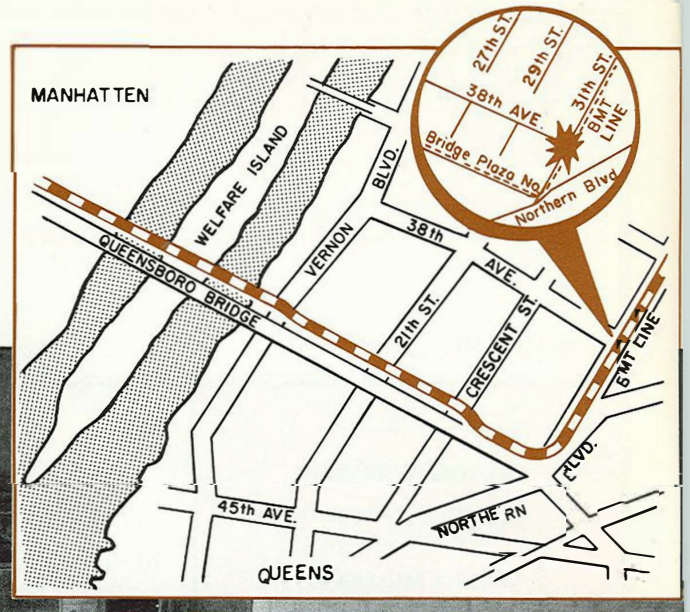
10-80 = Patience and Cooperation



by JOSEPH A. CASABURI
Deputy Chief, 14th Division

Photos this article by C. Benson

...FDNY units work with other city agencies to free truckload of nuclear waste

At 2035 hours on Saturday, March 15, 1986, as a light rain fell, Box 7358 (31st Street and 38th Avenue, Long Island City, Queens) was transmitted. The responding units found a 50-foot, closed body, tractor-trailer truck wedged under the elevated B.M.T. train line.

What first appeared to be a minor traffic accident soon developed into a major concern; the label on the side of the tractor-trailer truck read "RADIO-ACTIVE!" Battalion Chief Patrick J. McGrail, Battalion 45, made the initial examination and evaluation of conditions and transmitted the following signals:

10-18—Return all Units except Engine and Ladder Company required at the scene.

10-80—Hazardous Materials Incident.

10-99—Units will be operating for at least 30 minutes. (This turned out to be an accurate size-up for indeed this incident involved many hours of Fire Department operations as well as those of other agencies.)

In a short time, Hazardous Materials Unit No. 1 under the command of Captain Joseph P. Gallagher (now Battalion Chief), and Division 14, Deputy Chief Joseph A. Casaburi, responded to the scene.

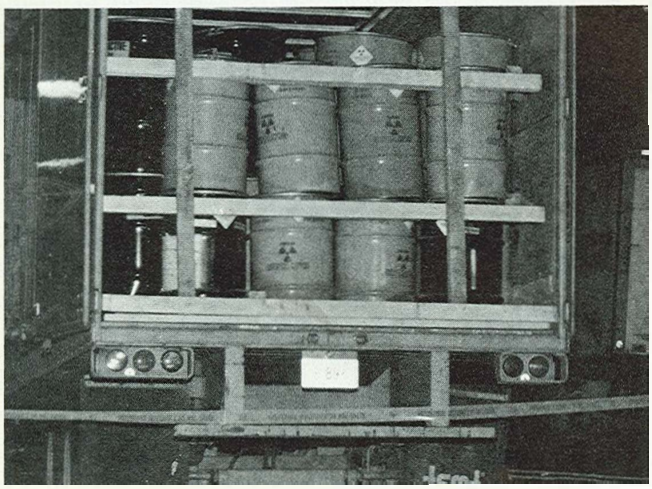
BACKGROUND

Some background information may help the reader to fully appreciate the events at this incident. There is a substantial amount of commerce in radioactive materials in the U.S. today. Radioactive materials are used routinely in medicine, education, research, industry and even in residential applications. Typical examples include industrial and medical x-ray equipment; radio-luminescent dials on clocks and watches; radio-luminescent signs on airplanes, along highways, and in buildings; radioactive tracers for research and medical diagnosis; radiation therapy; smoke alarms; etc. The level of radioactivity and associated hazards vary considerably from one application to another. But whatever the application, from nuclear power plants to research laboratories, the resultant radioactive waste can pose transportation and disposal problems. Shipments of these materials are especially troubling when they are transported through populated areas, as units responding to Box 7358 discovered.

The Radiac Research Corporation, located on Kent Avenue in Brooklyn, is a radioactive waste broker. Radiac regularly collects small quantities of radioactive waste from hospitals, universities, and other institutions. Such wastes are kept by Radiac in a small storage area until shipped by tractor-trailer to burial sites in the states of Washington or Florida, depending upon the content of the shipment. At the present time, the Radiac Corporation is the only storage facility of this type located in New York City. Transportation to the final disposal site is provided by an independent carrier, Tri-State Motor Carriers, headquartered in Missouri, with its Eastern Terminal located in Maryland.

