz Jacquet E-16*

*Eamon Kavanagh E-42*

*Alector Tavares TL-10*

## **Executive Board**

### **Fire Alarm**

*Ralph Dowling*

# PRESIDENTS REPORT



Brothers & Sisters of Boston Firefighters Local 718,

Let me begin by saying what an incredible privilege it is to address you, fellow Firefighters and Retirees, as the President of Boston Firefighters Local 718. I can imagine no greater professional honor than to be elected to serve as a leader within our great Union and no greater responsibility than to advocate for you and your families. I accept this honor and responsibility with humility and pride. I promise to always respect this office, this Union, and most importantly, our Membership.

Local 718 is poised to accomplish great things. We are now entrusted with the responsibility to build on our past accomplishments, while greatly improving the standing of all Members within our Union. To accomplish great things, we will need strength, and the strength of our Union is limited only by our measure of solidarity. United, we will succeed. Divided, we will crumble. We're all in this together and as one Member is confronted with an issue, now we all have a cause. Our Union is going to succeed, through the collective efforts of a solidified Membership, and we will succeed in decisive fashion.

While our success is rooted in participation, it is predicated upon strong leadership and that is exactly what the Executive Board and myself are eager to deliver to you and your families. Every Member of our Union will be treated with the fairness and respect they deserve and I expect the same measure of professionalism be extended to the officers of the Executive Board. The success of your elected representatives will mean collective success for our Union.

The road ahead of Local 718 is paved with opportunity and challenge. We have the opportunity before us to benefit and protect our families, our profession, and our Union. Our successes will not be obtained without challenge and very well may come in the face of adversity. We will be faced with moments of doubt, and in those moments, this Union will stand together, rise to the occasion, and we will deliver the message that we are strong, we are united, and there is nothing that Boston Firefighters Local 718 cannot accomplish.

Solidarity Through Strength.  
Strength Through Solidarity.

Samuel J. Dillon  
President, Boston Firefighters Local 718

# THE FIGHT AHEAD



Thank you to the members of 718 for coming out, standing up, and making your voices heard against the current administration and their flagrant disregard for collective bargaining. The members showed tact and poise against a mayor who had no problem trying to make some of our brother and sister firefighters unemployed for the sake of virtue signaling and pandering to her base.

Make no mistake our fight is not over. History has shown us that we have always faced political challenges and adversity. Politicians will use every trick in the book against us. They will try to divide us as a membership, they will use the media and news outlets against us, they will try and smear our good name. The people who work against our union will be sorely mistaken though, because what they fail to realize is the people of Boston know better than to listen to their rhetoric. The residents of the city see us everyday and they value what we do. They know that we always answer their call, whether it be coming to get them out of a burning building or to pick them off the ground and give them aid. We are always here to help those who are weak, afraid, or in time of great need.

Some politicians make careers out of cancelling and dividing people and organizations. However, the Members of 718 will not be impaired by political deception because we are not just co-workers, we are brothers and sisters. We sit down with each other and break bread with one another. We are involved in each other's lives, and have formed bonds with one another under times of extreme duress. The obstacles that we are going to face is nothing new to us, just a different flavor. We will stand up for one another like we always have because that is who we are. We run in when everyone else is running out.

-Haddad L-26



# In Memoriam 10-15

**10/19/2021**

10/22/2021

10/25/2021

10/30/2021

11/4/2021

1/8/2022

1/9/2022

1/9/2022

1/11/2022

1/24/2022

1/25/2022

2/19/2022

2/27/2022

3/6/2022

3/16/2022

3/20/2022

3/26/2022

3/28/2022

5/11/2022

5/17/2022

6/1/2022

6/9/2022

**Kenneth Mays**

Thmoas Danilchuk

Austin Jackson

Patrick J. Brady

Bradley Andrews

Mark Manderville

Bartholomew Folan

Stephen Henderson

James M.Sullivan

Raymond Rogazzo

Terrence Adams

Walter Porter III

Lawrence J. Healy

Leo K. Mahoney

RobertR. Cunio

Walter West

Jonathan Jackson

William Devine

Micahel Bates

James F. Murphy

Michael K. Walsh

John Ellis Jr.

