



**The Company Journal**  
**and "The Feederline"**

*Fire Department News*  
*Cambridge, Massachusetts*  
*A Class 1 Fire Department*

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*From the desk of*  
*Chief Gerald R. Reardon*

*Issue #76*  
*Fall 2015*

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### All Companies Working

**June 24, 2015 – Working Fire, 62 Jackson Circle, Box 75** – heavy smoke and fire showing from Floor #3 of a 4 story brick residential building. No alarms sounding on arrival. Building evacuated prior to arrival. Primary and secondary searches completed, lines stretched. Fire knocked down and confined to a bedroom and hallway.

**June 24, 2015 – Mutual Aid, Waltham, 3<sup>rd</sup> Alarm, 240 Moody Street** – Engine 9, Ladder 1, Squad 4 and Division 1 responded to Waltham to assist at their 3<sup>rd</sup> Alarm fire.

**June 24, 2015 – 1 Alarm Fire, 85 Hammond Street, Box 614** – companies found trash left by painters on fire in the garage. Small fire extinguished with water can.

**June 26, 2015 – Mutual Aid, Belmont, Working Fire, 11 Pearl Street** – Engine 1, Squad 4 and Division 2 responded to the fire for RIT and Ladder 1 covered at HQ

**July 2, 2015 – 1 Alarm Fire, Box 94, 103 Belmont Street** – companies dispatched for smoke in the basement. On arrival Engine 9 and Squad 4 found a small fire in the basement that melted a domestic water pipe which extinguished most of the fire.

**July 12, 2015 – Mutual Aid Arlington, 3 Alarms, 2 Belton Street, Box 3114** – Engine 4, Squad 2 and Division 2 responded to Arlington for a 2 alarm fire. On scene they assisted by operating hand lines in the interior of the building and overhaul.

**July 15 – Unusual Medical/Burns, 45 Sidney St.** - Engine 2 & Squad 2 responded with EMS for an Adult Male patient with partial thickness steam burns to the flank. He was transported to Mass General. Patient suffered burns over 18% of his body.

**July 16, 2015 – 1 Alarm Fire, Box 3431, 575 Memorial Drive** – electrical fire and explosion in basement of Hyatt Regency Hotel after an employee attempted to shut off a breaker resulting in arc flash. Employee was transported to Mass. General Hospital. Elevators were captured (as hotel was still occupied) and lines stretched from standpipes. Ventilation attempted as well as attempt to disconnect electrical until Eversource arrived.

**July 17, 2015 – Water Rescue, 142 Memorial Drive** – ECC received a report of a body in the water. On scene, Marine 1 and Ladder 2 assisted the Mass. State Police in recovering the body. Scene turned over to the MSP.

**July 18, 2015 – 1 Alarm Fire, 46-52 Mass. Ave, Box 261** – an MIT building under demolition resulted in a small fire in the rubble. Companies used 2 lines to extinguish the deep seated fire under the rubble.

**July 20 – Rescue, Flagg St & Memorial Dr.** - Companies responded to a 6 year old with her legs trapped in a playground swing. She was extricated by firefighters, uninjured & with no damage to the swing.

**July 29, 2015 – Water Incident, Charles River @ Museum of Science** – witnesses stated a person climbed over ledge and jumped into river and never surfaced. Initial companies on scene attempted surface rescue. Marine 1, Boston FD and Mass. State Police all deployed divers and subsequently recovered the victim who succumbed.

**Aug 4- 1 Alarm Fire, Box 28, 35 Essex Street** – ECC received a call for a fire on floor #1. Engine 5 off with smoke showing at a 3 story woodframe

**Aug 7 – Mutual Aid, Somerville, W/F 30 Innerbelt Road** – rooftop fire large commercial building. Engine 4 and Ladder 1 responded to Teele Square for coverage.

**August 16, 2015 - 1 Alarm Fire, 50 Webster Street, Box 23** – Companies engaged in a room and contents fire in an apartment.

**Aug 21, 2015 - Mutual Aid, Brookline, 2<sup>nd</sup> Alarm 9 Summit Ave** - Ladder 1, Squad 2 & Division 1 worked at the fire. Engine 2 covered in Brookline.

**August 26, 2015 – 1 Alarm Fire, 20 Sidney Street, Box 3112** – Companies dispatched to a report of a fire inside the Start Market. Small electrical fire in a cooler.

**August 27, 2015 – Special, 79 Standish Ave** – Companies were dispatched with USAR equipment to a report of a building collapse. Further information indicated that it was a premature collapse of a vacant building under demolition. No injuries and unoccupied.

**August 30, 2015 – 2nd Alarm, Kendall Square** – smoke condition in large, 3 story commercial building. Companies had a hard time locating seat of fire.

**September 5, 2015 – Belmont, 2<sup>nd</sup> Alarm, 47 Payson Road** – Engine 9, Ladder 1, Engine 1, Squad 4 and Division 2 responded to Belmont's 2<sup>nd</sup> alarm fire. Engine 1 and Squad 4 assigned to RIT. Engine 9 and Ladder 1 assisted with extinguishment and overhaul.

**September 8 – Mutual Aid, Arlington, W/F, Box 3553, 111 College Ave** – Engine 4 covered on Arlington's Working Fire.

**September 14 – 1 Alarm Fire, Box 474, 80 JFK Street** – Box struck for smoke in a Harvard Dining Hall. Companies found active fire in a walk in freezer. Sprinklers were activated as HQ Companies reached the fire. Personnel secured the utilities and overhauled.

**September 17 – Special** - Companies responded to multiple false alarms in area of 1100 Mass Ave during the early morning hours. Members were able to identify the person pulling boxes and notified CPD who detained the individual.

**September 17 – 1 Alarm Fire, Porter Square shopping center** - Master Box 7142 was received for the Porter Square shopping center. Engine 4 located a small fire in the elevator machine room at Zoots. Companies checked for extension, monitored CO levels and vented the building.

**September 21 – 1 Alarm Fire, 284 Harvard Street, Box 421** – Engine 2 stilled for alarms, eventually requested the box for a fire on floor 5

**September 22 – 1 Alarm Fire, 77 Lakeview Ave, Box 851** - Engine 1 & Ladder 1 were stilled to 77 Lakeview Ave for an outside fire. Companies arrived to find a construction dumpster extended to a 1 story, 2 bay garage and an exposed 2 story house. Box 851 was struck. 3 Lines were run. 4 Engines, 2 Trucks, Rescue 1 & Squad 4 worked.

**September 22 - 1 Alarm Fire, Box 542, 5 Longfellow Park** - box was struck for 5 Longfellow Park. The fire was confined to a ceiling fixture on Floor 1 of a 2.5 Story ordinary type constructed building. Companies isolated the circuit and checked for extension.

**September 23 -284 Harvard St., Box 421** – Engine 2 and Ladder 3 were stilled for the alarms sounding. Companies found a fire in the hallway of floor 5. Engine 2 ordered box 421 struck. Engine 2 and Ladder 3 members operated 2 water cans on the fire while others hauled a line through a stairwell window. Quickly knocked down. 7 story building with no sprinklers or standpipes. The fire was immediately outside the elevator doors on floor 5 – luckily members followed SOP's and used the stairs.



Photo by FF E. Morrissey III

Companies used a hauling line to advance a hoseline through an upper story window at Box 421 on September 23, 2015.