Fire units responding to Box 7358 eventually learned that this particular tractor-trailer truck was hauling 245 drums (162 fifty-five gallon drums and 83 thirty-gallon drums) containing low-level nuclear materials, mostly isotopes, in liquid form, used by hospitals for various diagnostic, clinical or therapeutic purposes. The truck, belonging to Tri-State Motor Carriers, had left the Radiac Research Corporation in Brooklyn at 1930 hours, en route to a processing firm (Quadrex Health Physics Systems) in Gainesville, Florida. The driver missed a turn onto the Queensborough Bridge, and travelled on 31st Street, where the trailer was severely damaged when its 13'6" top hit the 12'2" structure of the elevated train tracks above. This set the stage for a potentially terrifying incident for emergency forces and the Long Island City community.

Close-up view of damaged truck shows the packing and location of drums of radioactive waste. A total of 245 drums were on board.



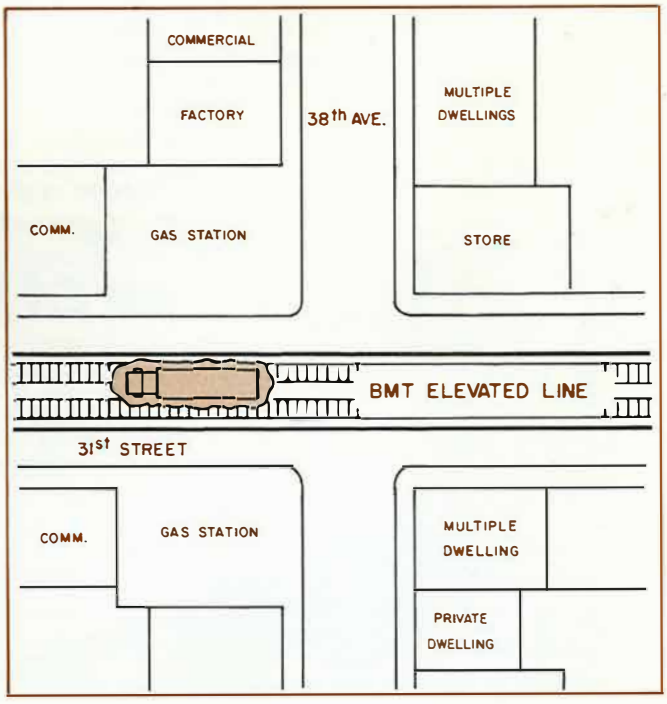
IDENTIFYING THE PROBLEM

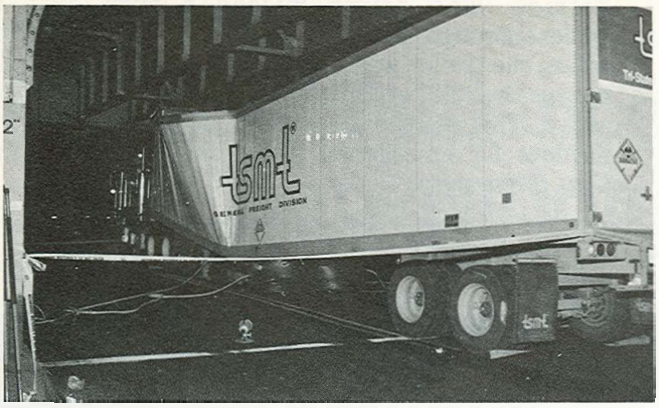
To begin with, emergency forces encountering radioactive materials in this type of situation are subject to the critical factor of the "unknown." Units faced with a fire showing out of a third floor window respond with a well-understood, traditional, aggressive interior attack strategy; but a radioactive incident requires a very different, much more deliberate, approach.

Since the tractor-trailer truck was severely damaged, the priority concern was to determine the condition of the driver and the possible damage to the transporting containers which could result in a release of radioactive materials. Fortunately, the driver of the vehicle was found unharmed. He provided the bill of lading and a seven-page radioactive waste shipment and disposal manifest. Examination of these documents confirmed that the shipment consisted of 245 containers of radioactive waste. Immediately, all units and agencies on the scene were notified of this finding.

FIRE DEPARTMENT ACTIONS

Engine Company 261, under the command of Lieutenant James B. O'Grady (now Captain), was directed to stretch a 2½" fog line and stand in readiness in case of any leakage from the truck. Ladder Company 116, under the command of Lieutenant Ralph F. Donohue, taped off the area around the truck and ensured that all pedestrians/bystanders were kept at a safe distance. The Police Department was requested to detour vehicular traffic. When the Hazardous Materials Unit





Some damage to the truck wedged under the elevated BMT line was obvious, but the condition of the cargo required extensive investigation. Note tape stretched to prevent access to area around truck.

arrived, they immediately utilized their Geiger counters to conduct a radiological survey of the area around the damaged truck. With initial low readings indicated, an exterior examination of the truck itself was started. The Hazardous Materials Unit was directed to monitor radiation readings continuously, as conditions could possibly change without warning.