**Detail Office**

Ladder 28

Engine 49

Fire Prevention

Ladder 11

FAO Construction

Engine 18

FA Inspector

Marine Unit

Engine 37

Ladder 19

Fire Prevention

Ladder 5

Ladder 19

Ladder 20

Engine 48

Engine 51

Ladder 26

Ladder 29

Engine 51

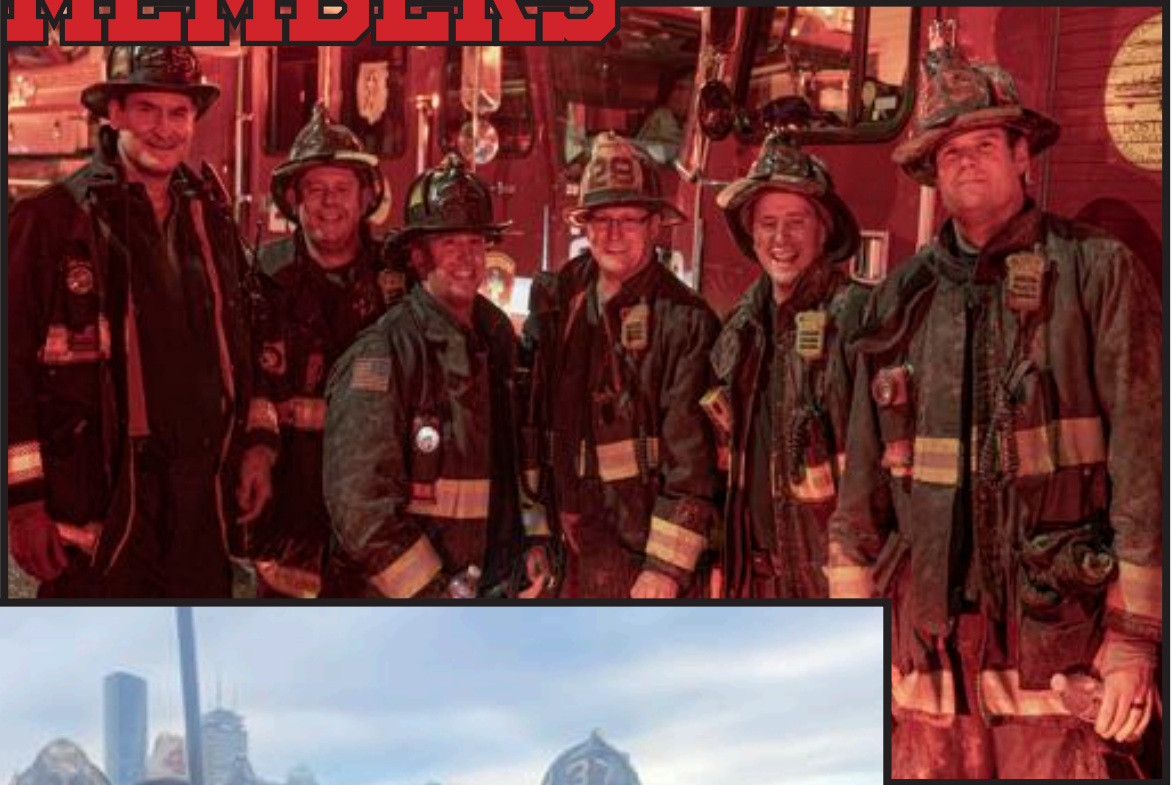
Engine 52

District 11



# THE MEMBERS

The best job in the world with some salty Blue Hill Ave Jakes. James Halsey, Joe Vinard, Brian Sullivan, Billy Regan, Pat McCarron, and Scott Rushton.



The Lads of Group 1 are some of the best in the business. Timmy Foley, Tommy Beard, Steve Mitchell, Shawn Cleary, Jake Toomey, Mike Collins, and Dennis Harrison.

The Eagle... flies high. Phil Centrino, Joe Geary, Jackie Ciccolo, Chris Abban, and Nick Rizzo.



Some Eastie jakes from Maverick square rehabing after being first due to a hefty multiple alarm. Joe Santos, Jose "Juicy" Teixeira, Marvin Alexander, and David Exilien.



Some Alley Cats from Group 1 sporting some cold weather gear following a large overnight multiple. Dennis Concepcion, Jonathan Hamblin, Bobby Smith, and Richard Rizza.



Chaos's last tour resulting in an Eastie 6-bagger. James Gonzales, Marc Sanders, Dave McCann, Keith Condry, Paul Carey, Dan Keeler, John Dubeau, Mike Ferris, and Mike Aylward. Photo Credit: Paul Shea

# RUN TOTALS 2021



## **Busiest Truck in Boston Ladder 4 4855 Runs**

## **DIVISION 1**

**District 1  
5926**

Car 1: 258  
Engine 5: 1552  
Engine 9: 1008  
Ladder 2: 1559  
Engine 56: 751  
Ladder 21: 798

**District 3  
11979**

Car 3: 484  
Engine 32: 816  
Ladder 9: 1123  
Engine 50: 1046  
Engine 8: 1618  
Ladder 1: 1598  
Engine 4: 2595  
Ladder 24: 2699

**District 4  
20386**

Car 4: 696  
Engine 7: 2874  
Ladder 17: 3574  
Engine 3: 2475  
Engine 22: 3390  
Engine 33: 2928  
Ladder 15: 3578

**District 6  
15342**

C-6: 387  
Car 6: 490  
Engine 10: 2352  
Tower-Ladder 3: 2214  
Rescue 1: 1718  
Engine 2: 1389  
Ladder 19: 1431  
Engine 39: 2425  
Ladder 18: 2875

**District 11  
10213**

Car 11: 333  
Engine 51: 946  
Engine 29: 1817  
Ladder 11: 2062  
Engine 41: 2464  
Ladder 14: 2591



**2021 TOTAL INCIDENTS**  
**80,964**

**MULTIPLE ALARMS**  
**29**

**STRUCTURE FIRES**  
**(III CODES)**  
**383**

**FATAL FIRES**  
**2**



**Busiest Engine in Boston**  
**Engine 21**  
**4022 Runs**

## **DIVISION 2**

**District 7**  
**26165**

**Car 7: 538**  
**H-1 Safety Chief: 848**  
**Engine 21: 4022\*\***  
**Engine 24: 3383**  
**Ladder 23: 3442**  
**Engine 17: 2138**  
**Ladder 7: 3013**  
**Engine 14: 3926**  
**Ladder 4: 4855\*\***

**District 8**  
**9794**

**Car 8: 447**  
**Engine 16: 2729**  
**Engine 20: 1380**  
**Engine 18: 2262**  
**Ladder 6: 2976**

**District 9**  
**17565**

**C-7: 225**  
**Car 9: 619**  
**Engine 42: 2684**  
**Rescue 2: 2070**  
**Engine 28: 2385**  
**Tower-Ladder 10: 2648**  
**Engine 37: 3344**  
**Ladder 26: 3590**

**District 10**  
**2528**

**Car 10: Data Unavailable**  
**Engine 55: 1327**  
**Engine 30: 1531**  
**Ladder 25: 1777**  
**Engine 49: 679**

**District 12**  
**12911**

**Car 12: 360**  
**Engine 48: 1544**  
**Ladder 28: 1723**  
**Engine 53: 2190**  
**Ladder 16: 2216**  
**Engine 52: 2310**  
**Ladder 29: 2566**

**Special Units**

**H-2 Special Unit: 275**  
**W-12 Air Supply: 61**  
**W-25: 543**  
**Brush Unit: 2**  
**Marine Unit: 221**  
**Hazmat1: 53**

# EASTIE



Above: District Chief Mark Raymond overseeing Operations over companies operating at Box: 6-6145



Top Left: Heavy fire pumping out of the top floor in Eastie at Box: 6-6145 on Maverick St.  
Credit: @Liveboston617

Above: Engine 9 and companies take up defensive positions after crews were ordered out of the building.