## What's New

**Apparatus:** The contract for two pieces of apparatus has been awarded to Pierce Manufacturing of Appleton, Wisconsin. These two pieces include a foam pump for Engine 3 and heavy rescue for Rescue 1. The design stage with final approval of drawings is in progress. The foam pump will include a 250 gallon foam tank, a Husky foam system with the capability to supply foam to the bumper turret as well as via 1 ¾" and 2 ½" hand lines. This foam pump will also have pump and roll ability.

The heavy rescue will be a large, box-type vehicle with the ability to carry the equipment and personnel needed for homeland defense, heavy rescue, extrication, technical rescue (including collapse, trench, hi-angle, and confined space), air sampling, protection of the environment, and firefighting in this 21st century. Delivery of both pieces is expected in the spring of 2016.

**Communications:** Two additional repeater sites have been established on hi-rise buildings at 50 Churchill Avenue in North Cambridge and at 675 Massachusetts Avenue in Central Square. These sites will enhance communications on Fire incident Channels 14 and 16 and Police Operations Channel 16. An additional simulcast site for the trunked system has been set up on another hi-rise, Tang Hall at 550 Memorial Drive. These ongoing improvements to the radio system will enhance both the routine and emergency communications in the city.

## Out and About



Photo courtesy CFD Training Division

Part of the team that “makes things happen” around CFD are the hard working guys in the Tech Services Division, **FF Dennis Maragioglio** and **FF Jim Bergin**. Here **FF Maragioglio** helps with the live fire training prop back in June 2015.



Photo courtesy of Training Division

Members participate in live fire training in June 2015



Photo courtesy of Local 30

Cambridge Fire Department, Professional EMS and Cambridge Police working to teach CPR to the public in Harvard Square in June 2015





Photo by Lt. S. Landry (E-4)

All companies got “back to basics” and did some ground ladder training in July. Here they review a “beam raise”. Group 2, E-4,E-6,L-2 and the Rescue on July 8, 2015.



Photo by Lt. S. Landry, Engine Co. 4

Members receive periodic, department wide training on MBTA bus procedures. The most recent training took place in September 2015.



Photo by Aimee McCarthy

L-R, Aimee McCarthy, daughter Alice and **FF Rob McCarthy (Engine 2)** at Canobie Lake Park Day on August 12



Photo Asst. Chief G. Mahoney

Cambridge Fire assisted the CambridgeSide Galleria Mall with their Annual annual "Run and Ride" event held at the CambridgeSide Galleria Mall. Over 500 children participated in this years event in July.





Photo courtesy FF Ed Morrissey

Cambridge Fire Department members at the O'Boyle Run on August 22, 2015. In memory of **late FF Kevin O'Boyle; Engine 5**



Photo by John J. O'Donoghue, Asst. Chief Retired

Since we don't have many contributions (hint, hint), the Editor "gleaned" this photo from the internet of **Asst. Chief John J. O'Donoghue; Retired** on a recent trip to Mount Washington. Although foggy at 6,288 feet, those that know John know he is always at the "top!"

## **Boston Sparks Association A-10**

A comforting sight on a hot day with cold water, or a warm coffee on a cold night in the metro area is the **Boston Sparks Association** canteen truck. The volunteers from the BSA make our job easier to bear! That job will be made easier with a new canteen truck coming to a fire scene near you!

From the Boston Sparks Association: The Boston Sparks Association would like to thank all that came to the dedication this morning (September 27, 2015) of the New A-10 Rehab Support Vehicle. Special thanks goes out to **The Last Call Foundation** who helped to make this happen along with the **Lewis Family Foundation**, **Boston Fire Commissioner Joe Finn**, **Ed Kelly** of the PFFM and **Richie Paris** of Local 718 for their support. To all of those who privately donated towards the new truck and to **President Paul Boudreau** and all the members of the A-10 Committee with all of their planning and to **EVI and C&S** who took a dream and built a reality!

As always, the Cambridge Fire Department congratulates them on this new piece of equipment and thanks them for their generosity and dedication!



Photo by Boston Sparks Association

## **Quotes of the Day**

Do not wait to strike till the iron is hot; but make it hot by striking.  
-William B. Sprague

Fortune favors the brave.  
-Publius Terencee

There is a grace of kind listening, as well as a grace of kind speaking.  
-Frederick William Faber

The secret of many a man's success in the world resides in his insight into the moods of men and his tact in dealing with them. -J. G. Holland

## **Honor Guard Membership**

Brothers and Sisters,

The Cambridge Fire Department Honor Guard is seeking members that are interested in participating on a regular basis.

For those that haven't ever participated in an Honor Guard before this is how we remember and honor the men and women who came before us and shaped the job we have today. You don't need any experience to join - just a willingness to learn!

### **Participation does not take very much time.**

If you are interested in participating in services and ceremonies please respond to this email with the following: Full Name, Mobile Phone, Email (preferred) and any experience you have. Please indicate in the email if you are a veteran and what service you served. To clarify, this is open to all members of the department both active, retired, military or non-military.

We will begin a quarterly training session in the coming months which will give members a good idea of what's expected. Some things to expect in the future would include representing the CFD at professional sporting events, national remembrance ceremonies and city parades/events.

Any questions or concerns please direct them to myself or any Honor Guard member.

Respectfully,

**FF Timmy Norton**

L-3/G-1

617.909.7190

## **MDA Fill the Boot Drive**

Brothers and Sisters,

Our annual "Fill The Boot" Drive is scheduled for **Monday October 26th from 0730-0930 hours**. Uniform will be Class B and Helmet (sweatshirt/jacket allowed if weather doesn't cooperate). My hope is to get enough volunteers to fill 2 high traffic locations at the same time (The Gilmore Bridge and Mass Ave @ Rt 16). The boot drive was delayed past Labor Day because finding volunteers is very hard during the summer months! With almost a month's notice, I respectfully request that you try to make an effort to volunteer a couple hours of your time. Please email or text/call me if you're interested.

Thank you,

**Lieutenant Brandon Hugh**

Engine 5 / Group 3

Local 30 Webmaster

MDA Coordinator

(617) 529-1844



**From the Archives**



Photo from Ed Fowler collection

The **Late Deputy Chief James Harrington**; (shown here as Lieutenant of Engine 1) and **Captain Larry Hodgon**; **Fire Prevention Retired** (as a firefighter on Engine 1) operate a gun at a 3 alarm fire in Inman Square that destroyed the Golden Horde restaurant. Today it is Velucci Park. Thanks to **DFC E. Morrissey** for identifying the photo.



Courtesy of Leslie Jones Collection, Boston Public Library

This photo circa 1922 shows an auto accident somewhere in the vicinity of Mass Ave. or Vassar Street as the Rosch Library building can be seen in close proximity in the background.



Courtesy of Leslie Jones Collection, Boston Public Library

One person drowned when their car drove into the icy Charles River. Several Cambridge firemen can be seen trying to rescue or recover the victim. The photo is circa 1930-1931

### **Local 30 MDA Update**

Brothers and Sisters,

The Local 30 Golf Outing was a success this past Thursday! We had a huge turnout (130 golfers), great weather, good food, and lots of raffle prizes. Most importantly, we raised approximately \$10,000 for the Muscular Dystrophy Association. I would like to thank all of the participants and hole sponsors from CFD and MIT. Thank you to **FF Rob McCarthy** and **retired Capt. Pasquale DeMaio** for volunteering on the course during the event. Thank you to **FF Rick Feliciano** for taking time out of his schedule to shop for most of the raffle prizes. Thank you to **retired Lt. Paul Mahoney** for his Weber Grill raffle donation. Last but not least, a very special Thank You goes out to **retired Lt. Bill Hugh** for all of his time and efforts selling raffle tickets to each group in each fire house over the past month and also volunteering during the event.

