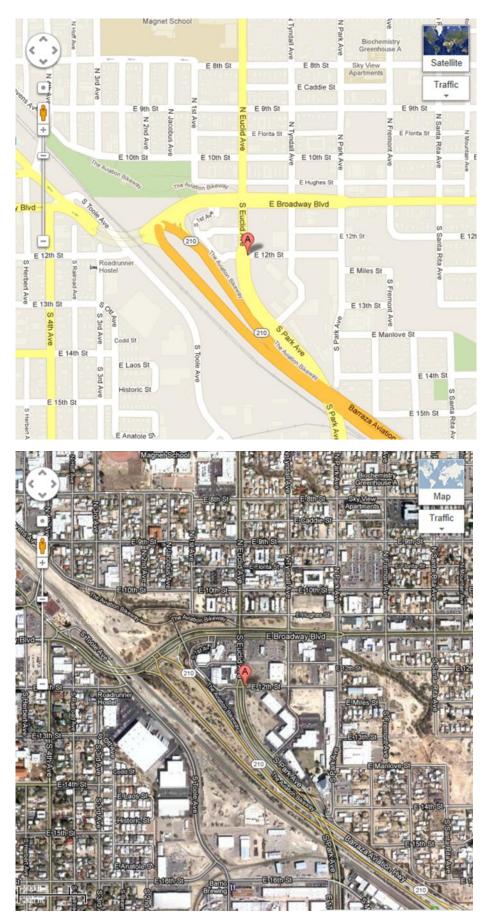
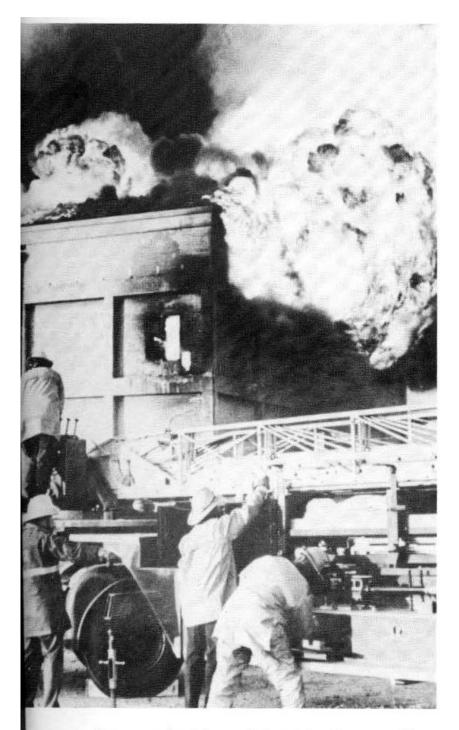
Tucson Fire Department 1970 Ice House Fire, 2nd Edition



Today, 2012



April 7, 1970, Ice House Fire, 802 East 12th Street Courtesy *Tucson Fire Department 1881—1981:* April 7, 1970:



Spectacular blaze, (above) witnessed by many Tucson residents of the Southern Pacific Ice House brought many units into service fighting a blaze which took some 26 hours to extinguish, on April 7, 1970.

Courtesy *Tucson Fire Department* 1881—1981:

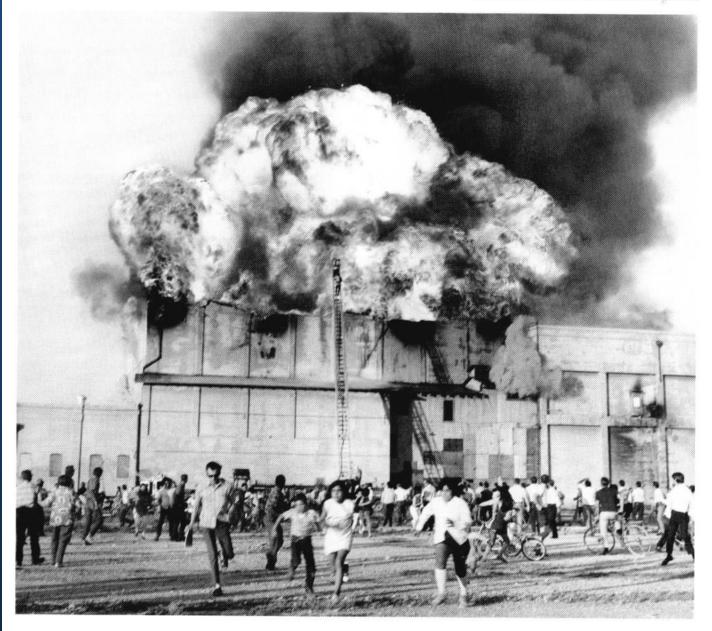
April 7, 1970



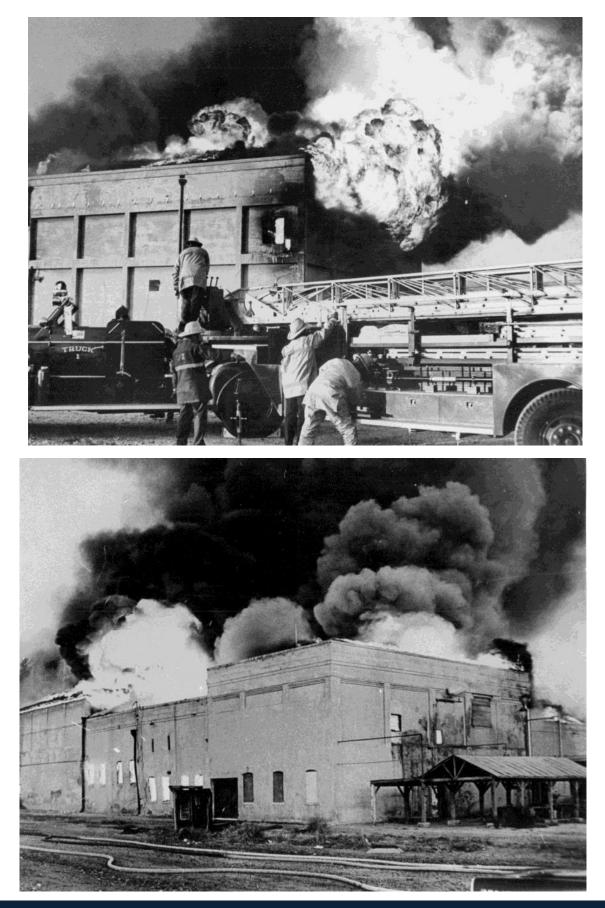
Spectacular blaze, witnessed by many Tucson Residents, of the Southern Pacific Ice House brought many units into service fighting a blaze which took some 26 hours to extinguish.

April 7, 1970 —-2007, Historic Photos of Tucson, text and captions by Mike Speelman, Turner Publishing Company, Arizona Historical Society B#72573

Ammonia gas tanks explode during an April 7, 1970, fire at the vacant Pacific Fruit Express Ice Plant near downtown. The fire burned for twentysix hours before firemen were able to extinguish it.