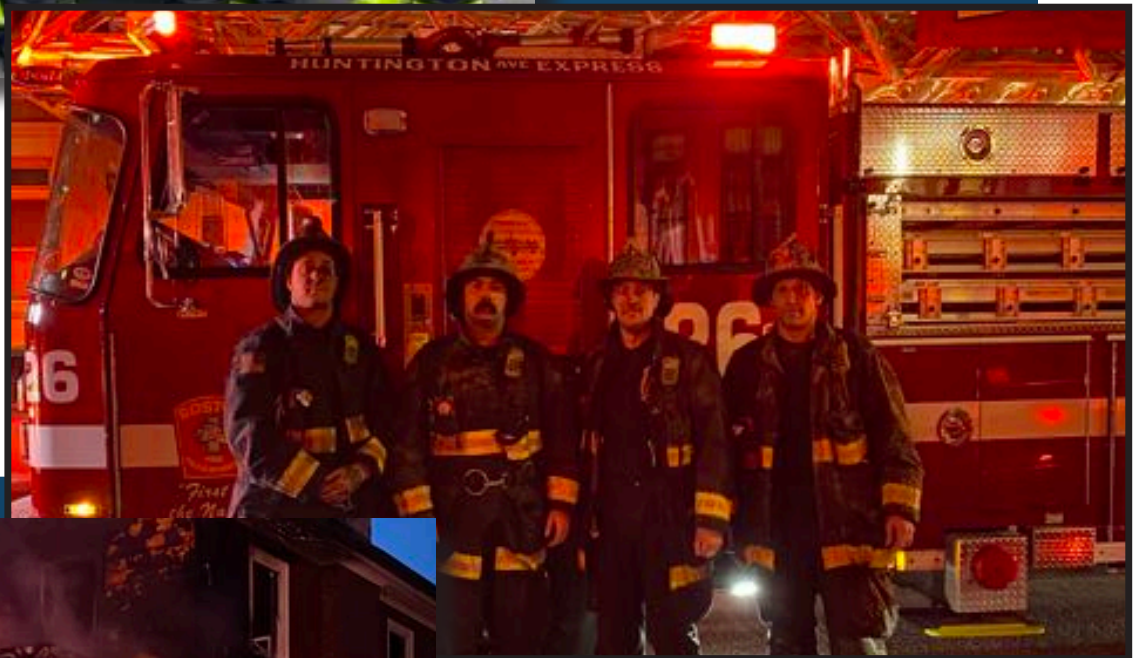
You know that old saying about responding to a fire in Eastie...

“Must’a looked pretty good comin thru da tunnel”.





Left: Members from the Double Nickel. Mark Garcia, Timothy Shepard, Jacob Yee, Mike Gavin.



Above: In no way, shape, or form is the Editor of The Digest biased towards any company or house in the city. With that being said, here's another picture of one of the best truck companies around. Gary Doyle, Matt Lausier, Shawn Cleary, Chris Perachi.



Left: Cleary Square Jakes after operating at a flick in West Roxbury. Chris Springer, Kingsle Burke, Steve Kimwanga, and Marc Johnson.

# PUTTING IN WORK



Top Left: Joe Walsh after heavy fire is knocked down on Fiffield St.

Top Right: L-26 and E-22 making entry and run a line over the stick on Symphony.

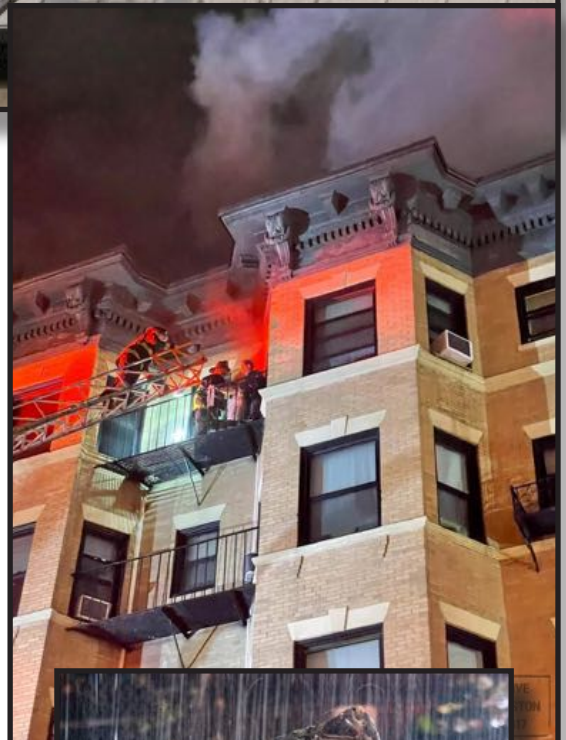
Left: Simba the cat, happy the BFD was around to grab him at a flick on Geneva.



Right: An elderly couple shelter on a party blacony while Jakes make their way to assist them at a fire held to the Box on Hemenway.

Bottom Left: Another thankful Kitty being saved on Castlerock in Dorchester.

Bottom Right: Brian Mullen loving every bit of the job.



Right: Jeff Clark and Joe Fitzpatrick with a snowy post-fire pic.



Below: Ronald Solis, Joe Johnson, and Frank Fortes re-hydrate after going to work in District 8. Photo credit: @liveboston617



Below: Double trouble, Pat Dasey and Joe Walsh in Dorchester.

Bottom Right: Benny Upton bringing in more line for a large multiple on Fayston St.

Above: Danny Donahoe of Ladder 15 after putting in some work on Hemenway. Photo: Cam Goggins



# LOTS OF BEEPS LAST NIGHT



**STORY BY  
GREG HADDAD**

**PICTURES BY  
BILL NOONAN**



## JUNE 11TH 1982

Every firehouse has a ritual, one that plays out every morning. It's been this way for generations. The morning ritual consists of members from the night tour and the oncoming members of the day tour sitting around the kitchen table drinking coffee, bantering, and discussing scuttlebutt. At some point, someone will inevitably ask the age-old question, "How was last night?". When asked this question, there are several stereotypical responses, "Not Bad," "Had a few runs," and the ever-popular "Suck Night." But on the morning of June 11th, 1982, the response was most likely a very tired and dreary "...Busy...".

"Busy" as in a night tour that in less than 3 hours would see a 9-alarm fire in JP at a former plastics and cellophane factory, a 6-alarm fire in Dorchester at a former YMCA, a fire held to the box on Blue Hill ave for two tire shops that were fully involved. A working fire in Hyde Park in a 3-story dwelling, a 3-alarm fire in 2 vacant 3-deckers in Savin Hill, and a 5-alarm fire in a large occupied 3.5 story building in Jamaica Plain.

The 3-hour bonanza started just after midnight in Jamaica Plain when Box 254 was struck (165 Brookside Ave) for a "building at that location." Ladder 10 arrived on scene and initially called off with "We Have Nothing," almost immediately after saying that, you could hear someone in the background saying, "Look to Your Right." When the members of Ladder 10 looked to their right, they saw a large three-story brick plastic's factory fully involved with fire on every floor, to which the officer of Ladder 10 responded by immediately striking a second alarm. Subsequently, when Car 9 arrived at the box, they also transmitted an additional alarm.



When C-7 arrived on scene and ordered the 4th alarm, that's when the bells really started to get knocked out that night and would see the former "American Cellophane" progress to 9 alarms.

As companies responded to Jamaica Plain to battle a fully involved warehouse fire, the members already on scene were hampered with issues of water supply and apparatus placement. Less than an hour after Box 254 had been initially struck, Box 3328 was struck for 392 Washington St in Dorchester.

With most of the city's companies tied up at the big one in JP, the Dorchester box saw a hodgepodge of companies on the first alarm assignment, to include companies coming from Southie, Downtown, and East Boston. Ladder 19 was the first company to arrive and transmitted a working fire when they pulled up to heavy fire showing out of a large 2.5 story building on Washington St, formerly home to the YMCA.