The winners of the golf outing were:

**1st Place- L.J. DiPietro, Tyler English, and Steve Capraro (60)**

**2nd Place- Steve Crowley, Anthony Brooks, John Crowley, and Bill Courier (63)  
tiebreaker winner**

**3rd Place- Brendan Sullivan, Tom Doherty, Jonathan Killeen, and Joe Oliveira (63)**

Longest Drive- L.J. DiPietro

Closest to the Pin- Matt Mahoney (CPD)

Grand Prize Raffle- Nick Shaw (MIT participant)

Custom Local 30 water bottles were made up for each player. Please contact me if you're interested in purchasing extra bottle(s). (\$5 each; all money raised will go to the MDA)

**Lt. Brandon Hugh; Engine Co. 5**

### ***Through the Lantern Lens***



### **Through the Lantern Lens**

**Apparatus -The Way it Was:** The Not So Good Old Days - by **DFC Jack Gelinas; Retired**

Firefighters on the job today have the privilege to work with modern, safe, and well-maintained apparatus. Today's fire apparatus is expensive, high-tech, and complicated. Optimal performance of the apparatus may very well save the lives of the people we protect, as well as our firefighters. Responding to and getting to the emergency incident safely is important. The Technical Services Automotive Maintenance section keeps the engines, trucks, rescues, division and special unit vehicles, as well as staff vehicles, running smoothly. Both first-line and spare apparatus is well maintained. Today's pride in our apparatus shows.

Everything is important: light bulbs are replaced, scratches and dents are fixed, the oil is changed, and braking and steering systems are checked and maintained on a regular basis. From the basics to the more complicated tasks, everything is considered important. Good communication between the members and the mechanics is a key part of the maintenance program.



A formal preventive maintenance program is in place. Pumps are regularly maintained and tested. Aerial devices are well maintained, tested, and certified. We in the Cambridge Fire Department are fortunate that the City of Cambridge has aggressively maintained a regular apparatus replacement program via capital budgeting. This was not always the case. For much of the 70s and 80s, first line fire apparatus was in poor condition and poorly maintained. This was in part due to the budgetary constraints of that era. This poor condition of apparatus was not unique to Cambridge. Both Boston and our sister city of Somerville, as well as many of the other urban communities of that age, ran what some would call “junk” for apparatus.

Of course, like almost everyone else in the North American fire service, we ran open-cab pumps and open-cab ladder trucks. The trucks had open tiller seats. We rode in apparatus with open cabs and open tiller seats, yes – 12 months of the year, in the oppressive summer heat and in the bitterly cold wind, ice, and snow of winter. Strangely enough with open cab apparatus, the exhaust fumes would be drawn into the cab. There were wipers on both the inside and outside of the cab windshield and tiller windshield. Picture driving or riding on the city streets during last winter’s blizzards, in a convertible with the roof down!

One anecdote: **Jim Harrington**, when he was the Captain of Ladder 4, rigged up a large, colorful beach umbrella to cover the open cab of a spare truck that Ladder 4 was using. Unfortunately, the Chief of Department at that time did not see the humor and ordered him to remove it immediately. Jim retired as a Deputy Fire Chief and has since passed away. RIP Brother.

The older apparatus had no seat belts. Men (no women in those days) sometimes rode on the back step, especially when a two piece company ran single unit. In later years, a safety harness was attached to the back step. The joke was that the harness was just long enough to be able to drag you behind the apparatus if you fell off. On ladder trucks with no jump-seats, the fourth or fifth firefighter would ride on the turntable hanging on to the aerial. This was for safety, so that members would be riding above the traffic in case of collision.

All engine companies were two-piece companies, with a pump and a hose wagon, but it was not unusual for the company to run single unit, pump only or wagon only, when the other piece was out of service. This writer remembers a day when Engine 5, with the wagon out of service for mechanical reasons, was running pump only (the 1979 Cincinnati cab/Continental 1250 gpm pump.) On this day, Rescue 1 also went out of service for mechanical reasons at the Inman Square shop. The Division 1 Chief told the officer of Rescue 1 that his company was to ride with Engine 5 for the day. Rescue 1 had an officer and 4 firefighters assigned, while Engine 5 had an officer and 3 firefighters. Engine 5 rode that morning with 9 men on the pump - 2 officers and 7 firefighters. We did have several runs with the “heavy company.”

**Pumps:** we ran some pumps with leaky or no water tanks. Some water tanks leaked so badly that the fill-hose in quarters was left running continually into the tank in order to keep water in the tank. On a run, the pump (or leaky wagon) would leave a trail of water (or ice) from quarters to the fire or incident. The only “advantage” was that other companies could follow the trail to the location. It would be necessary for an engine company with no water on board (due to no tank or due to a leaky tank or leaky tanks in both pieces) to stretch a line from a hydrant for an outside rubbish fire or a car fire. It was not unusual for a pump to have broken gages, broken discharge ports, broken handles, broken throttles, broken relief valve, inoperable drains, a broken tank-to-pump valve, or a broken tank-fill valve. Note also that not only the water tanks leaked. On more than one occasion, apparatus ran with leaky fuel tanks, fuel lines, or connections, leaving a trail of diesel fuel on the street.

**Wagons:** The old, short wheel-base hose wagons (remnants of the 1960s) were good to drive on wide sidewalks, down the railroad tracks, and into alleys - but that short wheel-base combined with the weight of the water, hose, and equipment made the wagons difficult to control on wet, icy, or snowy surfaces. Some would call them “unsafe at any speed.” Fortunately these are long gone.



Photo Ed Fowler / CFD Archives

1981 Maxim-International 250/500 hose wagon assigned to Engine 6

**Air:** Air leaks in air lines or brakes were normal in this era. It was a common occurrence for companies to be delayed in leaving quarters, in order to build up air pressure to release the brakes. Often, following the transmission of a box or still alarm, companies would call via radio that they would be delayed responding because of low air pressure. There was a spare ladder truck with air-assisted steering. After several hard turns, combined with use of the air-horn, the air-assist would be lost and the steering would be mechanical only, at least until the air built up again.

**Brakes:** Broken hand brakes or parking brakes did not get repaired. The standard answer was to get out and chock the wheels. Due to moisture freezing up brake lines, companies were told not to use the maxi-brake in the winter. Get out and chock the wheels. There was the case of a ladder company with no trailer brakes, which was only able to stop while en response down a steep hill, by driving over traffic islands and scraping parked cars. Very fortunately, and greatly due to the driving skill of the members, no one was killed or injured in that incident. There were other serious issues with failing mechanical and air brake systems.

**Lights and Wipers:** There were always problems maintaining lights of every kind - tail lights, head lights, running lights, emergency lights, stop lights, spot lights, etc. Revolving lights did not revolve. Flashing lights did not flash. It was common for apparatus to be on the road with several lights not working. Maintaining working windshield wipers on both the driver's side and officer's side of the windshield was always another problem.