In addition, consultations were held with Police Department members at the scene regarding the possibility of evacuation, should conditions warrant. A preliminary survey was conducted in the immediate area and additional Police Department members were called to the scene.

Battalion Chief McGrail was requested to coordinate and supervise the activities of all Fire Department units on the scene. As per the Mayor's Hazardous Materials Response Plan, a Command Post was established, with Deputy Chief Joseph A. Casaburi, representing the Fire Department. With the Police Department already on the scene, requests were made via the Fire Department dispatcher for other agencies: Board of Health (Radiation Control); Department of Environmental Protection; Emergency Medical Services; and Transit Authority. A request for the Fire Department Forensic (Photo) Unit was also made.

Member of Haz Mat unit conducts radiological monitoring survey around truck. Repeated surveys confirmed initial "negligible" readings.

COMMUNICATIONS

Throughout the evening, the Hazardous Materials Unit's cellular telephone assisted in interagency communications. In addition, the cellular telephone made possible a more complete and speedier dialog between on-scene Fire Department commanders and supervisory chiefs not on the scene. It also made possible direct communications and consultations with responding agencies, shippers, carriers and virtually all parties involved.

In order to share pertinent information with all concerned agencies, the shipping papers and related documents were sent to a nearby police precinct for reproduction, a time-consuming task.

MONITORING THE SCENE

In the meantime, Mr. Cypian Cox, Bureau of Hazardous Materials Program (BHMP), New York City Department of Environmental Protection, arrived at the scene to investigate the accident. He, too, checked the area around the truck, with a BHMP Geiger Counter, and confirmed the earlier Hazardous Materials readings: "Negligible; not presenting any immediate health risks at this time."

Shortly thereafter, Mr. Richard Borri, New York City Department of Health (Bureau of Radiation Control), arrived and also took readings. He too indicated that the readings were negligible and did not present any health risks. There was general agreement that there appeared to be no evidence that the accident had caused leakage.

Also responding to the scene with monitoring equipment was New York Fire Department Captain Samuel Murray, officer of the Fire Emergency Division. He used a survey meter (CDV-700) to examine the vehicle and surrounding areas. His readings confirmed those made by others. As can be seen from the above actions, there was a continual monitoring of the radioactive readings along with joint-agency surveys of the damaged truck's structual stability.

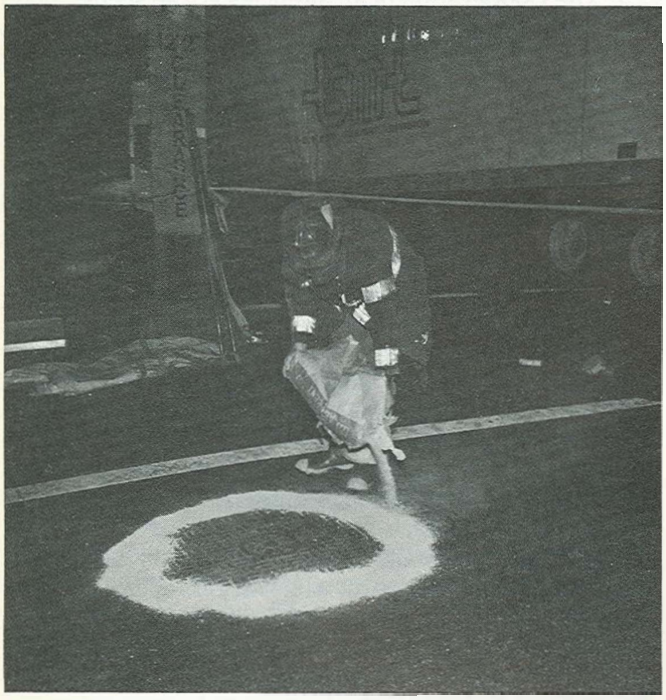
Representatives of the Radiac Research Corporation, the firm which had loaded the radioactive material onto the truck in Brooklyn, also responded to the scene. They explained that the truck was carrying short-lived Low Specific Activity (LSA) material. The material included waste Toluene, a solution which acts as a carrier for radioactive tracers used in medical research, as well as isotopes of carbon, tridium, iodine, chromium, phosphorous and other components.

On learning that Toluene, a flammable liquid, was present in the containers, all units and agencies on the scene were advised of the additional hazard.

The Hazardous Materials Unit apparatus is equipped with a computer terminal and printer which can communicate with an on-line interactive computer data base. Through this data base, which has information about more than 78,000 chemicals, members of the Unit were able to produce valuable technical data on Toluene. To give the reader an appreciation of this capability, some of the information on Toluene is given below.

Toxicology: Toluene is a primary skin irritant and

Above: Capt. Joseph Gallagher, Haz Mat unit, supervises placement and inflation of Lo-Pressure Vetter Lifting Bags under damaged truck. *Below:* As a precaution against spillage or seepage of radioactive materials, Haz Mat unit applied dry absorbent around storm sewers.