Car 7 would make their appearance by ordering a 2nd, 3rd, and 4th alarm. This would be followed by C-6 ordering two more alarms to bring the final tally of Box 3328 to 6-alarms.

While the 6th and 9th alarm fires were still raging, Box 3624 was struck for Blue Hill Ave and Johnston st. 3624 was held to the box where companies from Boston and mutual aid companies fought two tire shops fully involved and multiple piles of tires on fire.

Ladder 24 called off saying they had a building fire and an outside fire; K-7 confirmed that multiple piles of tires were on fire. While the Blue Hill Ave tires and shops were burning, Engines from Milton and Norwood were in the Hyde Park section of the city and happened to stumble upon a structure fire in a 3-story wood frame. They notified fire alarm and asked them to “strike the box.” Box 3712 River and Blake was struck for 807 River St. Milton Engine 3 reported to fire alarm that they had a working fire at that location. Car 10 took command of the fire and reported to fire alarm that they had a fire in an abandoned three-story dwelling and that all companies were working with three lines run.



At this point, simultaneously happening were a 9 alarm, and 6 alarm fire, a fire being held to the box, and a working fire. As they say, when it rains, it pours. So fire alarm then struck Box 1848 for number 63 Sydney St in the Savin Hill section of Dorchester. Before anyone could call off at Box 1848, fire alarm also struck Box 2428 Boylston and Bellmore Terrace for 456 Centre St in JP with “reports of people in the building.” Ladder 23 was the first company to arrive in JP and found a 3.5 story wood frame with “Heavy fire showing.” Shortly after calling off, 23 transmitted a second alarm.

Also, at this time, Engine 56 was released from the Washington St fire and was racing to Savin Hill to Box 1848. Once on scene, they called off with “Heavy fire showing.” Engine 56 had their hands full with a fully involved 3-decker extending to an adjacent 3-decker next door. With additional structures being threatened, Engine 56 struck a second, as well as a third alarm. The responding companies at this time were almost entirely comprised of mutual aid.





The department Chaplin and Bill Noonan in K-7 were busy that night guiding in “out of town” companies to fires all over the city. In the meantime, the fire on Centre street was starting to take off and required three more alarms to be struck, bringing the total of alarms for Box 2428 to 5 bells.

Firefighting operations were hampered in part due to the passing of Proposition 2.5, which saw the closure of numerous firehouses and the laying-off of police, fire, and teachers. It ended up being a busy night for Boston, but it was also busy for the members of the surrounding communities. A total of 18 communities responded to Boston that night which included 22 apparatus and 75 firefighters. The Boston Globe decided to give the firefighters who worked that night a solid pat on the back by writing a story detailing all the night’s hard work in a small article on page 15.





The following day was another busy tour for the firefighters of Boston, which would result in more fires, including a six-alarm warehouse fire in Southie at 40 Wormwood. The former “Boston Plate and Window” warehouse which housed large quantities of wood pallets, creating an intense fire that caused the roof to collapse, briefly trapping and injuring ten firefighters. As for American Cellophane, it would stand to burn one more time a month later, on July 21st, 1982, in a fire that would result in 7 alarms.

Now in case you lost track of the fires in those 3 hours, the final count was as follows:

- American Cellophane - 9 Alarms
- Washington St - 6 Alarms
- Blue Hill Ave - Held to the Box
- River St - Working Fire
- Sydney St - 3 Alarms
- Centre St - 5 Alarms

Story By;  
Greg Haddad L-26

Photography:  
Bill Noonan K-7 (Retired)

# BRIGHTON



Box: 8-5158 was struck in the early morning hours for a large mixed use building at 185 Corey Rd that housed multiple businesses from a dance studio to autobody shop. Ladder 14 called off with Heavy Fire-showing and transmitted a second alarm. The fire progressed to 8 alarms and transitioned from an interior attack to a defensive one.





Engine 24 called off at Box 3-1895 with fire-showing, members were able to quickly and aggressively knock the fire down. Fifield St Dorchester.



Joe Houlder takin' a little peek around back.

Pictures provided by Cam Goggins @Liveboston617



Above: Danny McDevitt discussing matters while Billy Torney looms in the background.

Right: The members of group 2 Ladder 4, Paul Jablonski, Richie Macdonald, Ryan Hackney, and Liam Pero.



# MATTAPAN

Right and Below: Jakes in Mattapan had smoke showing at 115 Deering Rd from a two and a half story wood frame with heavy fire in the rear. Companies aggressively put lines into operation and were able to knock the fire down at Box: 3631.



Right: Members put in some serious work and took a well earned breather after the fire had been knocked down.



Below: Fire-showing in the rear of 18 Hannon St District 8, companies had a quick knockdown of the fire.





Left: Former E-21 Jake and Department Pio Brian Alkins with Mike Atkins W-25.



Right: Engine 17 with Bill Hanlon, Guy Cammarata, Rob Tabb, and Timmy Goddard.

Below: Ladder 14 after being first due at a large multiple. Mike Gillis, Pat Phinney, Mark Williams, and Jesse O'Connor.



Right: The "Pride of Dorchester" makin' up after a 3-bagger in Dot. Joe Foley Jr, Paul Harvey, Bryan Starr, and Tommy Keane.





## ***“Working 24”***

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By: Kenny Hayes



Words we have all said, words we all know, but what does it really mean to you? I would like to use this platform as an opportunity to dig a little deeper into some of the expectations of all of us “working 24”.

As a Company Officer it has to be about your members, and doing your best for them during your shift. That’s a textbook answer that is pretty broad in its interpretation.

I prefer to think about my 24 hour shift as a “routine”. It may take some time to establish a permanent routine but the importance of having habits and expectations cannot be overstated.

My routine usually starts on my commute to the firehouse. News, weather, and sports play along in the background as I think about the upcoming day tour. Any training today? What should we drill on? Who’s on vacation? Coffee and time eventually get me to a basic idea of what to expect, and who may be working with me for the tour. I arrive somewhat early to the firehouse and usually find the main floor lights still dim. I go straight to my locker and get my gear squared away for the upcoming shift. It’s what I do before anything else. I talk about this process a lot when I teach. The process of checking your gear needs to be looked at as a system. All components of the system must be checked and more importantly laid out in a way that works for each person and their own system. For example I place both structure gloves together, palm to palm, in my right bunker coat pocket at all times. My hood is placed on the officer’s side grab handle in the cab, so whether I am getting in or responding to a call it’s always within my view. Like most of us I had occasionally forgotten that part of my system when the hoods were first introduced as part of our PPE ensemble. I check my Thermal Imager and place it under my helmet, again so I won’t forget to grab it on a call. My radio is turned on for a battery check as well as confirmation it’s on the correct channel. I place it in the holster of my radio strap and make sure the strap itself is not twisted and ready to don. These are small parts to my own personal system that work for me. However, the foundation of everyone’s “system” must be the SCBA. Your SCBA check MUST include you physically breathing through your facepiece, and not just simply clicking your facepiece on to the regulator. It takes just seconds to accomplish but the obvious benefits are immeasurable.