**Tires:** Tires were always an issue. Bald tires might be placed on the inside dual, ostensibly to save money. Tires did not get replaced in a timely manner, leaving apparatus running with tires with little tread left. Maybe at the start of winter, companies would get new tires. Tires of different sizes were placed on the same apparatus, sometimes different sized tires on adjacent dual wheels. Lug nuts were missing or broken.

**Cosmetics:** It was highly unlikely that any scratches or dents would ever be repaired, unless the apparatus was contracted out for a complete overhaul. A broken side-view mirror would get replaced.

**Trucks:** In Cambridge, temporarily but on more than one occasion, we ran a ladder company with an OOS aerial device – a stick that did not work. There were no spare trucks available or the spare truck had no working aerial device. The older aerial ladders would bounce, bend, and twist when in use. In comparison, the heavy-duty aerials of today are safe and solid - like stairways. Ladder 3 ran an old truck with a twisted aerial. The members were very familiar with its use and very skilled in placing the stick to the target. In actuality, when the stick was thrown, the last fly section would take a hard right. The other aerials weren't much better.

When lowering the old Aerial Tower 1 (Ladder 1 in those days), especially at a long reach, the stick would abruptly drop several feet. This was “normal” and the company members always compensated for this initial sudden drop. Firefighters from other companies detailed to the Tower however were never too happy about this. When a truck's extension cable (the cable that extended and retracted the fly sections) was frayed and the strands of the cable wires were breaking apart, the solution was to wrap the cable with electrical tape. Using a spare truck, the tiller speaker would be broken. In those days, only the officer had a portable radio, so if the company received a run while on the road (which was common), the tiller man had no idea where they were going.

**Rescues:** Due to a shortage of spare rescues at different times over the years, the Rescue ran an assortment of spare vehicles. The Rescue has run using a spare, 4-door cab pump. Another spare used by the Rescue was a Civil Defense van type vehicle, lettered Rescue 2. In this vehicle however, there were no mounts for tools and equipment. Everything would slide back and forth across the floor at every hard turn or stop. The Rescue actually ran an old Ford station wagon (a spare deputy's car) for a short time, with no other spares available. Tools and equipment were loaded into the back. With the 4 firefighters, PPE, tools, and equipment, this Ford Ranch Wagon was surely overloaded.



Photo courtesy of Asst. Chief G. Mahoney

*One of the many vehicles used by the Rescue was a 1943 military surplus (USN) Fog Unit*



We must mention that the four 1250 gpm 1971 Maxim S model, closed cab pumps were very reliable and were very good pumps. They ran for years as the pump sections of two piece companies and saw much fire duty in those years. Engine 7's Maxim pump is still owned by CFD and kept as a historical piece.

We have come a long way from the 1960s and 70s into the 21st century. This narrative is not written to lay blame on anyone for the one-time poor condition of first-line and spare apparatus. It is only written to illustrate that we should not take today's apparatus for granted. We must also keep in mind that the apparatus referenced above worked at many fires over the years and got badly beaten up by the responses and the fire workload in the city at that time. Most of the members on the job today have no idea how bad the apparatus was in an earlier era. It is our history. The good old days sometimes weren't so good. We should look back to see how things were then, and look to the present and to the future with full appreciation for our Class 1 apparatus fleet and the professional maintenance it receives.

Our men and women, the firefighters, fire officers, and civilians, make the Cambridge Fire Department what it is today, but we depend on the apparatus to get the job done efficiently, effectively, and safely.

Arrive alive! Always wear your seat belts!

### **Signal 10-15**

**Special Signal 10-15** The Chief of Department regrets to announce the death of

#### **Lt. Timothy J. O'Leary; Ladder Co. 4-Retired**

Lt. O'Leary was appointed to the department September 10, 1961

He retired November 30, 1988

He was a Veteran of the United States Coast Guard

He was 91 years of age.

Services were held August 2 & 3, 2015 – The CFD Honor Guard served as well as carried the Urn. Ladder 4 was present at the service.



Photo by FF T. Norton

**Special Signal 10-15** The Chief of Department regrets to announce the death of

**Firefighter Arthur J. Silva; Engine Co. 4-Retired**

In August 2015

Firefighter Silva was appointed to the Reserve List November 22, 1964 and Permanent on May 23, 1965.

He retired on disability on September 29, 1976

He was a Veteran of the United States Army  
He was 85 years of age.

**Condolences to:**

To family and friends of **retired Police Chief Anthony G. Paolillo.**

Chief Paolillo was first appointed as a Cambridge Police Officer on March 25, 1956. Chief Paolillo was appointed to Chief of Police on May 6, 1982 and served in that position until April 30, 1991 at the time of his retirement.

**FF Fred Sage; Technical Services-Retired** on the passing of his Mother-In-Law,  
Mrs. Priscilla DelPrete in June 2015

**FF John Bernard; Ladder Co. 4** on the passing of his Mother-In-Law,  
Mrs. Mary McGrath, also the Widow of  
**FF Robert McGrath; Ladder Co. 4-Retired** in August 2015

**Lieutenant Robert Golden; Rescue Co. 1** on the passing of his Mother,  
Mrs. Ginny Golden in August 2015

**Deputy Fire Chief, Michael J. Morrissey; Division 1 and  
Firefighter Daniel O'Brien' Engine Co. No. 4** on the passing  
of Massachusetts State Trooper David M. Timperio.

Trooper Timperio was the Brother-in-Law of Deputy M. Morrissey and Uncle of FF O'Brien. Also the Son-in-law of the **Late Lieutenant Robert J. Morrissey; Ladder 1**

To the family of the **Late Captain John M. "Jigsy" Mahoney** on the passing of his wife,  
Mrs. Mary E. Mahoney

**FF John Rose; Engine 5-Retired** and family on the passing of his mother,  
Mrs. Mary Rose Poillucci

**Firefighter Matthew E. Ansello; Rescue Co. 1** on the passing of his Grandmother,  
Mary M. Ansello

**Captain Charles F. Murphy; Engine Company 9** on the passing of his Mother,  
Mrs. Dorothy M. Murphy

**Lieutenant Steven C. Brown; Technical Services,** on the passing of his Mother,  
Mrs. Teresa Brown

**New Hires, Promotions, Retirements & Transfers**

June 22, 2015

GENERAL ORDER NO. 30, Series of 2015

TO THE COMMANDING OFFICER

RE: **Transfer and Assignment**

**Effective Sunday, July 12, 2015 at 0700 hours:**

Firefighter Charles M. Stewart from Ladder Company No. 3 to Engine Company No. 6

FFOP Bertil W. Johnson assigned to Ladder Company No. 3

Please see that each member is present for a reading of this notice.

Per Order  


Gerald R. Reardon  
Chief of Department

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June 24, 2015

GENERAL ORDER NO. 32, Series of 2015

TO THE COMMANDING OFFICER

RE: **Promotion**

**Effective Sunday, June 28, 2015 at 0700 hours:**

Acting Fire Lieutenant Scott A. Volz promoted to Fire Lieutenant

Please see that each member is present for a reading of this notice.

Per Order,



Gerald R. Reardon  
Chief of Department

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GENERAL ORDER NO. 33, SERIES OF 2015

June 25, 2015

TO THE COMMANDING OFFICER

SUBJECT: **Retirement of Firefighter Kenneth W. Souza**  
**Effective, June 30, 2015 at 0700 Hours**

Effective June 30, 2015 at 0700 hours, Firefighter Kenneth W. Souza retired from the Cambridge Fire Department. Firefighter Kenneth Souza was **appointed on June 21, 1987**.