April 7, 1970 , TFD-—-



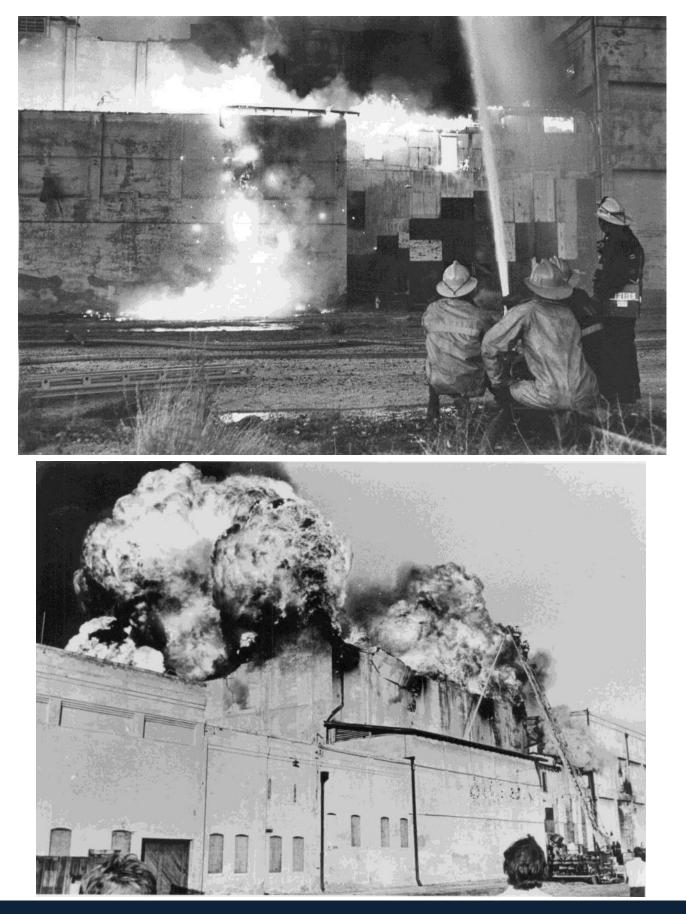
April 7, 1970 , TFD----



Looking northeast from lawyers title building above-



April 7, 1970 , TFD----



April 7, 1970 , TFD-—-





Ladder one "C" platoon, Richard Moreno & Jimmy Davis on the ladder when it blew!!

April 7, 1970 , TFD----





April 7, 1970 , TFD----



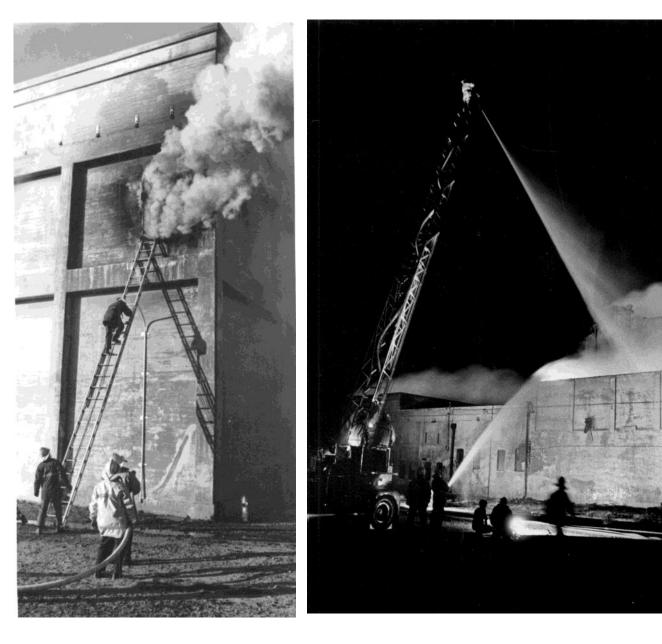
April 7, 1970 , TFD-—-



April 7, 1970 , TFD----



April 7, 1970 , TFD-—-



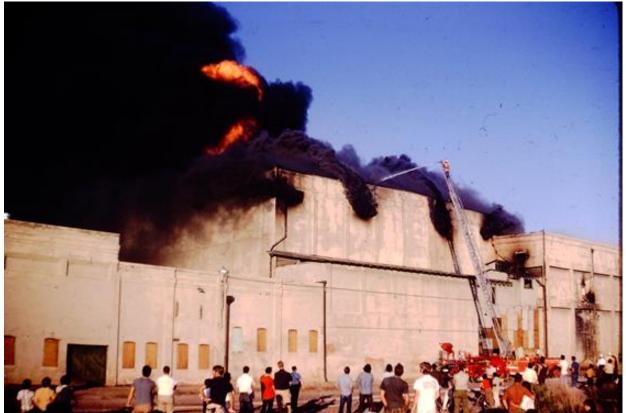
April 7, 1970 , TFD----



April 7, 1970 , TFD----



























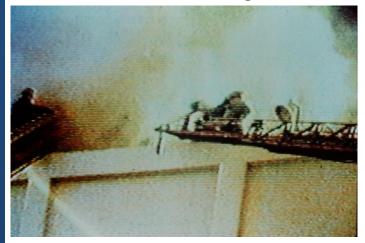
April 7, 1970, Ice House Fire, 802 East 12th Street 4/7/1970, Old Pacific Fruit Building "Ice House", 802 E. 12th Street















April 8, 1970, Arizona Daily Star:

2 Firemen Hurt As Blaze

By JOHN FIELD and RICHARD GILMAN Star Staff Writers

Two firemen were injured last night in the city's worst fire in more than two years. A vacated ice plant near downtown Tucson, belonging to Southwest produce grower Bud Antle, was destroyed in the blaze.

The fire was contained by 10 o'clock last night, about five hours after it started, but Fire Chief L. F. Peterson said his men would be working to put out the fire until this morning.

The ice plant, formerly owned by Pacific Fruit Express, was located two blocks south of Broadway between Euclid and Tyndall Streets. Former Mayor Lew Davis, who had been negotiating to buy the plant for a client, said the four-story, 90,000-square-foot building had two expensive traveling cranes inside. Antle, who bought the plant a couple of years ago, was in Salinas, Calif., and could not be reached. Fire officials said the building was valued at \$125,000.

The billowing smoke from the fire could be seen more than 20 miles away, and fire officials reported that a column of smoke rose 500 feet in the air and drifted northeast across the city.

Dick Moreno, who was on top of a ladder truck about 100 feet in the air, and Jim Davis who was just below him on the ladder, were injured when three tanks of amonia exploded inside the building about an hour after the blaze started.

The blast of heat and flames, which licked at the men's feet, knocked their hands loose from the ladder and both started sliding. Capt. Al Lopez went up the ladder to halt their descent. Both men were taken to Carl Hayden Hospital. Moreno was treated for first-and second-degree burns and Davis had a leg injury.

The leaking tanks of ammonia inside the building hampered firemen's efforts, and all the men on the north side of the building had to wear gas masks.

The fire started between 5 and 5:20 p.m. When the first fire trucks arrived at 5:23, the northwest corner of the building was engulfed in flames.

The wind, blowing northeasterly, saved the firemen from even more injury, according to Ellis Franklin, fire information officer. Less than 30 feet west of where the blaze started were two large tanks filled with amifonia.

At first, six fire units were fighting the fire, but within an hour two television stations had interrupted their regular programming to ask off-duty firemen to help.

Razes Ice Plant

With Some 80 men answering the plea, manning stations around the city and going in as relief crews, 11 units — eight engine and three ladder companies — were able to battle the blaze.

The shortage of manpower early in the evening was answered by about 100 bystanders who helped haul hoses around and control the crowd, numbering several thousand. Among the "temporary firemen" was Republican City Councilman Robert Royal. City Manager Roger O'Mara was also seen at the fire.

The roof of a nearby warehouse, Elliott Distributing Co., caught fire briefly. About 100 new evaporative coolers beside the building were damaged.