*Above: Members make a push to the attic of a fatal multiple alarm fire in Roxbury*

My mask being checked usually gets the attention of the member on patrol, and soon after the morning pot is being brewed.

Members trickle down from the bunkroom, as well as those coming in on shift, and soon all chairs are filled in front of the apparatus. Small talk, gossip, and eventually a recap of the previous tour from the outgoing members. I make my way to the office and find the outgoing boss finishing up his "runs". I peek at the "book" and together we figure out who the players are for the 24. I let the boss finish up and make my way back downstairs for a second cup. An informal roll call and the lineup is set. Tour reports and other necessary paperwork completed at the same time housework and daily apparatus checks begin. Ideally all members assist the chauffeur as other tasks and chores are completed. Some of us choose to get a quick workout in before eventually showering and getting into proper uniform.

Quick game plan with the members as we decide on where to fuel up in the district. Once on the road we go over our options for our drill for the day. Coffee is on me at our next stop, by now my 3rd cup. It is also another opportunity to discuss the details of the drill. "Fast water" it is and off we go to one of our designated spots to run water. "Fast Water" for us just means first due fire, pump operator gives the tank when called, while establishing a water supply. Depending on the lineup that tour we may expand the drill but usually 30 mins works for us.

A deeper dive into the time allotted shows that with discussion prior to the actual drill and recap after is much more than the half hour originally thought. The ultimate goal upon completion is that the drill was relevant and collaborative. An opportunity for all of us to learn and pass on anything we can. Mandatory training is vital but nothing compares to company level preparation.

Back on the apparatus, talk turns to one of the most important parts of our tour- what's for dinner? I do love to cook and luckily my last 2 companies have been blessed with incredible chefs so food shopping has always been part of my routine at work. We all assist in whatever the cook needs, doing our best to stay within budget. Talk of raising the price of dinner is usually discussed as we finish up shopping. One of these days we may actually do it.

Back on the apparatus, our "driver training" continues in the district. Lunch options vary depending on the neighborhood but safe to say my current location has quite the abundance of choices. A couple of hours have passed by the time we make it back to the firehouse for lunch. After we eat, the members are free to do as they please. I usually go through emails and catch up on paperwork. Next couple hours are flexible if nothing scheduled. Usually around 4pm I crave an iced coffee and it's a good excuse to hit the road again. Also it is usually the time frame members may be coming in or going home for the second half of the shift. To me this has always seemed like another informal roll call, with everyone hanging out front. Around 6pm I finish up the nightly reports as others help with last minute dinner preparation. Typically it's just seagulls hovering around the kitchen and bay floor till chow is ready.

Firehouse meals are something special no matter where you work. It means so much more if we all contribute, and what I really mean is- be part of. We are beyond lucky to have the opportunity to be part of this firehouse tradition. Clichés of firefighters being family and the firehouse being your second home all stem from the tradition of eating together at the firehouse.

Clichés of firefighters being family and the firehouse being your second home all stem from the tradition of eating together at the firehouse.

Once dishes are done and the floor mopped we make our way out front to the bay floor. We are blessed to work in a neighborhood where if not freezing the doors are always open. No better place to watch the world go by. Steady flow of neighbors, and their dogs looking for treats, as well as tourists stopping in throughout the shift. Definitely a unique spot and great place to work.

As the evening moves along members slowly disappear throughout the firehouse. It's usually about 9pm for me when I head upstairs. I replace the uniform pants and department polo with the unofficial late night uniform of the firehouse- t-shirt, sweatpants, and Crocs.

Now it's a waiting game, gear at the ready, and knowing my company is prepared for whatever the night brings. It takes work to get there. It's not about being comfortable with your crew, it's knowing you did your best as a unit to be ready. It may start with the Officer but the members are the ones who get it done. Our 24hr shift gives us time to always work towards that goal. Don't waste the time away from your family and loved ones by simply "working 24", make those hours matter.

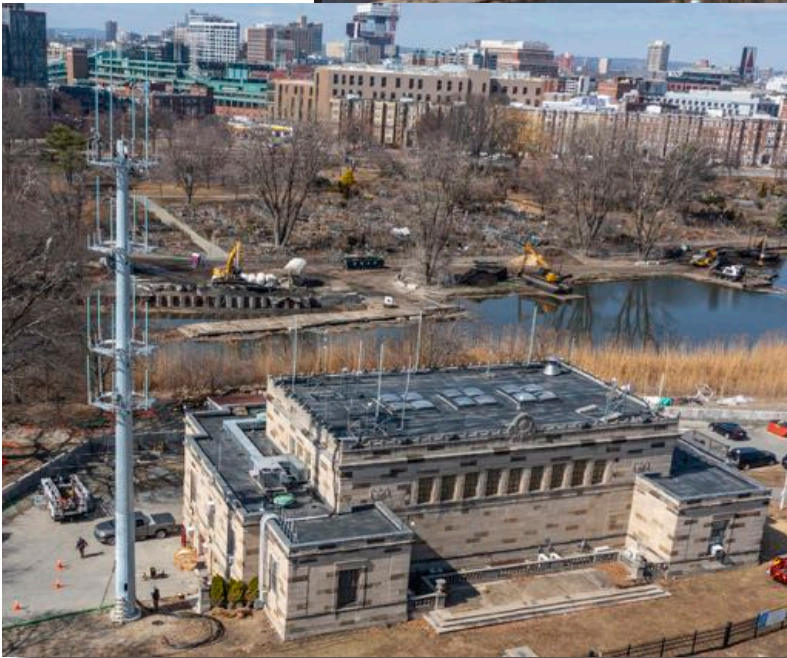
You may have noticed that my daily routine didn't include any calls. For this first column I am sharing my expectations that I have as a Captain with my crew. In future articles I would like to focus more on the training side and specific drills for you and your company.

As this first article is being shared the department will be flush with Probies all over the city. Company Officers must use this as an opportunity to enhance their crew by letting them be part of the teaching process. The new firefighter assigned to a company is a chance for all of us to share our experiences and knowledge. Let's add to what we know, or maybe what we have forgotten. A perfect time to build a stronger unit and for some of us a chance to reinvent ourselves and start some new "routines".