- **August 9, 1987**      **Ladder Company No. 2**
- **June 12, 1988**      **Rescue Company No. 1**

Firefighter Souza has faithfully served the citizens of Cambridge.

We wish Firefighter Souza much happiness and good health in his retirement.

Please see that each member is present for a reading of this order.

Per order,



Gerald R. Reardon  
Chief of Department



GENERAL ORDER NO.34, Series of 2015

TO THE COMMANDING OFFICER

RE: **Transfer**

**Effective Sunday, July 12, 2015 at 0700 hours:**

Firefighter Ariel Rodriguez from Engine Company No. 3 to Fire Prevention

Please see that each member is present for a reading of this notice.

Per Order,



Gerald R. Reardon  
Chief of Department

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GENERAL ORDER NO.35, Series of 2015

TO THE COMMANDING OFFICER

RE: **Transfer**

**Effective Sunday, July 19, 2015 at 0700 hours:**

Firefighter Daniel M. Harrington from Engine Company No. 6 to Fire Headquarters

Please see that each member is present for a reading of this notice.

Per Order,



Gerald R. Reardon  
Chief of Department

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July 20, 2015

GENERAL ORDER NO. 36, Series of 2015

TO THE COMMANDING OFFICER

Subject: ***STATUS OF "FIREFIGHTER"***

The following Firefighters on Probation (F.F.O.P.) have reached the status of Firefighter, effective July 27, 2015 at 0700 hours:

**Anthony S. Brooks  
Stephanie A. Crayton  
Stephen J. Crowley  
Anthony J. Cyrus  
Nicholas F. DiPace  
Leonard J. DiPietro  
Thomas C. Harris III  
Kevin S. Kenney  
Damien Mahaffey  
Ryan J. Marifiote  
Shayne W. McDonald  
Ryan A. Meehan  
Mark A. Nazareno  
Daniel A. Nugent  
David M. Pereira  
Jon W. Powers**

Please see that each member is present for a reading of this order.

Per order,



Chief of Department  
Gerald R. Reardon

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August 19, 2015

GENERAL ORDER NO. 38, Series of 2015

TO THE COMMANDING OFFICER

Subject: ***STATUS OF "FIREFIGHTER"***

The following Firefighter on Probation (F.F.O.P.) has reached the status of Firefighter, effective August 24, 2015 at 0700 hours:

**Patrick K. Sullivan**

Please see that each member is present for a reading of this order.

Per order,

A handwritten signature in black ink, appearing to read "Gerald R. Reardon". The signature is written in a cursive style with a large initial "G".

Chief of Department  
Gerald R. Reardon

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GENERAL ORDER NO.42, SERIES OF 2015

September 8, 2015

TO THE COMMANDING OFFICER

SUBJECT: **Retirement of Captain Michael R. Bruno  
Effective, September 13, 2015 at 0700 Hours**

Effective September 13, 2015 at 0700 hours, Captain Michael R. Bruno retired from the Cambridge Fire Department. Captain Michael Bruno was **appointed on March 6, 1983.**

- |                             |                                    |
|-----------------------------|------------------------------------|
| • <b>April 17, 1983</b>     | <b>Rescue Company</b>              |
| • <b>January 3, 1993</b>    | <b>Engine Company No. 1</b>        |
| • <b>June 27, 1993</b>      | <b>Engine Company No. 2</b>        |
| • <b>October 2, 1994</b>    | <b>Ladder Company No. 2</b>        |
| • <b>November 20, 1994</b>  | <b>Promoted to Fire Lieutenant</b> |
| • <b>January 1, 1995</b>    | <b>Engine Company No. 3</b>        |
| • <b>August 23, 1998</b>    | <b>Rescue Company</b>              |
| • <b>September 18, 1998</b> | <b>Promoted to Fire Captain</b>    |
| • <b>May 7, 2000</b>        | <b>Ladder Company No. 2</b>        |

Captain Bruno has faithfully served the citizens of Cambridge.

We wish Captain Bruno much happiness and good health in his retirement.

Please see that each member is present for a reading of this order.

Per order,



Gerald R. Reardon  
Chief of Department

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After Thirty-Two years of dedicated service  
Captain Mike Bruno's last tour of duty was Wednesday July 29, 2015

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September 8, 2015

GENERAL ORDER NO.43, Series of 2015

TO THE COMMANDING OFFICER

RE: **Transfer**

**Effective Sunday, September 13, 2015 at 0700 hours:**

Firefighter John W. Hathaway from Ladder Co. No. 2 to Engine Co. No. 9

Please see that each member is present for a reading of this notice.

Per Order,

A handwritten signature in black ink that reads "Gerald R. Reardon".

Gerald R. Reardon  
Chief of Department

---

GENERAL ORDER NO.44, Series of 2015

TO THE COMMANDING OFFICER

RE: **Transfers**

**Effective Sunday, September 27, 2015 at 0700 hours:**

Firefighter Edward P. Oliver from Aide to Deputy Fire Chief Division 2 to Fire Headquarters

Firefighter Richard J. Thorne from Engine Company No. 3 to Aide to Deputy Fire Chief Division 2

Please see that each member is present for a reading of this notice.

Per Order,



Gerald R. Reardon  
Chief of Department

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**Commendation**

June 23, 2015

GENERAL ORDER NO. 31, SERIES OF 2015

TO THE COMMANDING OFFICER

RE: COMMENDATION

Upon the recommendation of Lt. Brian Casey, Squad Co. 2:

At 0936 hours on Wednesday April 15, 2015 a water rescue response of Engine 2, Ladders 1 and 3, Squad 2, Rescue 1, Division 1 along with C-17 and MB1 were dispatched to a report of a jumper from the Harvard Bridge into the Charles River witnessed by a passerby.

Upon arrival, companies from Lafayette Square found the witness and Massachusetts State Police. Information provided was quickly relayed by Squad 2 to Act. Deputy Chief Ikels, (Div. 1).

Ladder 3 immediately deployed a roof ladder to hang from the bridge railing, allowing responders a quick entry point. Firefighters Shane Brown and Ian Moynihan quickly entered the river to commence the search. Members of Ladder 3 lowered 6' pike poles on rope to use in probing the water. Firefighter Moynihan quickly hooked some clothing of the victim and attempted to bring him to the surface. The victim became dislodged and sank.

Firefighters Matthew Davison and Dennis Vigilante also entered the river and established a square search area. Firefighter Brown found the victim and carefully raised him to the surface. Assisted by Firefighter Davison, the victim was slid on board the State Police vessel. Firefighters Brown and Davison boarded the vessel and initiated CPR on the victim enroute to the dock where they were met by Professional Ambulance. The victim was transported to Mass. General Hospital where despite the tremendous efforts of all involved, the victim succumbed to his injuries.

As Lieutenant Casey stated in his Form 2A, "The swiftness of their actions and the professionalism is what we have come to expect from the Cambridge Fire Department."

The actions of Firefighters Brown, Moynihan, Davison and Vigilante were in the highest traditions of the fire service and the Cambridge Fire Department and they are hereby commended for their actions.

Per Order



Gerald R. Reardon  
Chief of Department

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Photo by CPD Officer Lowe

**Firefighters Ian Moynihan, FF Matt Davison, FF Shane Brown and FF Dennis Vigilante** conducting the search for the person who jumped into the Charles River in April. They all received a commendation as explained in the previous page.