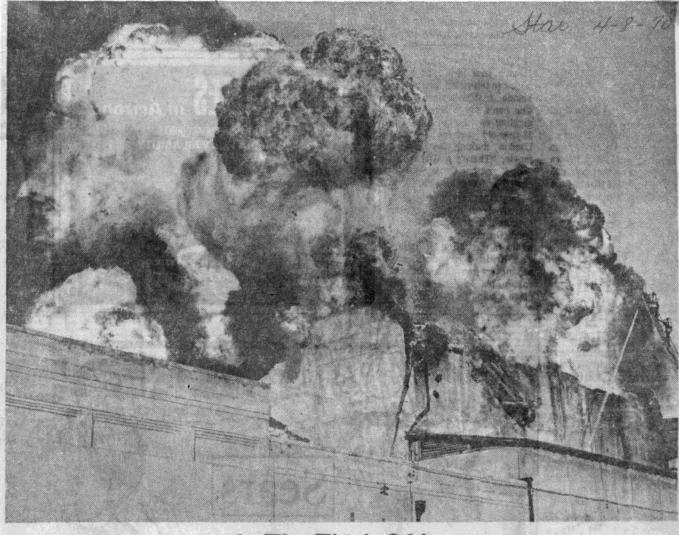
Also damaged were 60 new cars belonging to Holmes Tuttle Broadway Ford. The cars were parked inside a fenced area about 50 feet from the ice plant. They were moved, suffering heat and smoke damage, but another 30 accident-damaged cars, couldn't be moved.

As the fire began to spread, and with the possibility of more explosions from tanks inside the plant, Tucson Gas and Electric Co. employes were cutting nearby power lines. One of the lines carried 13,800 volts.

The four-walls were left standing, but large parts of them had burned or fallen. The explosions which injured the two firemen also collapsed the roof, and the interior of the plant was burned out. Fifty feet of loading dock next to the building was also burned.

The fire was the worst in Tucson since Dec. 18, 1967, when a U.S. Air Force F4D crashed on takeoff from Davis-Monthan AFB into a shopping center on Alvernon Way, killing four people.

April 8, 1970, Arizona Daily Star:



In The Thick Of It

An explosion of ammonia tanks inside an ice plant belonging to southwestern produce grower Bud Antle sends flames licking at the feet of two city firemen. Dick Moreno, at the top of the ladder at far right of photo, was taken to the hospital with serious burns, and Jim Davis below him, was stunned. The fire destroyed the building. Other pictures on Page 1B. (Jack Sheaffer photo)

April 8, 1070, Tucson Daily Citizen:



Old Pacific Fruit Building Gives Up The Ghost

Fire last night made a spectacular show for spectators and was visible for several miles.

April 8, 1970, *Tucson Daily Citizen*:

Fire At Ice House Termed Man-Made

By HARRY CLINE and DAVE GREEN Citizen Staff Writers

The spectacular fire which last night destroyed a huge unused refrigeration structure owned by lettuce king Bud Antle apparently was manmade, whether accidentally or deliberately, Fire Chief L. F. Petersen said today.

The fire on the downtown eastern edge, behind Holmes Tuttle Ford Co. and Sambo's Restaurant on Broadway, was the biggest since Grant Road Lumber Co. was reduced to rubble in May, 1968, leaving \$250,000 damage.

Three firemen were hurt. Richard M. Moreno and Jim Davis, were injured when intense heat caused an explosion which sent them slipping down their 100-foot fire ladder. Gerald W. Abitz hurt a leg in a minor fall. All were treated at Carl Hayden Community Hospital and released.

Fire officials valued the old

structure, housing about 90,000 square feet in area, at \$85,000 and the property at about \$40,-000.

They said twisted metal inside may have been the wreckage of two traveling cranes.

Fringe damage included about 100 cars owned by Holmes Tuttle Ford parked in a lot adjacent to the building. A spokesman said close inspection today showed the 50-60 cars were not damaged as much as originally feared from smoke and sparks. The rest of the 100 vehicles are wrecked autos stored for salvage purposes. None of them burned.

Antle could not be, reached last night or today. Former Mayor Lew Davis said he had been negotiating with him on behalf of a client interested in possibly purchasing the now-destroyed building.

"It was a tremendously wellinsulated building," Davis said, "I'm talking about a tremendous building of an icehouse. It had great high celings and conveyor for 300-pound blocks of ice. It was cork-insulated and had several sections with additions and a wooden platform on the east side."

Though purchased by Antle about a year ago, it was best known as the old Pacific Fruit Express Co. building, a subsidiary of Southern Pacific Co. in the railway's yard facility in the vicinity of Toole Ave. and E. 13th St.

Petersen and several other persons stated the huge old building was a known hangout for hippies and tramps, particularly of the rail-riding variety.

"It may be the fire just accidentally started in that fashion," Petersen said, adding that arson remains a possibility.

Flames towered an estimated 200 feet high for a sustained pe-

Continued On Page 8



riod and smoke spumed over a large area.

The huge hulk of the concrete building was a question mark from start to finish — would the great walls buckle on any side? Part of the roof structure caved in but the walls stood.

Sparks backlashed over the roof height of about 100 feet onto the southeast side like a continuous gigantic Roman candle starburst of a July 4th celebration.

As the firemen worked methodically, the shroud of smoke tapered off, with the upper irregular roofline of the big building emerging visibly like the skyline of a Hollywood castle peeping gradually through layers of persistent fog.

Firemen worked from northwest corner to southeast corner of the giant structure.

Ground they'd covered would break out anew and hoses would have to backtrack to the starting point.

A rectangular turret of a midsection eventually became the crux of the fire. Firemen saw it well ahead of the time they could act upon it, but when the chance came, they moved a ladder truck in and sent two men up to about 80 feet high and played a hose down onto the big one.

It was about 9 p.m. and spectators sensed this was the beginning of the end although it was several more hours until the last flicker of flame surrendered. The first alarm had sounded at 5:23 p.m. Firemen were still quieting the ashes this morning.

Moreno said he was 40 feet up on the aerial ladder when he began slipping with flames so close he feels "lucky and very thankful to be alive.

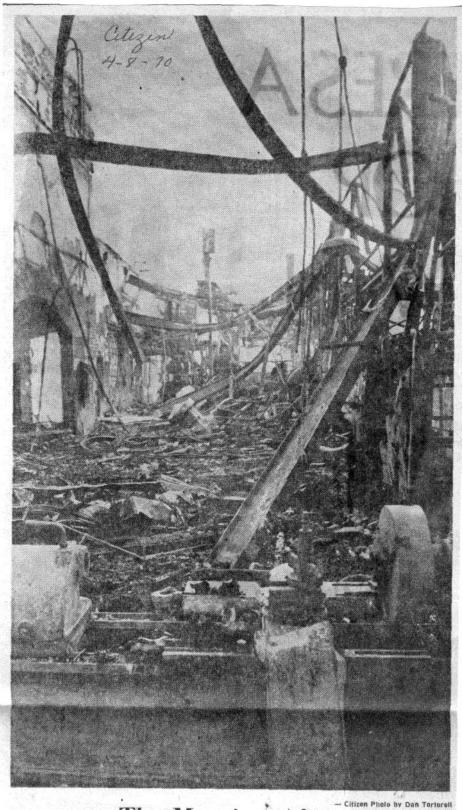
"I put my hands up to my face and it (the fire) got my wrists as far as the gloves go," he said.

Malcolm MacQuiddy, president of MacQuiddy Insurance Co., Watsonville, Calif., said the building was covered by a blanket insurance policy on all Antle properties.

properties. "Mr. Antle's buildings are not insured individually," he said.

He added that an appraisal of the property made "some time ago" indicated that its value including contents was "several times the \$125,000 estimated by the Fire Department."