*Below: District 3 Jakes overhauling after a quick knockdown at a deuce in Charlestown*



# COMPANIES ON THE AIR... STANDBY



In January of 2020, the City of Boston funded a 4-year project to modernize the BFD radio system. The new radio system will include 2 new fireground channels and will support the fire fighter accountability system. The receiver network will grow from 42 locations up to 64 locations. Transmitter sites will increase from 4 to 12.

Many of the new receiver sites will be located at firehouses with new towers being installed at Engines 18, 20, and 49. A new transmitter facility will be built at Engine 29 with a 140' tower similar to the tower at Engine 16.

The system will support analog and digital communications. This will allow Fire Alarm to operate the EFAS system from the radio consoles.

By: Joe Brooks

# DORCHESTER



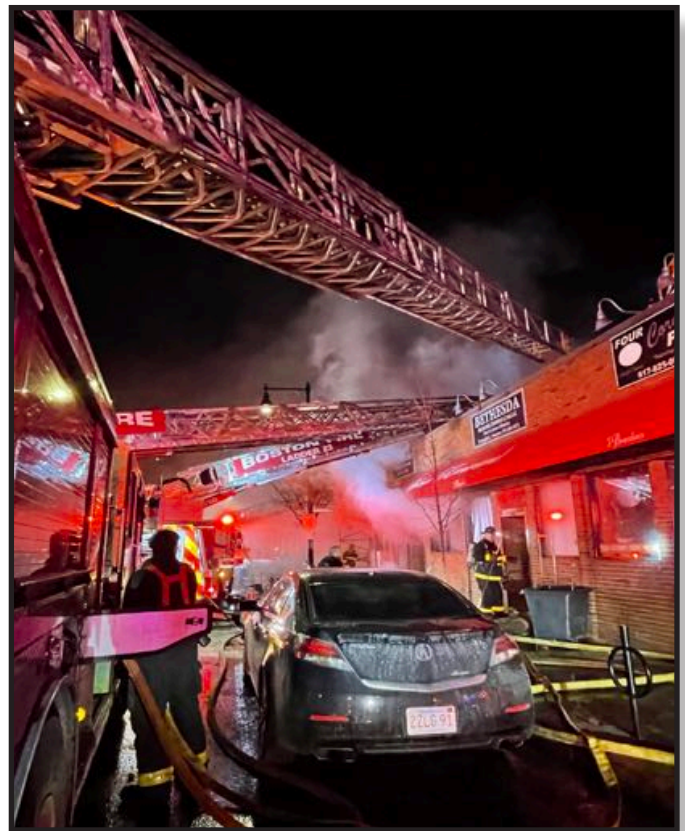
Above: Members gain access in the rear of a taxpayer fully involved at 9 Bowdoin St, Dorchester.



District 7 companies worked hard to stop the spread of fire at a 2-alarm taxpayer fire in Dot. Companies were aggressive and able to contain the fire at Box: 2-3375.



Below: Heavy caca chugging out of a building under construction at 1063 Washington St. Companies were ordered out and a second alarm transmitted for Box: 2-3478.





Left: A second alarm on arrival for District 7 Jakes who had a 3-story wood frame fully involved on floors 2 and 3 on 21 Leedsville St. Companies were able to quickly knock the fire down and prevent adjacent buildings from going up, Box: 2-3142 Photo Credit: Matt Kaminsky



Right: Fire-showing on Wayland St in Dorchester. Fire was held to the box and quickly knocked down. Unfortunately the fire resulted in the death of 2 dogs, Box: 1777.





# Epidemic Burns Down Boston

By Tony McDonagh E14 Legislative Representative Local 718

Prior to the Great Fire of 1872 an epizootic influenza virus ripped through North America. The virus infected horses and left them dead or incapacitated. At the time horse power was the backbone of the shipping, transportation, and fire service. In a department that can trace its lineage back over 390 years to the bucket brigades, we forget that for the majority of that time the Horse was one of our greatest assets and part of the team. Members lived with and cared for these horses. One can imagine that great bonds must have been formed between firefighters and their horses which must have made the Equine flu traumatic for horse and man alike.

At the outbreak of the epidemic the Chief of the Department was John S Damrell. Chief Damrell was a strategic thinker and could foresee the need for manpower to replace the horses as the epidemic worsened. At that time in the 1870s steam pumps could weigh as much as six tons. It would take several men to move a pump or ladder cart. Chief Damrell petitioned the Boston City



Council and the Mayor to hire an additional 500 members to replace the horse and actually pull and push the apparatus by hand. A big ask to be sure, essentially doubling the size of the department. Chief Damrell had told his men that if there was a fire of 3 alarms to beg, borrow or steal a horse and if the city council or police gave

them trouble he would pay from his own pocket. If there was a major fire downtown men would have to pull and or push apparatus from Dorchester, South Boston and Roxbury.

Chief Damrell had visited the scene of the Chicago Fire in 1871 to observe the damage and gain knowledge of the nature of a conflagration and firestorm. It must have made a great impression on Damrell because upon his return to Boston he hastened his efforts to upgrade the City water supply and institute the country's first building code.

Modernizing the Fire Department and creating building codes would be no easy task. It was a long drawn out fight that was interrupted by the greatest fire in Boston's history on November 9th 1872. The bells were tapped out for a basement fire at Box 52. The fire would rage for 15 hours, take the lives of 12 Firefighters, and level a good portion of the historic city. The glow from the fire was recorded by sailors off the coast of Maine.

Chief Damrell had for years submitted his reports to the Mayor and the City Council on the need for a new water system, building codes and building inspections. Naturally there was opposition to his requests. However, Chief Damrell would prove to be as good as any politician at navigating and lobbying for these changes. Damrell went to extreme measures to ensure the Department would get what it so desperately needed. At one point John Damrell took a leave of absence and successfully campaigned to be a City Councilor. While serving on the city council he would make inroads and develop connections that would serve him well and get him elected Chief of Department later.

It was unusual not only that a Fireman would run for city council, but that a man of his socioeconomic status and background would be welcomed into that ruling class. At the time there was great division between the immigrant working class population and the ruling gentry or the Boston Brahmins. Damrell had been orphaned at 7 years old and was a carpenter by trade. Certainly not the stock of the Harvard educated political class. Whether due to his gifted intellect, or sheer work ethic, Damrell would excel in all his ventures and each separate venture would combine to form a very effective Chief of Department.

As a young carpenter, an orphaned Damrell longed for camaraderie and family. The sense of belonging led him to volunteer as a young man in his local fire ward. As his skill in carpentry grew into master carpenter, and then general contractor, so too did his ability and position within the fire department. Having the background in construction, respect of his fellow firefighters, and

talent in the political arena proved to be a winning formula for the Department that still pays dividends.