**Safety** Paul Combs is a nationally, well known fire department artist with work featured in many fire magazines. Sometimes, not much needs to be said!



### Fiscal Year 2014/2015 Stats

FY 2014/2015 RUN TOTALS																	
	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	SBTTL	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	TOTAL			
<b>Engine 1</b>	232	199	209	188	172	165	<b>1165</b>	200	221	211	188	206	223	<b>2414</b>			
<b>Engine 2</b>	301	274	294	296	232	289	<b>1686</b>	309	290	284	298	314	291	<b>3472</b>			
<b>Engine 3</b>	124	142	119	129	112	142	<b>768</b>	135	147	126	139	142	154	<b>1611</b>			
<b>Engine 4</b>	155	126	141	108	143	103	<b>776</b>	129	144	135	116	131	115	<b>1546</b>			
<b>Engine 5</b>	160	155	154	141	151	130	<b>891</b>	163	183	152	155	165	144	<b>1853</b>			
<b>Engine 6</b>	121	115	123	102	77	122	<b>660</b>	115	144	119	107	117	111	<b>1373</b>			
<b>Engine 8</b>	121	101	86	103	97	104	<b>612</b>	123	113	123	103	75	94	<b>1243</b>			
<b>Engine 9</b>	104	79	70	76	92	76	<b>497</b>	100	96	92	94	92	87	<b>1058</b>			
<b>Truck 1</b>	200	171	165	177	173	130	<b>1016</b>	173	204	162	139	166	153	<b>2013</b>			
<b>Truck 2</b>	109	83	92	108	93	99	<b>584</b>	111	150	90	79	106	112	<b>1232</b>			
<b>Truck 3</b>	183	192	198	176	160	159	<b>1068</b>	214	214	184	170	174	181	<b>2205</b>			
<b>Truck 4</b>	162	131	131	105	125	110	<b>764</b>	145	159	150	113	104	105	<b>1540</b>			
<b>Rescue 1</b>	209	172	218	213	192	180	<b>1184</b>	188	202	197	183	220	202	<b>2376</b>			
<b>Squad 2</b>	305	274	297	276	233	277	<b>1662</b>	268	246	308	308	309	293	<b>3394</b>			
<b>Squad 4</b>	141	147	150	127	134	148	<b>847</b>	162	145	155	170	155	153	<b>1787</b>			
<b>Division 1</b>	177	128	164	153	116	123	<b>861</b>	160	170	131	131	137	134	<b>1724</b>			
<b>Division 2</b>	151	109	103	116	90	76	<b>645</b>	115	138	115	99	104	104	<b>1320</b>			
<b>HazMat 1</b>	3	4	1	4	2	3	<b>17</b>	3	2	4	2	4	6	<b>38</b>			
<b>Spec &amp; HQ Units</b>	26	19	18	15	13	32	<b>123</b>	20	41	15	20	27	28	<b>274</b>			
<b>Mutual Aid Units</b>	61	15	20	8	6	16	<b>126</b>	26	43	12	18	22	20	<b>267</b>			
<b>TOTAL</b>	<b>3045</b>	<b>2636</b>	<b>2753</b>	<b>2621</b>	<b>2413</b>	<b>2484</b>	<b>15952</b>	<b>2859</b>	<b>3052</b>	<b>2765</b>	<b>2632</b>	<b>2770</b>	<b>2710</b>	<b>32740</b>			



## FY 2014/2015 "Code 111" Building Fire TOTALS

	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	SBTTL	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	TOTAL
Engine 1	3	2	1	2	0	6	<b>14</b>	3	7	2	5	7	4	<b>42</b>
Engine 2	2	10	5	2	4	3	<b>26</b>	3	4	1	3	3	5	<b>45</b>
Engine 3	1	2	1	1	1	2	<b>8</b>	3	3	0	3	3	3	<b>23</b>
Engine 4	2	1	1	2	0	3	<b>9</b>	2	4	0	5	2	2	<b>24</b>
Engine 5	4	7	5	1	4	4	<b>25</b>	4	7	1	1	5	4	<b>47</b>
Engine 6	4	7	3	2	3	4	<b>23</b>	3	7	0	4	3	6	<b>46</b>
Engine 8	2	1	1	2	0	4	<b>10</b>	1	8	2	5	3	1	<b>30</b>
Engine 9	3	0	0	2	1	3	<b>9</b>	2	5	2	0	2	1	<b>21</b>
Truck 1	4	7	3	3	4	6	<b>27</b>	4	7	3	5	7	5	<b>58</b>
Truck 2	2	2	2	0	1	3	<b>10</b>	3	4	1	4	4	4	<b>30</b>
Truck 3	4	9	5	2	3	5	<b>28</b>	3	6	0	2	3	5	<b>47</b>
Truck 4	3	1	1	2	1	4	<b>12</b>	1	9	2	6	4	4	<b>38</b>
Rescue 1	4	8	4	3	4	5	<b>28</b>	3	6	3	6	7	7	<b>60</b>
Squad 2	2	7	4	2	4	5	<b>24</b>	3	4	2	5	7	7	<b>52</b>
Squad 4	4	6	1	3	0	5	<b>19</b>	2	8	2	4	4	5	<b>44</b>
Division 1	3	9	6	2	4	5	<b>29</b>	4	5	1	4	3	6	<b>52</b>
Division 2	3	2	1	2	0	5	<b>13</b>	3	10	2	5	5	3	<b>41</b>



FY 2014/2015 Mutual Aid Responses													
	Jul-14	Aug-14	Sep-14	Oct-14	Nov-14	Dec-14	Jan-15	Feb-15	Mar-15	Apr-15	May-15	Jun-15	TOTAL
To Arlington					1					2	1		4
To Belmont	6		2				5		1	6	5	4	29
To Boston			3	1	1								5
To Brookline						1	3	1			1		6
To Chelsea		4											4
To Medford													0
To Revere								3					
To Somerville	11		6	4	2	8	9	14	11	16	2	6	89
To Waltham		4				3		5				4	16
To Watertown				3								1	4
State HM Tec resp				1		1							2
<b>TOTAL</b>	<b>17</b>	<b>8</b>	<b>11</b>	<b>9</b>	<b>4</b>	<b>13</b>	<b>17</b>	<b>23</b>	<b>12</b>	<b>24</b>	<b>9</b>	<b>15</b>	<b>162</b>

From Arlington	2	1			1	2	2	2	1		4	4	19
From Belmont	2	3	3	2		3	2	5	3	1	2	3	29
From Boston	7					4	9	11			3	1	35
From Brookline	4							4			1		9
From Chelsea	6												6
From Everett	2												2
from Lexington	1												1
from Lynn	1												1
From Malden	2												2
From LoganMsprt	1												1
From Medford	3							1					4
From Newton	3							2					5
From Revere	1												1
From Saugus	1												1
From Somerville	13	11	17	6	5	7	13	13	8	17	10	12	132
From Stoneham	4												4
From Wakefield	1												1
From Waltham	4							5			1		10
From Watertown	1										1		2
From Winchester	1												1
From Woburn	1												1
<b>TOTAL</b>	<b>61</b>	<b>15</b>	<b>20</b>	<b>8</b>	<b>6</b>	<b>16</b>	<b>26</b>	<b>43</b>	<b>12</b>	<b>18</b>	<b>22</b>	<b>20</b>	<b>267</b>

## Congratulations

Belated Congratulations to **FFOP Stephanie Crayton; Engine Co. 6** on being selected as one of CNN's 20 Top Moms on Mothers Day back in May 2015.