April 8, 1970, *Tucson Daily Citizen*:

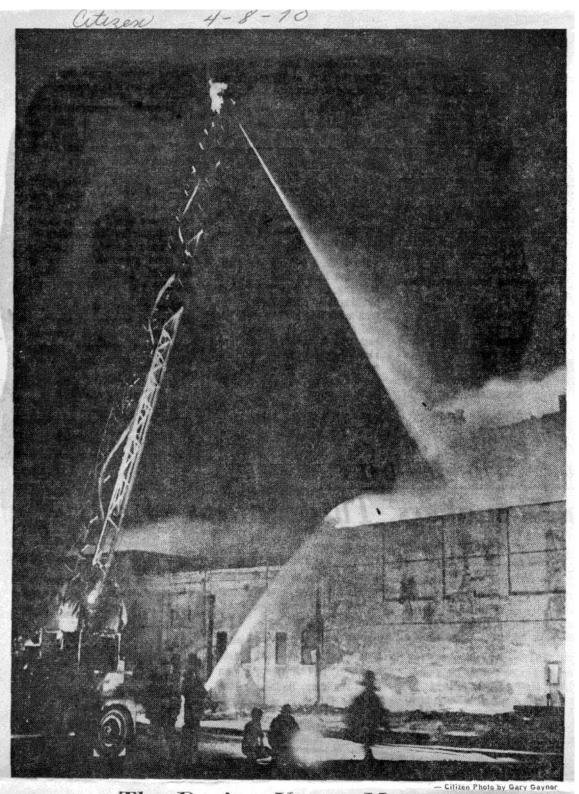


The Morning After

The iceman will come no more to this sprawling old produce refrigeration plant which went down in fire last night. This was how it looked this morning after an all-night battle with roaring flames. Formerly owned by the Pacific Fruit Express, it was purchased about a year ago by Southwest lettuce king Bud Antle.

April 7, 1970, Ice House Fire, 802 East 12th Street

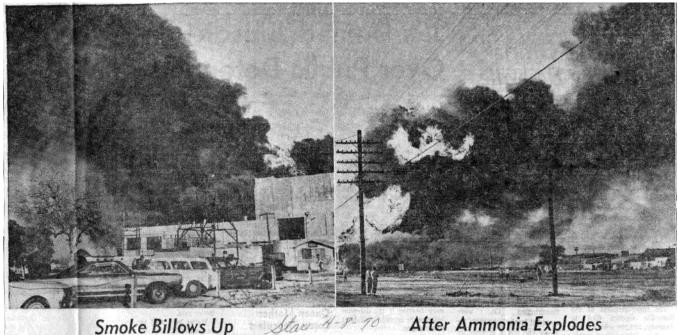
April 8, 1970, **Tucson Daily** Citizen:



The Daring Young Man...

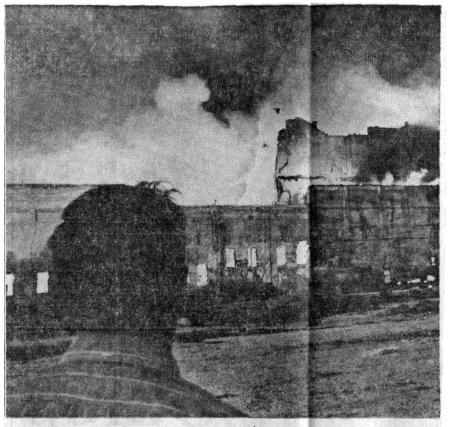
Riding the tip of a slanted 100-foot aerial ladder, a Tucson fireman directs a big stream of water into the former Pacific Fruit Express icehouse in a railroad yard area on the eastern fringe of downtown. Other firemen aim hoses from ground level. The ladder and two streams achieve a remarkably geometric and photographically artistic effect from last night's fire. Story on Page 1.

April 8, 1970, Tucson Daily Citizen:



Smoke Billows Up

A 500-foot tower of smoke billows above the old Pacific Fruit Express ice plant near downtown Tucson early last night. The blaze started between 5 and 5:20 p.m., and one corner of the building was completely engulfed with flames before firemen arrived at 5:23. Three ammonia gas tanks in the center of the building sent a crown of flame almost 100 feet in the air about an hour after the fire started. Two firemon atop a ladder truck were licked by the flames from the blast. (Jack Sheaffer photos)



All-Night Battle

Fire officials expected to fight the fire all night, in the worst blaze in the city since a je plane crashed into a shopping center in December, 1967. New cars belonging to Holmi Tuttle Broadway Ford and coolers owned by Elliott Distributing Co. were also damaged

April 9, 1970, Tucson Daily Citizen & Arizona Daily Star:

Investigators Relate How 2 Boys Started Fire, Fled Ice Plant

By NEAL SAVAGE Citizen Staff Writer

Two small boys who started a fire that destroyed the old Pacific Fruit Express ice plant Tuesday tried vainly to put the flames out but were forced to flee, investigators said today.

A report by Detective Milan Murchek and Fire Department Ar on Investigator Lynn Gilmore said: "The fire was not intentional although the two children did admit setting it."

They said the boys, aged 10 and 11, were playing with match guns and then decided to build a fire. Why they started the fire is not known.

Damage to the building at S. Euclid Ave, and E. 12th St. and its contents was pegged at \$125,-000.

They gathered up paper, wood and boxes and set them afire. Investigators said the flames spread rapidly and the boys tried to stomp them out. As the fire got out of control they ran from the building.

Fire Capt. Ellis Franklin said investigators still have not gone inside the building.

"Any movement of any piece of metal or wood could cause the collapse of the walls and it is not worth the risk to have an investigator enter now," he said.

A small fire crew still is at the scene to prevent a flare-up and Franklin issued a strong warning for, children to stay away from the building.

Franklin said a Tucson demolition firm has contacted owner Bud Antle in California to bid on a contract for leveling the structure. Once this is completed, firemen will be able to inspect the rubble.

It is not known if any transients may have been in the building, but one man whom Franklin identified as a prospective buyer of the building told officers he had visited the building last week and seen mattresses and other evidence that persons had been staying there. Businessmen in the area told investigators they had seen persons spending time inside.

Franklin said the boys were apprehended after an anonymous tip alerted police to their identities. The boys were referred to county juvenile officers.

Two Boys Admit Starting Big Fire

Two young boys told arson investigators yesterday that they accidentally set the spectacular fire that gutted a vacated ice plant near downtown Tucson Tuesday night.

Police Detective Milan Murcheck said an anonymous telephone call yesterday tipped officers as to who set the fire.

The structure that burned was the former Pacific Fruit Express building, now owned by produce grower Bud Antle. A spokesman for Antle's insurers, the MacQuiddy Insurance Co. in Watsonville, Calif., declined to give an estimate of the value of the building yesterday, but it is known that Antle turned down a \$125,000 offer for it.

Murcheck and Lynn Gilmore, a fire department inspector, said the two boys, ages 10 and 11, admitted they had built a fire on the center floor of the building. The youths said they fled when the fire spread to the insulated walls of the building.

Antle was in Salinas, Calif., when the fourstory, 90,000-square-foot building burned down.

Murcheck said the youths have been referred to juvenile authorities but have not been taken into custody because of their age.