Damrell not only had to face political wrangling with the Mayor and the City Council but an overly powerful Water Department, PostMaster General, and the State Legislature as well. The water department was its own entity and was not interested in rerouting hundreds of miles of pipe because the fire department needed more pressure.

The building construction at the time allowed for conflagrations all over the country. Damrell would have to get laws through the Massachusetts House of Representatives and Senate to effectively change building construction in Boston. This relatively young carpenter / fireman would have to convince countless politicians and private parties with great wealth invested in this City to sign off on his proposals.

Imagine Damrell the orphan, carpenter, city kid, volunteer fireman, growing into one the most influential and charismatic leaders Boston has ever seen. Eventually becoming the man that conquered the Great Boston Fire, elected to City Council, successful lobbyist, founder of Building Inspectional Services, founded the National Association of Fire Chiefs, and also founder and first president of National Association of Fire Engineers (NAFE).

This was one man who chose to lean into politics, to lobby, and to draft legislation. He chose to confront the powerful and the elite in Beacon Hill and City Hall despite his class and political differences. There would have been countless small battles in Damrell's war to modernize the department. Several moments of doubt and seemingly insurmountable odds against, but he didn't step back, he fought on and up. Below is a copy of a letter Damrell wrote in 1872. I believe it illustrates his intellect and motivation to get political.





John S. Damrell

Chief Engineer, Boston Fire Department

Handwritten Letter of Condolence to Wife of Fireman

Boston, 26th of Nov. 1872

My Dear Madame,

Pardon my not writing or calling upon you, sickness confining me to my bed, prevented. I embrace this first opportunity to address a few lines to you that I might express the grief and sorrow of my own heart. I assure you I feel most sensibly the loss you and your dear ones have sustained in the death of a beloved and affectionate husband and father. I assure you the news of his death pierced me to the heart for I had learned to respect him, for his many manly and noble qualities. I realize most fully how vain and empty are mere words at this time but I should indeed be recreant to my own feelings did I not give utterance to one word of sympathy in this sad and trying hour, yet amidst our tears of anguish and grief, may we not catch one gleam of comfort and solace from the fact, that his death was no ordinary one, in the health and vigor of his early manhood, with calmness and coolness resting upon his brow in the nobleness of his nature, he presents to the world those attributes which claim for the noblest of the world's noble heroes, for no greater can the world present, than he who lays down his life for another.

Your dear husband, in order that he might save the life of another husband, father and brother, rushed with flying footsteps to the succor of those whose voice was heard above the roaring flames, and falling walls, crying for help, as it fell on his sensitive ear. While thus engaged in rescuing life, his spirit took its upward flight in company with those he sought to save using very element that was carrying destruction over our beloved city, as his chariot, to transport him to those mansions, where our father will wipe away all our tears and bid us go no more out forever. Think of them, my dear friend, as not on earth but in Heaven, and try to realize that your great loss, is his eternal gain. Allow me to assure you of my own personal sympathy as well as the sympathy and love of the world's great sympathizer who promised to be the husband of the widow and father to the fatherless, to his tender mercy so I most earnestly commend you and your dear ones.

Trusting that I may be able to call upon you in a few days. I have the honor to subscribe myself.

Your friend and obedient servant,

John S. Damrell  
Chief Engineer

# “MAKE AN ANNOUNCEMENT TO ALL MEMBERS”

## PLEASE HELP!



Please help me, help you. I am trying to make the Digest the best it can possibly be, but I need help from the members. I am always in need of pictures both from the field and from the houses (no screenshots). I am also looking for anyone who would love to contribute any sort of article. Content is King and I am always in need of it.

## GOT COMPLAINTS?

*Ghaddad@local718.org*

Anyone who knows the fire service knows that firefighters are not ones to complain, nor are they ones to have strong opinions. With that being said. On the off chance that someone has a complaint or notices an error, please send me an email and I will rectify the situation. Or I will gladly lend you an ear to hear your “valid concerns”. People have said that I am as close to perfect as humanly possible, but I assure you, I am merely flesh and blood and am prone to making a mistake or two. So drop me a line, I love feedback, suggestions, and most importantly pictures from the field.

**Editor in Chief  
Greg Haddad L-26**

# WE GOT SMOKESHOWIN'



Top Left: Heavy fire blowing out the top floor of a 3-story brick in Dot on 3 Groom St Box: 2-1741

Above: In District 9, Fire extends to the attic of a large 3 and a half story wood frame in Roxbury on 89 munroe st, Box: 2-2284.

Left: Water getting put on the fire in a two and a half story wood frame on 60 wellesmere rd, Rosi Box: 2-2795.

# OVERHAUL



Top and Top Right: Fire exposes every building's secrets, District 7 overhauling after a flick on Wayland st in Dorchester



Middle: Is there anything this guy can't do? Eric Bucca makin' up after an early morning fire on Kingsdale street in Dot.



Left: Lino Viola running the panel of Engine 53. Pat Moran swaps out the bottle on his mask after a fire on Littledale street in Roslindale.

Right: Pulling ceilings and wetting everything down after a deuce on 74 Corona St in Dorchester.





Top Right: Throwing ladders at a fire at 6 Derry Road in Hyde Park. Box: 3718

Bottom Right: Lenny McDowell putting his closet rake to good use at a fire on Granite in District 8.

Bottom Left: Ladder 18 with a great throw through the wires at a deuce in Southie on 14 National Street, Box: 2-7426