Below: Personnel from Radiac Research Corp. prepare to remove the damaged truck's cargo and load it onto similiar truck at left.

central nervous system depressant. Acute poisoning affects the nervous system, leading to coma.

Physical description: Colorless liquid, Benzene-like odor.

Firefighting: Self-contained breathing apparatus with a full facepiece.

Route of entry into body: Inhalation, skin absorption, ingestion, skin or eye contact.

First-Aid procedure following exposure: If chemical gets on the skin, immediately wash contaminated skin with soap or mild detergent and water. Get medical attention promptly. The above is only a small sample of the data generated by the Hazardous Materials Unit and shared with all the agencies on the scene. In the case of Toluene, the print-out totalled 17 pages.

Because of the flammability hazard Toluene presented, the Transit Authority was requested to halt elevated train traffic above the accident site and to shut off the power. This ensured that no sparks could be generated by passing trains, which might endanger the surrounding civilian populace and emergency forces.

OFF-LOADING OPERATION

As the radiation readings continued to remain at low levels, an interior examination of the damaged truck was attempted by representatives of the Bureau of Radiation Control, Department of Health. This examination had to be undertaken very carefully, to prevent further damage to the containers inside the truck. Fortunately, this investigation revealed that none of the drums were damaged.

A conference was held with all concerned agencies at the scene and it was decided to off-load the drums. This decision could not be acted upon immediately, however, because of the unavailability of truckers in the New York City area qualified to handle the material. (The Interstate Commerce Commission and Nuclear Regulatory Commission require special permits to transport radioactive material.) All of Radiac's vehicles, except one small truck, were fully loaded back at their Brooklyn facility, so it was decided to postpone the off-loading until another Tri-State Motor Carrier truck arrived from Maryland. Additionally, the consensus was that it was safer to off-load the material into one large vehicle, rather than using several smaller ones. This strategy could minimize the possibility of another incident, and, since there were no apparent health risks with the situation stable, waiting did not pose a problem. Even with a New York City Police Department escort from the New York border at the Goethals Bridge in Staten Island, it took approximately four hours for the truck from Baltimore to arrive at the scene.

In preparation for off-loading, a "hot zone" was designated around the perimeter of the truck. The Inter-Agency Decontamination Trailer, staffed by Police Department members and operated by Emergency Medical Services, was called to the area in case of a spillage. The Hazardous Materials Unit bermed all the exposed sewers and catch-basins in the street with bags of dry absorbent. The Hazardous Materials Unit also utilized their Lo-Pressure Vetter Lifting Bags, under the damaged tractor-trailer, to prevent further

collapse during the off-loading. Fire Department Hazardous Materials personnel and Emergency Medical Services personnel stood by in readiness, maintaining an open path to the Decontamination Trailer, in case a mishap occurred.

If a drum were to be breached, all personnel within the hot zone would have to be immediately decontaminated. The only personnel permitted in the "Hot Zone" were the off-loading personnel from Radiac Research and the Bureau of Radiation Control personnel who were testing for leaks or breakage of drums.

As can be readily understood, this entire procedure was very methodical and time consuming. Each action had to be carefully evaluated, in order to prevent further deterioration of the cargo and resultant exposure to emergency personnel and the civilian population. Fortunately, there was no damage to the drums and no leakage detected. Eventually, at 0645 hours on March 16, 1986, the loaded vehicle was escorted out of the City by the New York Police Department.

After the successful off-loading procedure, the Hazardous Materials Unit continued working on the damaged tractor-trailer, with their Lo-Pressure Vetter Lifting Bags, enabling it finally to be straightened out and moved from its wedged position. This too was a careful and methodical operation, with the safety of members a main concern. When the damaged truck was finally freed, it was able to leave under its own power.

At the scene of the accident, the driver of the tractor trailer was charged with reckless endangerment and issued the appropriate summons by the Police Department.

This incident revealed the increased capability of the Fire Department to aid/assist at hazardous materials operations. The Hazardous Materials Unit was formed on October 15, 1984, and as shown in this incident, now provides highly sophisticated response capabilities. Its access to a computerized chemical data base; its specialized equipment, such as Lo-Pressure Vetter Bags; and its increased communication capability, exemplified by cellular phones, are highlights of this response.

AFTERMATH

This incident generated much discussion and focused attention on the transportation of hazardous materials, in particular, radioactive waste. A joint hearing of the New York City Council's Committees on Environmental Protection, Public Safety and Transportation was held on April 15, 1986. Grave concern was expressed regarding the routes utilized in the transporting of radioactive materials on the streets of the City. The Office of the Mayor has steadfastly argued that only the safest routes should be utilized for the transport of such materials. As a result, the City Department of Environmental Protection contracted with a consulting firm, Arthur D. Little, Inc., to conduct an evaluation of alternate routes for the shipment of low level radioactive waste through the City from the Radiac Corporation.