				4	MASTER RPT. NO
1 ST IN CO.	_E015		DATE	_4-7-70	No and
NO CO'S RESPONDING	Tues. 3 18		DATE PLATE NO DISTRICT NO	5347-3	14
1ST ALARM	_X28		WIND DIRECTION		
2 ND ALARM			M. P. H		23
	25		TEMPERATURE		26
MULTIPLE			HUMIDITY	1	28
HOW ALARM 30 X	_ 0 - PHONE	_1-BOX	2-SLF. DISP	3-POLICE	4-
LOCATION 802 E.					
OCCUPANT_Bud Ante		(vacant ice	house)		
OWNER Bud Ante	el -				
TYPE OF INCIDENT	Hundetermined	Iding	Tuvevile		CODE
CLASSIFICATION OF OCC	UPANCY Ice sto	rage House.	vacant)		CODE
TYPE OF CONSTRUCTION	Ordinar	v			CODE _
FIRE FACTOR NOI. 1	Jelay in dete	ection of fir	•e	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	CODE _
FIRE FACTOR NO2.	WIND 19	5 MP H	uction		CODE
FIRE FACTOR NO3 INSPECTORS AT SCENE	Slagel, Gilmor	e, Franklin	Gorsuch		TOTAL
OFF DUTY MEN AT SCEN	(E				TOTAL _
INJURIES	CIVILIANS SE	FIREMEN ⁵³			
The Property of the second		SURANCE I	NEORMATION	1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1. 1	1
	O PULL OING	CONTENTS	NFORMATION 2VEHICLE	TUER	
-1000 T C	OBOILDING	CONTENTS	2 V CHICLE	SOTHER	dict. ct.s.
VALUE OF			101.4 		10 00
LOSS TO	VES NO	YES	10YESNO	YES	NO
IF VEHICLE STATE	MAKE NO	YEAR	TYPE NO		NO
and the second					
FIRE CO. NO.S	_Eo1		<u> </u>		
FIRE CO. NO. ³ UNIT ENROUTE IS	_Eo1		. <u></u>		
FIRE CO. NO.3 UNIT ENROUTE IS RET'D AT SCENE	_Eo1	<u> </u>			
UNIT ENROUTE 13 RET'D AT SCENE	<u>- 4 (17 4 18 1</u>				
UNIT ENROUTE 13 RET'D AT SCENE	<u>- 4 (17 4 18 1</u>				
UNIT ENROUTE 'S RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰	<u>1720</u> 1723				
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LAVING SCENE ²⁸	1720 1723 2156 2156				a (11
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸	1720 1723 2156 2156 0.6				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵	1720 1723 2156 2156 0.6 4.0			· · · · · · · · · · · · · · · · · · ·	
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸	1720 1723 2156 2156 0.6 4.0				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³³ PUMP TIME ³³ FEET OF LADDER ³⁸ I"HOSE ⁴¹	1720 1723 2156 2156 0.6 4.0				
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ I"HOSE ⁴¹	$ \begin{array}{r} 1720 \\ 1723 \\ 2156 \\ 2156 \\ 0.6 \\ 4.0 \\ \end{array} $				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁴	1720 1723 2156 2156 0.6 4.0				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁴	1720 1723 2156 2156 0.6 4.0				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ I HOSE ⁴¹ I V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴	1720 1723 2156 2156 0.6 4.0				
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ²⁸ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ³⁰⁰	1720 1723 2156 2156 0.6 4.0 1500 250,000				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ²⁸ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1720 1723 2156 2156 4.0 1500 250,000 Cirivello				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ²⁸ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1720 1723 2156 2156 0.6 4.0 1500 250,000 Cirivello Stutz				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ²⁸ FEET OF LADDER ³⁶ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ³⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 Cirivello Stutz Zuniga				
UNIT RET'D AT SCENE BY14 DISPATCH TIME16 TIME AT SCENE28 TIME AT SCENE28 MILEAGE TO SCENE28 MILEAGE TO SCENE28 MILEAGE TO SCENE32 PUMP TIME33 FEET OF LADDER36 I" HOSE41 2 1/2" HOSE44 3" HOSE46 3" HOSE46 GALLONS USE050	1720 1723 2156 2156 0.6 4.0 1500 250,000 Cirivello Stutz				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 250,000 Cirivello Stutz Zuniga Boyka, B.				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 250,000 Cirivello Stutz Zuniga Boyka, B.				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁵ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ I V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁰ GALLONS USE ³⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 250,000 Cirivello Stutz Zuniga Boyka, B.				
UNIT RET'D AT SCENE BY4 DISPATCH TIME ¹⁸ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ '' HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 250,000 Cirivello Stutz Zuniga Boyka, B.				
UNIT RET'D AT SCENE BY14 DISPATCH TIME160 TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I '' HOSE ⁴⁴ 2 V/2'' HOSE ⁴⁴ 3'' HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 Cirivello Stutz Zuniga Boyka,B. Harrison	MEN RE	S P O N D I N G		
UNIT ENROUTE 'S RET'D AT SCENE BY4 DISPATCH TIME' TIME AT SCENE ²⁸ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I '/2" HOSE ⁴⁴ 2 '/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USEO ⁵⁰ CAPTAIN	1720 1723 2156 2156 0.6 4.0 1500 250,000 Cirivello Stutz Zuniga Boyka,B. Harrison Peterson,Dir	MEN RE			