*According to CNN's website:* Moms share their everyday triumphs in parenting. "In 2014, I completed the Massachusetts Fire Academy for the City of Cambridge, in which I grew up. I am a 42 year old divorced mother with custody of my son. My proudest moment was being able to have my son pin my badge on my uniform during the badge ceremony for the city. – **Stephanie Crayton, Cambridge, Massachusetts.**

Congratulations to **FF Jeremy Marrache; Engine 1** and his wife Grace on their marriage in June 2015.

Congratulations to **Dan Lopez (M-4 Motor Squad)** and family on the birth of their daughter Sophia. Sophia made her arrival in late July at 7lbs 11oz. She is also the granddaughter of **Steve Lopez (M-3 Motor Squad)**

**FF Robert Sullivan; Ladder 2** and wife Natalie on the birth of their daughter on August 14!

**FF Kyle McLaughlin; Engine 2** and wife Heather on the birth of their son on August 18!

August was a busy month, proud parents that also deserve congratulations include:

**FF David Pereira; Engine 5**

**FF Ryan Murphy; Engine 5**

**Lt. Kevin Mercer; Engine 6 (Twins!)**

**FF Ameer Moustafa; Engine 5**

Congratulations to **Lieutenant Kyle Schweinschaut; Squad 2** and wife Chloe on the birth of their son, Rocco in September 2015.

Congratulations to **FF Howie Smith; Ladder 1** and his wife Amy on their marriage in September. Howie asked his two sons to be his best men. They were surprised (and liked) these gifts which were early 1900's Cairns Senator Helmets that Howie restored with hand painted shields.



Photo by B. Mooney

Not to be outdone, his wife, Amy got a "Chiefs helmet". Although rumor has it she was briefed in the Incident Management System's use of "Unified Command."



Photo by B. Mooney

**Note: Ever wonder why you didn't see YOUR news here? Well we didn't know about it. Please share!**



Photo courtesy of Christine Hoercher-DeAmbrose

CFD members gathered at the home of **FF Ken Souza** on August 16 to celebrate his retirement (along with several other family milestones!)

### **Of Interest...**

#### **Military & Defense & More: D-Day World War II Military Defense These Crossword Clues Nearly Gave Away The D-Day Invasion**

*Business Insider, Jeremy Bender - June 3, 2014*

Seventy years ago, the British Intelligence agency MI5 flew into a panic when agents noticed that key code names from the top secret D-Day operation were appearing in The Daily Telegraph's crossword puzzles. In May of 1944, intelligence officers suspected that the puzzles were functioning as a covert operation for passing top-secret intelligence along to the Nazis and thoroughly interrogated Leonard Dawe, the Telegraph's crossword compiler and headmaster of the Strand School in Effingham.

Dawe had previously attracted the MI5's attention when the word 'Dieppe' appeared in one of his puzzles the day before the Dieppe raid, along the northern coast of France, on August 19, 1942. This was quickly dismissed as "a complete fluke."

No 5,775

<p><b>ACROSS</b></p> <p>1 A cause of postscripts (15)</p> <p>10 Very attentive commonly (two words -3, 4)</p> <p>11 A fool's weapon (7)</p> <p>12 But this isn't to be bought at this shop (6)</p>	<p>15 Foils start thus (two words-3,3)</p> <p>16 Definite (7)</p> <p>17 One of the U.S. (4)</p> <p>18 Achievement that the guardians of the Tower always have at heart (4)</p> <p>19 Proper behaviour (7)</p> <p>20 But cook has a</p>	<p>practical use for this old weapon (4)</p> <p>22 Part of one's last will and testament (4)</p> <p>24 This knight of old had a fair start (7)</p> <p>25 Little Samuel has got something from the pantry to make a boat (6)</p>	<p>27 The ceremonious tart (6)</p> <p>30 Fifty fifty (7)</p> <p>31 White wine (7)</p> <p>33 "Intense matter"</p> <p><b>DOWN</b></p> <p>2 This probably has a lateen sail (7)</p> <p>3 What all will be when the cease fire sounds (6)</p> <p>4 Try the clue for 22 across (4)</p> <p>5 Derby winner or preposition (4)</p> <p>6 Systematically sorted (6)</p> <p>7 When this loses its tail it doesn't grow another (7)</p> <p>8 He rations the port among those who want it (15)</p> <p>9 The ups and downs of business (three words -6, 3, 4)</p> <p>13 Conference centre lately (7)</p> <p>14 "Sleep rough" (7)</p> <p>15 Lay (7)</p> <p>21 Assess (7)</p> <p>25 "Having drink taken" (7)</p> <p>24 Many an oak-tree has this measurement (6)</p> <p>25 This might make mad, sir (6)</p> <p>28 This German Island sounds of alluvial origin (4)</p> <p>29 The last Alice saw of the White Rabbit (4)</p>
----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

The crossword that started the puzzle and, below, the solution

A reprinting of the infamous Telegraph crossword that contained hints of the D-Day invasion.

In the months leading up to D-Day, Dawe again came under suspicion. The words Juno, Gold, and Sword — all code names for British landing beaches — appeared in the crossword. They didn't seem to have any significance though, as these were considered common crossword puzzle answers.

But the clue "One of the U.S." with the four-letter word Utah as the solution immediately caught the MI5's attention. Soon after came a flurry of other clues containing sensitive names related to the D-Day operation.

On May 22, Omaha, a codename for a D-Day beach the U.S. was planning to take, was the solution to the clue "Red Indian on the Missouri (5)." The May 27 crossword contained the word Overlord, the name for the entire D-Day operation.

The final D-Day-related codename came on June 1, just five days before the invasion. The solution to 15 Down was "Neptune," the codeword for a naval assault.

After thorough questioning by the MI5, it became apparent that Dawe was unwittingly publishing information related to the D-Day operation.

Dawe would invite his students to fill out the blank crosswords with words of their own choosing as a form of mental exercise. Dawe would then write clues to their solutions.



Dawe's Strand School was situated close to a Canadian and American military camp full of soldiers that were preparing for the D-Day campaign. Several of Dawe's students would spend time at the camp running errands for the soldiers and listening to their stories.

The soldiers weren't afraid of the children being spies and spoke openly of the upcoming campaign. The children learned the now-legendary codenames used during the operation. Unaware of the possible repercussions, they then put them into one of England's favorite crossword puzzles for the world to see.

### **Photo Gallery**

The Cambridge Fire Department is fortunate to have a well-trained and dedicated motor squad. That dedication results in apparatus taken out of service that is often bought by surrounding apparatus for use as spare or reserve apparatus as well. A rash of sightings of quite a few former Cambridge Apparatus has taken place lately!

The first being an engine that now belongs to Chelsea that was formerly Cambridge Engine 1 and then Engine 8 recently taken out of service. The Sqrut device was removed by Chelsea.



Photo by Lt. Chuck Lowe; Engine 1

The former Ladder 5, a 1989 Maxim tiller was also sold to Chelsea a few years ago and is now running in Revere!



Photo by Mike Boynton

Also spotted on the north shore recently was the former CFD Auxiliary Lighting Plant, which was Engine 5's hose wagon, a 1986 International hose wagon. It was parked in a former lumberyard used for storage and is presumably privately owned at the moment.