As the consultant's report, states in part,: "The present route across the Queensborough Bridge involves substantial transport along city streets and through congested areas and intersections. In some cases, it is difficult to stay on the prescribed route because of confusing signs and intersections." Further consultations are continuing and a joint agency study is focusing on these low level radioactive waste transports.

The Bureau of Fire Prevention, in conjunction with other City Agencies, is reviewing appropriate laws and regulations regarding these low level radioactive waste shipments. In particular, the Bureau is providing input into consultations regarding greater safety in routing of these materials.

In the interim, the Radiac Corporation has agreed, as a result of this incident and subsequent hearings, to provide an escort (lead car) out of the city for future low level waste radioactive shipments.

LESSONS LEARNED/REINFORCED

1. The Cooperation of all agencies at the scene, again demonstrated that the "Team" approach to hazardous materials incidents is the key to safe operations. As the Hazardous Materials Unit report of this incident concluded: "No members or civilians were contaminated."

2. The formal Command Post concept assisted all agencies and units on the scene to better coordinate their activities. Knowing what roles/functions are expected, allows each agency/unit to better fulfill its assignments and leads to less confusion at a Hazardous Materials incident. The Command Post approach further ensures that the Mayor's Hazardous Materials Response Plan is implemented. The Plan states in part: "The City of New York recognizes that commerce in hazardous materials is essential to the economy of the metropolitan area but also recognizes that the presence of such materials... poses unique dangers to the health and welfare of our citizens. In order to maximize the ability of the City to protect itself from such dangers, the various City agencies having a role in incidents involving hazardous materials must ensure they act in coordination with each other." The agencies specified in the Plan are the Police Department, Fire Department, Department of Environmental Protection, Department of Health, Department of Sanitation, Department of Transportation, Health and Hospitals Corporation and the Mayor's Office.

3. Although emergency forces may focus on specific hazards, i.e. radiation materials, caution should be exercised regarding possible additional hazards, such as Toluene, flammable mixtures, etc., which may be encountered.

4. All officers and members at the scene of prolonged operations must strive to maintain vigilance and continue to function safely, i.e. members should be fully equipped at all times and all actions should be taken with safety concerns paramount.

5. Events at the scene of radiological incidents must be continually monitored to ensure that changes in conditions (changes in readings, further damage to containers, etc.) are assessed and strategies adjusted to cope with a changed environment.

6. As this incident indicates, any response may be a

Photo by P. Smith, Western Queens Gazette.

Mayor Koch, Congressman Manton, left, and Councilman McCaffrey, rear, are briefed by Police Captain Devlin, 114 Pct., and Deputy Chief Casaburi, Div. 14, at the scene of the accident.

hazardous materials operation. Therefore, all members are cautioned not to carry personal items such as jewelry, keys, wristwatches, or cash while on duty. The danger of contamination and subsequent confiscation of these items is a real possibility in today's response settings.

7. Officers in command at hazardous materials operations, while pursuing accurate information about a shipment's contents, must continue to verify any information received. Knowledgeable people, whether executives of companies, carriers, etc. or the drivers of vehicles, should be questioned and each source continually analyzed and evaluated. Double-checking information through constant questioning can only assist in securing accurate data.

8. The Hazardous Materials Unit's cellular telephone can be valuable in providing immediate contact between concerned agencies and direct conversation with concerned parties.

9. Copies of pertinent documents, e.g. bills of lading, radioactive waste shipment and disposal manifests, are important for all agencies at the scene of operations. If reproduction of materials is done at a site away from the hazardous materials incident, members should be immediately available to dispatch the copied papers to the scene. As a result of this incident, the Fire Department is evaluating the need for installing a copying machine on the Hazardous Materials vehicle.

10. Officers in command of what they suspect to be potential hazardous materials incidents should promptly request the services of the Hazardous Materials Unit. As shown in this incident, its capabilities have increased dramatically in recent years and early notification for their response is helpful to provide sufficient set-up time for their operations.

11. Captain Samuel Murray, Officer in Command, Fire Emergency Division, Division of Training, is the designated Radiological Officer for the New York Fire Department. In this role, he not only instructs units in radiological training, but also responds to potentially dangerous radiological incidents. Officers in command at such incidents may request his response by contacting the dispatcher at the appropriate Communications Office.

12. Because radioactive sources, including radioactive wastes, are common features in our society, Fire Department units having radiological monitoring equipment are advised to maintain their equipment in a state of readiness. There are presently 128 field units (12 divisions, 97 engine companies, 11 ladder companies, three rescue companies, four marine companies and the Hazardous Materials Unit) strategically placed throughout the City, equipped with radiological monitoring equipment. Continuous drilling and inspection of such equipment is necessary to provide maximum safety and efficiency.