TF

TFD—

Contraction of the local data and the local data an		TOOL	S USED			3	
FIRE CO. NO.	E01				1 11 11		TOTALS
AIR BOTTLESSE	and Malanana and a second second						IUIALS
AIR PACS	2						0
	-6						
APPLICATOR ⁶⁰							
ELLAR NOZZLE				······			
CUTTING TORCH 62							
EXTINGUISHERS 63	· · · · · · · · · · · · · · · · · · ·	-					
FIRE AXES 64	2			······································			2
FOG HOG 65							-1
HAND TOOLS 66							
HAY HOOKS67							
LADDER PIPE							
MONITORS ⁶⁹	1	and all all and a second se	1.64				1
POWER PLANT 70			-	i- -		-	
ROSS RELIEF VL.71	G.				and the second	and the second	1
RESUSCITATOR72	8			1			
SMOKE EJECTOR 73	6						
SALVAGE COVER74	đ					¥.	
WATER VACS75	1						
Tallanten Moo 321	H.						
The second s							
BOLT CUTTER HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas	CLEAN-UP EQU HOSE CLAMP SPRINKLER SH	COMPLE from the 16	ELS TE ACCO oth & Park s	ide. At th	IS MMER	PITCH I-MAN	d see
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire	HOSE CLAMP SPRINKLER SH broached the scene it corner of the l vall, high on the North side ablas	COMPLE from the 16 building was South side. ze for the fu	NET ELS TE ACCC 5th & Park s well involv We arrived all length o	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of at the scene	is point was comin ne and fu ing. Eng	PITCH I-MAN we coul g from rther i ine 1 m	FORKS FOLD d see an nspectio ade a
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la	HOSE CLAMP SPRINKLER SH broached the Scene it corner of the l vall, high on the North side ablast by on the South s	COMPLE from the 16 building was South side. ze for the fuide and hooke	NET ELS TE ACCO oth & Park s well involv We arrived all length o ed to the hy	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of at the scene of the build rdrant just	is point was comin ne and fu ing. Eng West of E	PITCH I-MAN we coul g from rther i ine 1 m uclid o	FORKS FOLD d see an nspectio ade a n 12th.
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre	HOSE CLAMP SPRINKLER SH toroached the Scene toroached toroached toroached toroache toroached toroached toroached toroached toroached toroached toroached toroached toroached tor	COMPLE COMPLE from the 16 building was South side. ze for the fu ide and hooke ot ladder to	NET ELS TE ACCO oth & Park s well involv We arrived all length o ed to the hy the above m	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op	is point was comin ne and fu ing. Eng West of E ening and	PITCH I-MAN g from rther i ine 1 m uclid o attemp	FORKS FOLD d see an nspectio ade a n 12th. ted to
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at	HOSE CLAMP SPRINKLER SH broached the Scene t corner of the l all, high on the a North side ablas by on the South s w set up a 35 for this point with	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fu ide and hooke of ladder to a 2½" fog 11	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m Ine. After	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they	is point was comin ne and fu ing. Eng West of E ening and were dri	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out	FORKS FOLD d see an nspectio ade a n 12th. ted to of this
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f	HOSE CLAMP SPRINKLER SH roached the Scene t corner of the l all, high on the North side ablas y on the South s w set up a 35 for this point with ire and smoke.	LIFE COMPLE from the 16 building was South side. ze for the fui ide and hooke thadder to a 2½" fog 11 Engine 1 and	NET ELS TE ACCO oth & Park s well involv We arrived all length of ad to the hy the above m ine. After 2 lines wer	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a tile they re then put	is point was comin ne and fu ing. Eng West of E ening and were dri into the	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe,
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain	HOSE CLAMP SPRINKLER SH roached the scene t corner of the l vall, high on the North side ablas y on the South s w set up a 35 for this point with ire and smoke. hed until the col	COMPLE COMPLE from the 16 building was South side. ze for the fu ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m ine. After 2 lines wer roof. Thes	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a tile they re then put se line were	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the	HOSE CLAMP SPRINKLER SH broached the SCENE t corner of the l all, high on the a North side ablas by on the South side this point with ire and smoke. South side of the	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke that and hooke that a 2½" fog 11 Engine 1 and lapse of the fire build	NET ELS TE ACCO oth & Park s well involv We arrived all length of the above m ine. After 2 lines wer roof. Thes ing, which w	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply W.
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was	HOSE CLAMP SPRINKLER SH roached the scene t corner of the h rall, high on the North side ablas y on the South s w set up a 35 for this point with ire and smoke. Ned until the col South side of the then sent to st	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fu ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m lne. After 2 lines wer roof. These ing, which w ick up the l	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a tile they re then put se line were vas manned b ight plant.	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply W. rned
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was bis was set upon	HOSE CLAMP SPRINKLER SH broached the Scene it corner of the N rall, high on the North side ablas by on the South side it this point with fire and smoke. South side of the sthen sent to start the North side.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to pi After this	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m ine. After 2 lines wer roof. Thes ing, which w ick up the l was done. W	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant.	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply W. rned began
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was bis was set upon	HOSE CLAMP SPRINKLER SH broached the Scene it corner of the N rall, high on the North side ablas by on the South side it this point with fire and smoke. South side of the sthen sent to start the North side.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to pi After this	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m ine. After 2 lines wer roof. Thes ing, which w ick up the l was done. W	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant.	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply W. rned began
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie	HOSE CLAMP SPRINKLER SH oroached the SCENE t corner of the N rall, high on the North side ablast y on the South side this point with ire and smoke. South side of the sthen sent to sta the North side. and cast off fire s.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 11 Engine I and lapse of the e fire builds ation 3 to pay After this e fighting ed	NET ELS TE ACCO oth & Park s well involve We arrived all length of ad to the hy the above m ine. After 2 lines wer roof. Thes ing, which w ick up the l was done, w	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum	HOSE CLAMP SPRINKLER SH broached the SCENE it corner of the I vall, high on the a North side ablas by on the South side it this point with fire and smoke. It this point with fire and smoke. South side of the sthen sent to st the North side. and cast off fire s. med five lines.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to po After this e fighting ed	NET ELS TE ACCO oth & Park s well involv We arrived all length of ed to the hy the above m ine. After 2 lines wer roof. Thes ing, which w ick up the l was done, w quipment to e ladder pig	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. return it t	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use conitors
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th	HOSE CLAMP SPRINKLER SH proached the SCENE t corner of the N all, high on the North side ablas by on the South side this point with ire and smoke. South side of the sthen sent to sta the North side. and cast off fire s. med five lines. he line to the la	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine I and lapse of the e fire builds ation 3 to ps After this e fighting ed	NET ELS TE ACCO oth & Park s well involve We arrived all length of ad to the hy the above m ine. After 2 lines wer roof. These ing, which w ick up the l was done, w quipment to a ladder pig re later cor	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m or on th	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South.
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th When Engine	HOSE CLAMP SPRINKLER SH proached the SCENE t corner of the N all, high on the North side ablast y on the South side this point with ire and smoke. The until the col South side of the sthen sent to sta the North side. and cast off fire s. med five lines. he line to the last 1 was laying its	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine I and lapse of the e fire builds ation 3 to ps After this e fighting ed Three to the dder pipe wer original lin	NET ELS TE ACCO oth & Park s well involve We arrived all length of ad to the hy the above m ine. After 2 lines wer roof. These ing, which w ick up the l was done, w quipment to a ladder pig re later cor-	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hum	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m or on th g up mo	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th When Engine ausing it to str	HOSE CLAMP SPRINKLER SH proached the SCENE t corner of the I all, high on the a North side ablas by on the South side this point with ire and smoke. The until the col South side of the a then sent to stand the North side. and cast off fire s. mped five lines. The line to the law I was laying its retch tight. When	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine I and lapse of the e fire builds atton 3 to po After this e fighting ed Three to the dder pipe wer original lin n this happen	NET ELS TE ACCO oth & Park s well involve We arrived all length of ad to the hy the above m ine. After 2 lines wer roof. These ing, which w ick up the l was done, w quipment to a ladder pig re later cor- nes to the h	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a tile they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m or on th g up mo ked beh	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pur n the North. Th When Engine ausing it to str olmes Tuttle bod	HOSE CLAMP SPRINKLER SH broached the SCENE t corner of the I vall, high on the a North side ablas by on the South side this point with fire and smoke. In this point with fire and smoke. South side of the south side of the sthen sent to sta the North side. and cast off fire s. med five lines. The line to the las I was laying its setch tight. When	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine I and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystan	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m or on th g up mo ked beh	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind t he
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pur n the North. Th When Engine ausing it to str olmes Tuttle bod id not appear to	HOSE CLAMP SPRINKLER SH source of the scenario to corner of the scenario all, high on the average of the source of the source of the source of this point with ire and smoke. If it is point with ire and smoke. If and until the coll south side of the sthen sent to sta the North side. and cast off fire source of the last ine line to the last i was laying its the injured at the source of the source of the state of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine I and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystan	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m or on th g up mo ked beh	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind t he ve
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th When Engine ausing it to str olmes Tuttle bod id not appear to is address to be	HOSE CLAMP SPRINKLER SH broached the SCENE it corner of the I all, high on the a North side ablas by on the South si w set up a 35 for this point with fire and smoke. It is point with fire and smoke. It is point with fire and smoke. South side of the sthen sent to st the North side. and cast off fire s. mped five lines. The line to the las I was laying its tetch tight. When by shop, causing to be injured at the 2630 E. 7th St.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystan rodt and	PITCH I-MAN we coul 3 from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m br on th g up mo ked beh der, bu I belie	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind t he ve
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th When Engine ausing it to str olmes Tuttle bod id not appear to is address to be	HOSE CLAMP SPRINKLER SH source of the scenario to corner of the scenario all, high on the average of the source of the source of the source of this point with ire and smoke. If it is point with ire and smoke. If and until the coll south side of the sthen sent to sta the North side. and cast off fire source of the last ine line to the last i was laying its the injured at the source of the source of the state of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of the source of	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystan rodt and	PITCH I-MAN we coul 3 from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m by non th g up mo ked beh der, bu I belie	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind t he ve
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pur n the North. Th When Engine ausing it to str olmes Tuttle bod id not appear to is address to be	HOSE CLAMP SPRINKLER SH broached the SCENE it corner of the I all, high on the a North side ablas by on the South si w set up a 35 for this point with fire and smoke. It is point with fire and smoke. It is point with fire and smoke. South side of the sthen sent to st the North side. and cast off fire s. mped five lines. The line to the las I was laying its tetch tight. When by shop, causing to be injured at the 2630 E. 7th St.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystan rodt and	PITCH I-MAN we coul 3 from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, 1 for wo to m br on th g up mo ked beh der, bu I belie	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply W. rned began use conitors te South. mentaril ind t he ve
HOSE BACK PACK PRY BARS Engine 1 app hat the SouthEas pening in the w howed the entire line reverse la Engine 1 cre ight the fire at osition by the f here they remain monitor on the ngine 1 crew was his was set upon o pick up spare y other Companie Engine 1 pum n the North. Th When Engine ausing it to str olmes Tuttle bod id not appear to is address to be	HOSE CLAMP SPRINKLER SH broached the SCEND it corner of the N rall, high on the a North side ablas by on the South side it is point with fire and smoke. This point with fire and smoke. South side of the a then sent to stand the North side. and cast off fire so. mped five lines. The line to the last i was laying its setch tight. When by shop, causing to be injured at the contact.	LIFE SHOVE COMPLE from the 16 building was South side. ze for the fui ide and hooke of ladder to a 2½" fog 15 Engine 1 and lapse of the e fire builds ation 3 to p After this e fighting ed Three to the dder pipe wer original lin n this happer	NET ELS TE ACCO oth & Park s well involve We arrived all length of the above m ine. After 2 lines wer roof. These ing, which we ick up the l was done, we quipment to a ladder pig re later com hed, a coupl . The hose	PIKE POLE SLEDGE HA OUNT dide. At the red. Flame of the build drant just mentioned op a ti e they re then put se line were vas manned b light plant. re along wit return it t pe on the So mected to t tydrant, the ling struck also struck	is point was comin ne and fu ing. Eng West of E ening and were dri into the then use y the lad When th h Chief M o station uth and t he monito hose hun a car par a bystam rodt and	PITCH I-MAN we coul g from rther i ine 1 m uclid o attemp ven out ladder d to su der cre ey retu ontoya, a 1 for wo to m or on th g up mo ked beh der, bu I belie	FORKS FOLD d see an nspectio ade a n 12th. ted to of this pipe, pply w. rned began use monitors te South. mentaril ind t he ve