H Smith photo




Lastly, past **CFD Auxiliary member Raphael Mendez** spotted Engine 8's old hose wagon, a 1981 International hose wagon that was sold to Plainville MA and used as a brush truck. It has since been resurfaced with the pump replaced with tool drawers and appears to be being used by the DPW at a recent repaving job.



Photo courtesy of Raphael Mendez


**Newton Fire Captain Mark Roche** shared a sales brochure from CFTI - "Continental Fire Trucks, Inc." circa 1982 that advertised some of the services they provided. In this case, a refurbishment of the old Ladder 2 (a 1962 Pirsch) with the addition of a new tractor in 1982. Thank you Mark!

**REFURBISHING**



FOR THIS,  
WE PROVIDED  
AN ALTERNATIVE:

Our Specially Designed  
Service Facility is Fully Equipped  
to Repair, Renovate, or Repower Your  
Present Units, Regardless of Make,  
or Condition.



## Letters

***The following letter was received on August 18, 2015:***

Hi Everyone,

I would like to just take a minute to let all of you know that this year's Family Outing at Canobie Lake was again a great success. Our success was due to our great volunteers helping me with the event. I couldn't have done it the same without you.

First, I would like to say thank you to **Mr. & Mrs. Rob McCarthy, Bridget Lopez, FF. John Presutti, & Lt. Collin Walsh** for volunteering your time at the event this year. Also to **Kerry Souza** daughter of recent retired **FF Kenny Souza** for helping yet again this year with hand picking the prizes with me. Also to Mrs. Trisha DiNatale for the donation of the hand maid quilt. Along with Lt. Collin Walsh is donations of the Red Sox tickets. Last but not least thank you to the recently **retired Lt. Paul Mahoney**, the **Credit Union**, and to **Local 30** for each of their donations this year. Weather it was a donation or volunteerism all were extremely appreciated.

We had over 130 people of all ages attend our event this year. With all the newborns in the department this year hopefully we will see this number grow next year. My favorite part this year was watching our members enjoy the day with their families and getting to meet some of our retirees for the first time. Also of course, the smiles on the kids' faces, or even better their enthusiasm they showed to what prize they were planning on winning. This year the corn-hole relay races seemed to be a big hit, along with the water balloons. Which I must say, I think some kids have been practicing their water balloons throws because I was soaked. Another big hit this year was our raffle for adult prizes. **This year's raffle raised \$550.00 that we donated to MDA.**

I have only ran this event for two years but I look forward to continue to run it as long as possible. The reason I run this event is no secret I enjoy the relationships it builds and the doors it opens. Meeting the other halves of the people we work with or watching the children interact with each other. Having the privilege of getting to enjoy this with each of you and your family is a true gift to me and I thank all of you for attending and keeping the tradition alive.

Sincerely  
Blake Crist  
L2 / G1

**America's Heroes - Thomas A. Kenny Memorial Medal – FDNY**

**FireFighter Adam M. Burlison  
LADDER COMPANY 26**



Appointed to the FDNY on March 8, 2005. Recipient of a unit citation. Holds a BS degree in Marketing from Roger Williams University. Resides in Manhattan.

**January 5, 2014, 1103 hours, Box 33-798, Manhattan**

Typically, firefighting operations are a team effort, whether advancing a hose-line down a burning hallway, rescuing someone from a building collapse or investigating alarm activation. However, there are occasions when circumstances are such that a Firefighter must operate alone. Just such a case occurred on the morning of January 5, 2014.

Ladder 26 was away from its Harlem firehouse, directed to stand by in the quarters of Ladder 2 in midtown east. Shortly after 1100 hours, the company was assigned as the only truck to a residential high-rise fire on the west side of Manhattan. FF Adam Burlison, the chauffeur, quickly proceeded toward the reported location and deftly maneuvered the rig through traffic from east to west. His sense of urgency increased when he heard a radio transmission from Battalion 7 announcing that fire was showing through the 20th floor skin of a 42-story, 100- by 100-foot, multiple dwelling.

On arrival, FF Burlison positioned the apparatus, donned his protective equipment and proceeded to make an outside survey of the structure. During this time, reports were being received from Ladder 26's inside team that heavy smoke and high heat were present on the 20th floor. This situation occurred because both the apartment and stairway doors were left open. The doors ultimately were controlled by Lieutenant Edward Poli and his team as they were aware that FF Burlison would be operating above the fire floor.

FF Burlison knew that he was tasked with reaching the roof via the "A" stairwell. He started his ascent and searched not only the staircase, but each floor as well. He was mindful that many reports were transmitted to Battalion Chief John Buckheit, Battalion 7, that residents were trapped and immediate life hazards existed. Additionally, the staircase itself was contaminated with heavy smoke.



When FF Burlison reached the 30th-floor landing, he encountered an unconscious male who was bleeding severely, lying face down and having difficulty breathing. FF Burlison transmitted this information to the Command Post and dragged the victim out of the staircase, into the public hallway and then located an apartment to use as a place of refuge. Shortly after he started treating the victim, members of Engine 5 arrived to assume patient care.

FF Burlison displayed exceptional situational awareness as he realized that the potential for additional victims was very high. Therefore, he re-entered the stairwell and resumed his search. As he reached the next floor landing, he was confronted with another male in distress. This man was unconscious and not breathing. FF Burlison dragged the victim into an apartment and commenced CPR until a CFR Engine (Engine 8) arrived. The victim was removed immediately.

After rescuing two people, FF Burlison once again entered the staircase and resumed his ascent toward the roof. Only the ringing of his SCBA vibralert as he reached the 36th floor, letting him know that he was running out of air, stopped his upward progress. At this point, he was forced to cease his efforts.

At the outset, FF Burlison made a decision to enter the attack staircase. His initiative allowed the victims to be removed to areas of refuge while he kept his Officers informed of the ongoing situation. His brave actions, while operating alone, saved the life of one of two victims. Time and again throughout this operation, FF Burlison exhibited outstanding initiative and great courage. Today, it is with the greatest of pleasure that the FDNY recognizes FF Adam M. Burlison for his efforts by awarding him the Thomas A. Kenny Memorial Medal

***Note: Ever wonder why you didn't see YOUR news here? Well we didn't know about it. Please share!***

***From the Tailboard...***



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**Information**

Please submit any information, photographs, or narratives for inclusion in the ***Company Journal*** to [hsmith@cambridgefire.org](mailto:hsmith@cambridgefire.org) or Hmaxims@aol.com

**E-mail list**

If any retirees or friends of the Cambridge Fire Department wish to be added to the ***Company Journal*** e-mail list, send us the e-mail address!

**Websites**

Visit the Cambridge Fire Department website at [www.Cambridgefire.org](http://www.Cambridgefire.org)

Check out Cambridge Firefighters Local 30's website at <http://www.cambridgelocal30.org/>

Visit the Cambridge Retirement Board website at <http://www.cambridgeretirementma.gov/index.asp>

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**REMEMBER THE MEN AND WOMEN SERVING IN OUR ARMED  
SERVICES THROUGHOUT THE WORLD.**

**THEY ARE PROTECTING OUR COUNTRY, OUR LIBERTY, AND OUR  
FREEDOM.  
THANK OUR VETERANS!**

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**Brothers and Sisters,  
STAY BRAVE!  
STAY VIGILANT!  
STAY SAFE!**