13. As revealed in this incident and reinforced in Fire Department *Fire Tactics and Procedures - Hazardous Materials 2*, Section 1.2.1: "It must be emphasized that no one can be an 'expert' in this field and that a heavy reliance must be placed on obtaining information from outside sources. It must also be emphasized that the handling of hazardous materials incidents cannot be parallelled to firefighting operations. Quick and aggressive action has no place at a hazardous materials incident and will only lead to unnecessary exposure of members. These incidents will be time consuming and involved. All actions taken must be deliberate and planned after properly researching the substance involved."

The safety of our members and the citizens we protect is at stake. The adherence to the hazardous materials guidelines listed above can only assist us in this extremely important task.

CONCLUSION

It can be stated in conclusion that the safe handling and disposition of this incident is a great tribute to all responding agencies. In particular, the Fire Department units exhibited great professionalism and dedication in conducting a safe operation. Adherence to the Fire Department's Hazardous Materials Guidelines and related bulletins enabled all members to safely return to their respective quarters after a long and arduous 11-hour operation.

The successful conclusion of this incident reveals the Department's readiness to respond to hazardous materials challenges. Following are further examples of how the Department is responding.

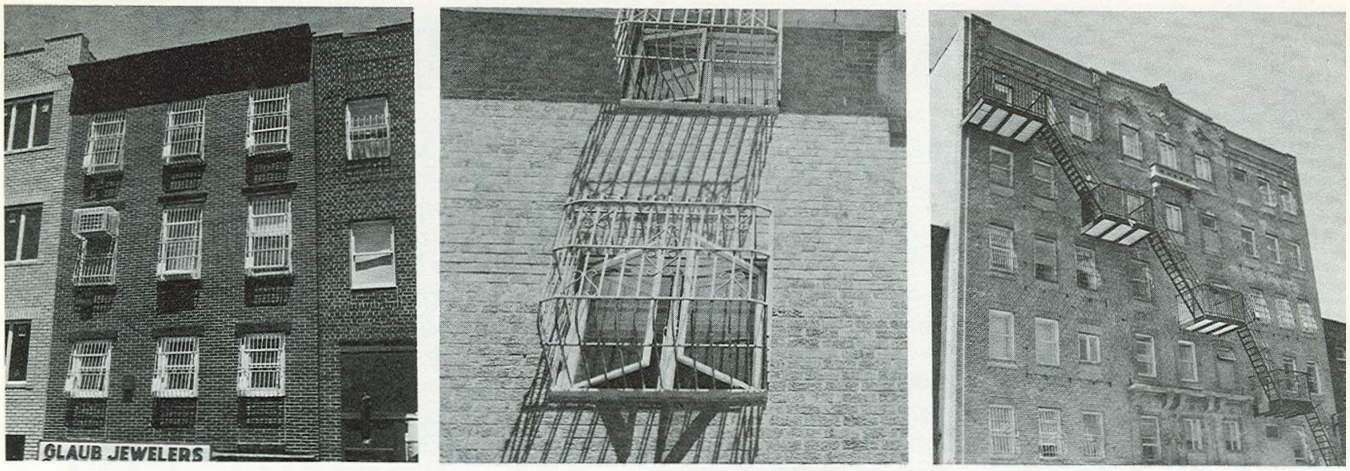
MEETING THE CHALLENGE OF HAZARDOUS MATERIALS

The Bureau of Operations has issued pertinent circulars to field units relating to Hazardous Materials, e.g. All Borough Circular 5/86 and Addendum No. 1, "Guidelines for F.D./P.D. Operations at Suspected Ether Incidents"; and All Borough Circular 9/86, "Inspectional Hazardous Materials Incidents."

Rescue Services, which provides administrative support for the Hazardous Materials Unit, is currently seeking to augment the Unit's response capability. This includes researching the feasibility of a satellite Hazardous Materials Unit. Also under consideration is procurement of the Fire Department's own decontamination vehicle.

In addition, as per Department Order #46, 1986, selected units in all five boroughs have been desig-

(Continued on page 13.)



In Williamsburg, Brooklyn, fully barred windows have been installed as high as the fourth floor in some buildings. Bars come in a variety of styles: in photo above, *left*, note encased air-conditioner; *center* photo shows installation designed to allow windows to open out. Building in photo at *right* is particularly dangerous because the random installation of the bars means that each apartment is different.

Units in the 11th Division have experimented successfully on similar bars, cutting them with the standard power saw with a metal cutting blade. However, units are cautioned that the power saw cannot be used from portable or aerial ladders.

The accompanying photographs show various types of full-length barred window installations observed in Williamsburg. ▲

(10-80 continued from page 7.)

nated Storage Depot Units for the storage of Hazardous Materials equipment: recovery drums and absorbent materials.

The Division of Training, has responded to the hazardous materials challenge by instituting training programs addressing these issues. Among them are the following:

1. First Line Supervisors—First Responders Hazardous Materials Course.
2. Hazardous Materials Course for Chief Officers.
3. United States Federal Emergency Management Agency—National Fire Academy, "Recognizing and Identifying Hazardous Materials." This training program using video and tape cassettes with instructor's manual and student workbooks has been issued to field units. Upon completion of the program, members are awarded a certificate from the National Fire Academy.
4. Start-Up Hazardous Materials Training for potential Hazardous Materials Unit members (two weeks).