Engine	Co. #2			MASTER RPT. NO	. 0146
1 ST IN CO. NO CO'S RESPONDING			DATE .	04/07/70 5347_3	
NO COS RESPONDING	Tue 3 10		DISTRICT NO.		
1 ST ALARM	28		WIND DIRECTION.		
2 ND ALARM	X		мен	21	
STILL	25	The manufacture of the	TEMPERATURE.	20	5
MULTIPLE	X		HUMIDITY	21	
HOW ALARM 30	0- PHONE	_ I- BOX	_ 2- SLF. DISP	3-POLICE	4-RAD
LOCATION 802 East	12th St.				
OCCUPANT Bud Ant OWNER Bud Antle	le Enterprizes(Vacant Ice House)	25 10 10 Cho 10	
TYPE OF INCIDENT		Inc		CODE	01
CAUSE OF IGNITION	Undetermined			CODE	_73_
CLASSIFICATION OF OCC	UPANCY Ice Sto	rage Plant (Vaca	nt)	CODE	897
TYPE OF CONSTRUCTION	Ordinary Con	struction (concr	etrwith heavy tim	co DE	04
FIRE FACTOR NO	Delays in rece	ving alarm - Det	ection of Fire	CODE	_04
FIRE FACTOR NO2.					
FIRE FACTOR NO3	011 01			CODE	02
INSPECTORS AT SCENE	Gilmore, Sla	gel, Armstrong,		TOTAL	03
INURIES	CIVI IANS 48	3 FIREMEN 50	Contraction of the second s	enfort yeps - piksa, bio	1
DEATHS _	CIVILI ANS	FIREMEN 58	NUMBER OF STREET	start controls and	
	and the second second	NSURANCE IN	FORMATION	o bei modela mite be	
이 같은 것 같다.	O RUU DING	I CONTENTS	AVENICI E	S OTHER	
- Ar test a	OBUILDING	CONTENTS	2VEHICLE	JOINER	
VALUE OF 35					
			YESNO		
INSURANCE					
UNIT ENROUTE 13 RET'D AT SCENE			<u></u>		
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 1 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁶	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100	Service at 0645	at Fire scene.		TO
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁵	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100	Service at 0645.	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³⁵ FEET OF LADDER ³⁸ 1"HOSE ⁴¹ 1 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁶ 3"HOSE ⁴⁸ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100	Service at 0645 .	at Fire scene.		0 14 24 60 60
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³³ FEET OF LADDER ³⁸ I"HOSE ⁴¹ I 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁶ 3"HOSE ⁴⁸ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 1 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁶ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ "HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴³ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100 1,000,001 Ap	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ i"HOSE ⁴¹ 2 1/2"HOSE ⁴⁴ 3"HOSE ⁴⁸ GALLONS USED ³⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100 1,000,001 Ap Sheeley	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Branaman D	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ 1" HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁶ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 400 2100 1,000,001 Ap Sheeley Leon Montano	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ 1" HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁶ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Branaman D	Service at 0645 .	at Fire scene.		
UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ 1" HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁶ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Branaman D	Service at 0645 .	at Fire scene.		
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ 1"HOSE ⁴¹ 2 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁴ 3"HOSE ⁴³ GALLONS USED ³⁰ CAPTAIN	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Branaman D	Service at 0645 .	at Fire scene.		= =4 =4 =4 =1 =
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ "HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Branaman D	Service at 0645 .	at Fire scene.		
UNIT RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ "HOSE ⁴¹ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Montano Branaman D Tubaugh Peterson, Dir	Service at 0645	at Fire scene.		
UNIT ENROUTE IS RET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I" HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁶ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰ CAPTAIN	1720 1723 Still out of 0.6 Approx. 14 Hr 24 60 2100 1,000,001 Ap Sheeley Leon Montano Branaman D Tubaugh Peterson, Dir	Service at 0645	PONDING		