# MONDAY, SEPTEMBER 26

GEORGE WRIGHT GOLF COURSE | BOSTON, MA



**\$800**  
PER FOURSOME  
**8AM SHOTGUN**

**SCAN TO  
SIGN UP**



**INCLUDES:**

BREAKFAST, LUNCH, 18 HOLES OF GOLF WITH A CART,  
SLEEVE OF GOLF BALLS, & CUSTOM GOLFER GIFTS

# SUNDAY, OCTOBER 16

FLORIAN HALL | DORCHESTER, MA



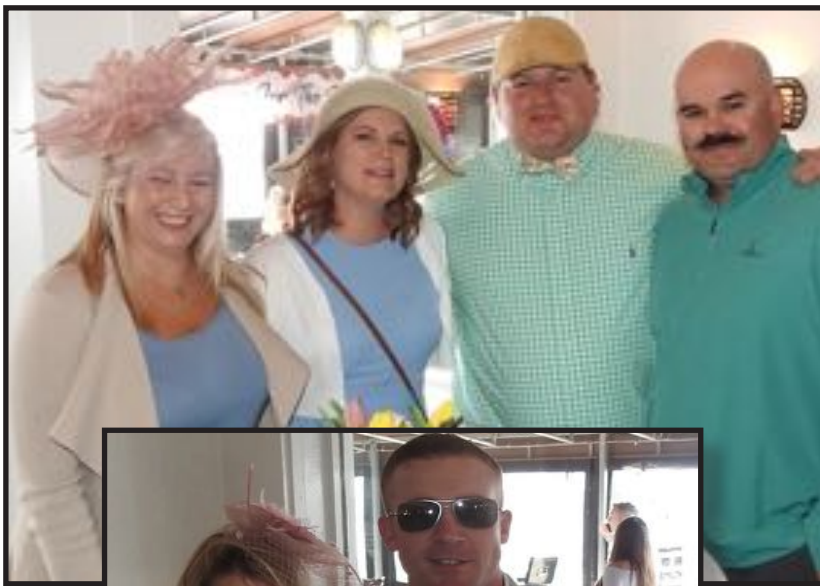
**SCAN TO  
SIGN UP**



**INCLUDES:**

POST RACE PARTY WITH LIVE MUSIC, FREE BEER (21+), FOOD,  
CUSTOM RUNNER GIFTS, & RAFFLE PRIZES

# Boston Local 718 Firefighter & Family Cancer Foundation



*Pictures are from "The Kentucky Derby", the Foundation's most recent event which was held in Marina Bay.*

The Boston Local 718 Firefighter & Family Cancer Foundation would like to thank the membership for the continued support in our mission of supporting fellow firefighters and their families during their battles with cancer. Our goal is to eliminate the daily stressors that come with a cancer diagnosis and provide supports to firefighters and their families through mentorships, financial supports, meal plans, and more. With the help of the Boston Fire Credit Union we now have the "Pay It Forward" direct deduction option. Members of the foundation will be making their ways to the firehouses if anyone is interested, also these slips will now be available at Florian Hall. Thank you again for the support!



# BOSTON FIREFIGHTER'S LOCAL 718 EVENT COMMITTEE



How do we make “the best job in the world” even better than it already is? We do it by building morale and solidifying our membership. The Events Committee was created because we care about this job and we want to leave it better than when we found it. So come out to our events. Bring your family, bring your friends, have a good time, and let’s strengthen our community. It does not matter which part of the city you work in, or the neighborhood you grew up in, what matters is that you are a Boston Firefighter in Local 718 and you should be proud of it.

On March 19th, the Boston Firefighter’s Local 718 Events Committee held their first annual event, “Saint Patrick’s Day Celebration” at Florian Hall. The event was a massive success and we had an excellent turnout. We are holding our next event, “Oktoberfest” down at Florian Hall on Sunday September 18th. We have a bunch of ideas and events in mind for the future. We want to utilize our union hall and bring our members together, please come out and show us support. Thank you.

Sincerely,

The Boston Firefighter’s Local 718 Events Committee



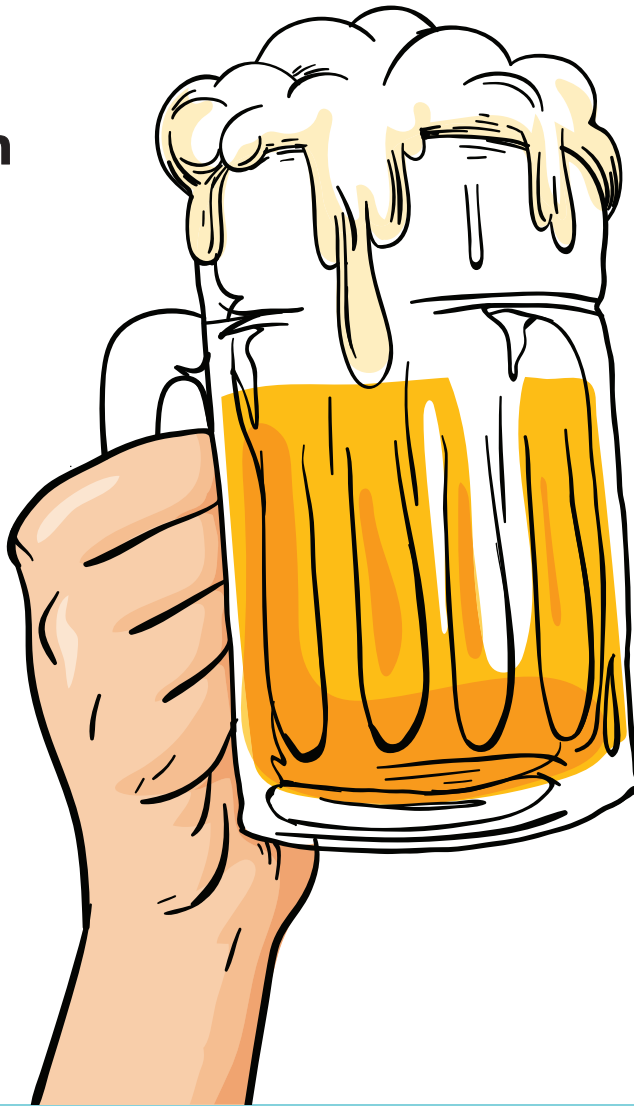
# Oktoberfest

**September 18th**  
**Sunday**  
**12:00 PM**  
**Florian Hall**

*The Double Eagle*  
*German*  
*Oompah Band*

*Fun For Everyone!*  
*Bring The Whole*  
*Fam!*

**Patriots Game**  
**On In The**  
**Side Bar**



*Beer*  
*Food*  
*Live Music*  
*DJ*  
*Face-Painting*  
*Dunk Tank*  
*Door Prizes*  
*Obstacle Course*  
*Bouncy House*  
*Commemorative*  
*T-Shirts*  
*And*  
*Much More!*

**Prizes for**  
*Best German Outfit*  
*Stumpf Fiddle*  
*Competition*

**Boston Firefighter's Local 718**  
**Events Committee**

# FROM THE OLD SCHOOL

## **Boston Fire Department “First in the Nation”**

*Some of the firsts that Boston pioneered were:*

- In 1631 the first fire codes on the continent were enacted when thatched roofs and wooden chimneys were outlawed.
- In 1678 the City of Boston organized the first paid fire department in the country.
- In 1678 The first fire apparatus “Hand Pump on wheels” in North America was imported from England to Boston. The pumper was housed in a shed downtown on Queen St. (Court St today).
- In 1852 the BFD were the first in the world to utilize Gamewell fire boxes which operated off of the telegraph system, in order to alert firefighters.

### **BFD Quick Facts**

On October 17, 1973, the last ladder truck with a wooden aerial was taken out of active service.

On November 1, 1859, Steam Engine Co. 8 was organized at 12 North Bennett Street and they were given the Department’s first Steam powered engine built by the Silsby Mynderse Company.