It has been estimated that Hazardous Materials members receive approximately 2005 hours of training, including in-service, specialized equipment, and special courses.

The following are some of the extensive courses Hazardous Materials Unit members (officers and firefighters) have taken:

"Hazardous Substance Specialist," three-week course at National Fire Academy, Emmitsburg, Maryland.

"Tactical Considerations-Hazardous Materials," at National Fire Academy, Emmitsburg, Maryland.

"Chemistry for Hazardous Materials," two-week course at National Fire Academy, Emmitsburg, Maryland.

"Hazardous Materials," one-week course given by Federal Environmental Protection Agency, Edison, New Jersey.

"Firefighting and Hazardous Materials," Safety Systems School, Florida.

"Hazardous Materials Storage, Handling and Pre-Fire Planning," International Business Machines (IBM), IBM plant East Fishkill, New York.

As for their specialized equipment, the Hazardous Materials Unit is cooperating with the Federal Emergency Management Agency's series of testing (cold weather region) evaluating the physiological conditions, i.e. body temperature, heart rate, etc., observed while operating in Chemical Protective Clothing. Results of these studies are expected to be published in summer 1987.

All of the above actions serve to increase the Department's capability to respond to and control hazardous materials incidents.

ACKNOWLEDGMENTS

The author wishes to express his sincere appreciation to all Fire Department members and the personnel of other agencies who assisted in the preparation of this article. In particular, a special note of thanks to Battalion Chief Joseph P. Gallagher, Executive Officer FDNY Rescue Services; Mr. Barry L. Schwartz, Director, Department of Environmental Protection, Hazardous Materials Program; and the staff of WNYF. ▲

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FDNY, Department Order 46, 1986.

Arthur D. Little, Inc., "Route Comparison Study for Low Level Radioactive Waste Transport," Report to the City of New York, Department of Environmental Protection, 1986.

Raymond M. Brown and Joseph P. Gallagher, "Hazardous Materials Company, No. 1," *WNYF*, 4/86.

dolences to Fr. **O'Regan** (E.206) on failing the Lt.'s test. How's the commute, **Andy**?... Welcome back from Glen Oaks, Fr. **Ed Smith** (E.206).

12th Division
by McGoff & Thomson—L.114

Best wishes go out to Fr. **Matty "Chin-strap" DiMartinis** of E.245 who had a tragic accident that left him paralyzed. The brothers from "Coney Island" say **Matty** is in good spirits and enjoying his newborn son.... The "Highway" extends congrats. to Capt. **Franklin** (E.276) 25 years of service and **Richie Banach** (E.276) 20 years of service.... E.228 welcomes Capt. **Gene Flynn** (Lt. Joe Flynn's father) and Lt. **Tom Tropea**.... The phone on the three by has been ringing off the wall thanks to the "Phantom" caller of E.245.... The members of Tally-Ho wish **Frank "Killer" Conwell** a speedy recovery.... E.228 bids farewell to **Kevin "I catch a job every tour in E.255" O'Brien**.... Thanks to the students for returning to the firehouse after studying for the past two Lt.'s tests.... Batt.40 welcomes B.C. **Raccioppo**.... Congrats to Lt. **"Grandpa" Rocholl** (E.245) on the birth of his granddaughter.... The members of L.114 would like to thank L.147 for cleaning **John Brennan's** helmet; regardless of what he has told you, he hasn't gotten it dirty since.... Thanks to **Bugsy, Dennis,** and **Cookie** for a successful Eastover trip.... When is **Jim "Karate Kid" Thomson** (L.114) going to stop smoking?... TALLY HO!

13th Division
by John Viola—E.270

How long will it take for new men in E.303 to get "Marranated?"... 303/126 thank **Gerry King** for his Xmas party bathroom preparation.... 303/126 promotional congrats to **Kadel, Lee, Olson, Chierico,** and **Maloney**.... Newborns in L.126 for **Schamberger, Byrne, Parlatore,** and **Stemn**.... A hearty E.305 welcome goes out to its new Capt. **Burnes,** formerly of E.205 and its new Lt. **Lambdin** (E.6).... Welcome to "Dem Dar Hills."... Stork call goes out to Fr. **Ted Cook** (L.151) and Fr. **Mike Smith** (E.305) on their new additions. Congratulations, men.... E.311 and L.158 commemorated the first anniversary of the passing of their pet rooster.... E.293 extends a warm "Welcome Aboard" to Lt. **Nunz "What?" Ciciled**.... Congrats to Fr. **Steve "E.S.T." Huron** (E.293) on his recent marriage.... We're all wondering where Fr. **Remo "Disagremo" Belloli** (E. 293) gets his facts from.... Has anyone seen Fr. **Joe "Lasagna is my life" Puzzi's** toes? He hasn't for years.... L.135 welcomes Lt. **Miccio,** "What a start!" and says goodbye to Lt. **Hundley.** Good Luck, **Nat**!... E.286/L.135 had a reunion party in Neidersteins attended by many past and present members. Great Time!... E.286/L.135 wish Fr. **Werner Hanvsa** (L.135) well on his retirement (Fr. **Chair**).... Congrats to Fr. **Nash;** new father. No more wine for him.... Batt. 51 **"Bandaids"** are doing a good job in the nerve center.... **Davis** is still telling Fr. **"M"** to use his own fire gear, his has to last another 40 years.... Why is **George Sabol** (L.137) such a whiz at interplanetary trivia?... Why does **Dave "The Ducker" Barkstedt** (L.137) give everyone "Hi" fours?... Why is **Terry Conmy** (E.268) "looking marvelous?"... L.140 welcomes Lt. **Suterland** aboard and Lt. **Conners** to E.291.... We bid Lt. **Spagnovli** a well-deserved farewell on his retirement.... We also welcome back Fr. **Metz** (E.291) after getting the screws out of his head, I mean leg.... E.275 congrats to Fr. **Csorny** on his new baby girl.... The members of E.275 are looking forward to the Braker in Jamaica between **JoJo "Boom-Boom" Pereca** and **Tommy "The Tiger" Lyons**.... L.173 welcomes Lt. **Fusco** and bids a fond farewell to Lt. **Rodzevik** on his retirement. Lt. **Fusco** has a great smile and excellent appetite.... E.331/L.173 did another great job during the Christmas season—Christmas party for the children at Fineson Center and Odessa House a great success. Fr. **Campbell** (L.173) great job as St. Nick. Ret. Fr. **Joe Nardi** (E.331) provided music and **Seymour Schenker** (E.331) provided the magic.... Well done, oh good and faithful servant: Fr. **Sangirardi** (E.331), 35 years, "pulled the pin".... Hollis heroes for 1986: Fr. **Jim McEnroe** (L.150) winning the Crimmins Medal; Fr. **Richie West** (L.150) with a Class B and Fr. **Pete "Now I'm a Truckie" McNaughton** (L.150) with a Class B.... Taking Up, Capt. **Kubunick** (L.150), Lt. **Collins** (L.150), Fr. **Gilhuley** (L.150) and Fr. **Fearon** (E.310).... E.301/L.150 welcomes new officers Lt. **Warren "Pride of Sheffield Ave." Alberili,** Lt. **Al "Ollie" Seebeck**.... Best wishes to Fr. **Frank Esposito** (E.317) and Fr. **George Gebhart** (E.317) on their recent retirements.... Congrats on the baby boom! Fr. **Bob Knoop** (E.317), a boy; Fr. **Matt Kennedy** (E.317), a girl.... Until next time, stay well.

14th Division
by Roger "Yummy" Huml—L.144

"Blackbird" Blackmore (L.136) made special investigator to find out "Who took Baby Sarah's Milk?... **"Spike McGrath** (E.287) taking a course in Water Safety using his car.... **"Woody" Foy** (L.136) picked up the tab again.... Why did **Milner** pay the reward of $572 for **Jess Bilboa's** lost Baseball Cards. to Lt. **Williams**?... Capt. **Sassone** (R.4) published his 87 "Poo-Poo" List.... R.4 Mash Unit growing larger with **Barra, McKenna, Sochacki** & **"Mamma My Wrist" Leone**.... The M.O. does not want to buy Fr. **Kenny's** Shoebox.... West Pt. Cadets request that Lafayette College keep their mascot **McArdle** (Haz. Mat.) off the field.... Haz. Mat. welcomes **Hay, Iovino, Reres** & **Hack**.... B.C. **McCarthy** Batt.52) to Prov. Deputy Chief; B.C. **Bauer** takes his place.... "The King" of E.307 is known as **"S.D."**.... **"Rubber Legs" Walters** (E.307) staying away from all cruises.... Who in N.C. banged up Capt. **"Arnie Palmer" Sinnott's** (E.260) Red Van?... **"Kenny" Pianka** in charge of Foam Unit 81, making them an Elite Unit.... Super Bowl Winners: **Profeta** (L.167), **Sal "Buy What?" Fenech** (E.295) & Lt. **"W.T.W. Swiss Miss" Felten** (L.144).... Call E.320 if you want the recipe for **Carty's** (L.167) **"Snowstorm-Stew"**.... New Members: Lt. **Beekman** (L.167), Lt. **Brandenberger** (E.320), **Dechent** (L.167) & **Pilutik** (E.320).... **Screvane "The Rodent"** (E.273) bought a

Fire Department Basketball League Champions, E.289 and L.138, held on to their title for the third straight year, beating E.17 and L.18 in the finals by a score of 62 to 53. *Top row, l. to r.:* Kevin Smith, Steve Kubler, Danny DiMartino. *Bottom:* Rick Doran, Mark Matulis, Kevin McAliney, Jim Fearon. *Not shown:* Bob Ryan and Mat Schmiemann.