TFD—

TFD—

		TO	OLS USED		
FIRE CO. NO.	E02	ala.		and parts	TOTALS
AIR BOTTLES56	04	(4)		· · · · · · · · · · · · · · · · ·	04
AIR PACS	02			1 A.	02
APPLICATO R60					
CELLAR NOZZLE	University of the second second			and the second se	
CUTTING TORCH 62		-			- and an
EXTINGUISHERS 63					
FIRE AXES 64	02				02
FOG HOG 65	and the second se			· · · · · · · · · · · · · · · · · · ·	
HAND TOOLS66					
HAY HOOKS67					
LADDER PIPE68					
MONITORS ⁶⁹		1.1.			
POWER PLANT					
ROSS RELIEF VL.71					
RESUSCITATOR72					
SMOKE EJECTOR 73 SALVAGE COVER 74					
WATER VACS75					
and the second second second					
	·			_	5
BOLT CUTTER	CLEAN-UP	EQUIP. GAP	RDEN HOSE	GAS SHUT-OFF	2 HAND LIGHTS
HOSE BACK PACK	HOSE CLAN		E NET	PIKE POLES	PITCH FORKS
2 PRY BARS	SPRINKLER	SHUT-OFF SHO	OVELS	SLEDGE HAMMER	I-MAN FOLD
concentrat and Tyndal positions the fire m trance int doors prov OLL COLL Structural Web SCLO through.	ion of fire and 1. With these at windows and ade extinguish to areas above red futile. The timbers, and Efforts were a ate the roof difficulty of	ppeared to exi e lines placed d openings, ur hment from sam ground level he opening ^S wer such could no also made by t in two separat entrance, and	ist, to the h d at accessantil the ext me inpossibl by ladders, re well secund the crew of te locations d with the p	ossibility of coll	12th St. anned these ensity of ain en- Indows and de by heavy d burned entrance nuse of the extreme lapse, men were
r was had building t	his gave litt!	le noticable r			LULLELY LU LING
WORE OF through th		eral places.	esures, une	se of the inaccess:	
111 CL C	e root in seve	1	Additional	se of the inaccess il after fire had lines were laid in	vented inself
trom other	units to com	bat exposure i	Additional fires in the	se of the inaccess til after fire had lines were laid in a area to the East	vented inself nto Engine #2 of the of the
MAGE M main fire	building. The	ese exposure f	Additional fires in the fires result	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in	vented inself nto Engine #2 of the of the nvolving
DAME U main fire DCONSVI lumber, Xi	units to comb building. The r Condition un	ese exposure f nits found in	Additional fires in the fires result the storage	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P	vented inself nto Engine #2 of the of the nvolving ipe and Supply,
DAME W main fire DCONSYM lumber, Ai CONVERN 195 So. Ty	units to comb building. The r Condition un rndall. Previo	ese exposure f nits found in ous to this pe	Additional fires in the fires result the storage eriod of tim	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer for	vented inself nto Engine #2 of the of the nvolving ipe and Supply, com Engine #2
оливи main fire оссобуя lumber, Xi осудам 195 So. Ty attempted	units to comb building. The r Condition un rndall. Previo to keep expose	ese exposure f nits found in ous to this pe ures wet down	Additional fires in the fires result the storage eriod of tim with the us	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline who	vented inself nto Engine #2 of the of the nvolving ipe and Supply, com Engine #2 ile performing
одия и main fire осслани lumber, Xi госулим 195 So. Ty attempted весслаео pump opera	units to comb building. The r Condition un rndall. Previo to keep expose tion. When f	ese exposure f nits found in ous to this pe ures wet down ires did break	Additional fires in the fires result the storage eriod of tim with the us k out as a r	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline whi result of flying br	vented inself nto Engine #2 of the of the nvolving ipe and Supply, com Engine #2 ile performing rands, estra
OMMEN main fire DCCCAVI lumber, Xi TOTATA 195 So. Ty attempted BECENED pump opera HOM VIV lines were	units to comb building. The r Condition un rndall. Previo to keep expose tion. When f a laid and supp	ese exposure f nits found in ous to this pe ures wet down ires did break plied by Engin	Additional fires in the fires result the storage eriod of tim with the us k out as a r	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline who	vented inself nto Engine #2 of the of the nvolving ipe and Supply, com Engine #2 ile performing rands, estra
OMMEN main fire DCCCAVI lumber, Xi TOTATA 195 So. Ty attempted BECENED pump opera BOX VIV lines were by personn	units to comb building. The r Condition un rndall. Previo to keep expose tion. When f	ese exposure f nits found in ous to this pe ures wet down ires did break plied by Engin	Additional fires in the fires result the storage eriod of tim with the us k out as a r	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline whi result of flying b crew of Engine #2	vented inself nto Engine #2 of the of the nvolving ipe and Supply, rom Engine #2 ile performing rands, estra was reliefed *000
DAME & main fire DCCOLVI lumber, Ai TOCHEM 195 So. Ty attempted ACCENEO pump opera HOM VIV lines were by personn MOCLIEFE	units to comb building. The r Condition un rndall. Previo to keep expose tion. When f laid and supp rel from Sta.	ese exposure f nits found in ous to this pe ures wet down ires did break plied by Engin #44.	Additional fires in the fires result the storage eriod of tim with the us k out as a r ne #2. The	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline whi result of flying b crew of Engine #2	vented inself nto Engine #2 of the of the nvolving ipe and Supply, com Engine #2 ile performing rands, estra was reliefed 500 50
OMMEN main fire DCCCAVI lumber, Xi rowith 195 So. Ty attempted BECENED pump opera BOX MIN lines were by personn MOTINE E	units to comb building. The r Condition un rndall. Previo to keep expose tion. When f a laid and supp	ese exposure f nits found in ous to this pe ures wet down ires did break plied by Engin #44.	Additional fires in the fires result the storage eriod of tim with the us k out as a r ne #2. The	se of the inaccess il after fire had lines were laid in a area to the East ted in incidents in a yard of Tucson P me, the Engineer fr se of a redline whi result of flying b crew of Engine #2	vented inself nto Engine #2 of the of the nvolving ipe and Supply, rom Engine #2 ile performing rands, estra was reliefed *000

П	ΓF	'n.	
	r	v	

		INCIDENT RUN	REFURI	Courses -	
				MASTER RPT. NO.C	146
1 ST IN CO.	E-01 5	14 3 A 4	DATE	Apr11 7,197	
NO CO'S RESPONDING	13		PLATE NO	14	
DAY OF WEEK	Tues, 3 is		DISTRICT NO	- I9	
1 ST ALARM	21		WIND DIRECTION	West 21	
2 ND ALARM	18		WIND DIRECTION	19.5 23	
STILL	25	DE CARA PARTE	TEMPERATURE_	076 26	20.
MULTIPLE			HUMIDITY	.8 percent20	40.
	1.1.1.1.1.1.1.1.1			and the second second	
OW ALARM 30 0-	IN PERSON	6-CENT ALM	2-SLF. DISP.	3- A OT	- RADIO
OCATION Southern				12th St.	
CCUPANT Vacant	Ice Manufa	cturing plant.		· · · · · · · · · · · · · · · · · · ·	
WNERBud	Antle (Cal	ifornia Produce	e Co)	0005	07 3
YPE OF INCIDENT F1	re in the	building		CODE _	. 01 3
AUSE OF IGNITION	NA V			CODE .	3
CASSIFICATION OF OCCUPA	NC 1		CONTRACTOR OF THE OWNER	CODE _	N. 37.1 1
YPE OF CONSTRUCTION			and the second second	GODE .	
IRE FACTOR NO I.		*	igun unit (Jardia	CO DE	the second
IRE FACTOR NO2					
				and the second se	
NSPECTORS AT SCENE			,	TOTAL	
FF DUIT MEN AT SCENE _		5105M51150		IUTAL	1.16.
DEATHS	CIVILIANS	FIREMEN ⁵³		W. P. C. C. L. L. LO	r ab ji
Barner true and t	1 I I I I I I I I I I I I I I I I I I I	NSURANCE IN	FORMATION		
54 0	BUILDING	I CONTENTS	2VEHICLE	3 OTHER	1 106.8
VALUE OF				5 - 5 - 1 - 5 - 5 - 5 - 5 - 5 - 5 - 5 -	
LOSS TO83				and the second	LUIS.
			YESNO		
IF VEHICLE STATE MAK	E	YEAR	TYPE	LIC NO.	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.
FIRE CO. NO. ⁵					
BY14					
DISPATCH TIME	720			1777 N 17 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	
J TIME AT SCENE20			102	1.118	
TIME IN SERVICE24			1. S		
TIME LEAVING SCENE					TOTALS
MILEAGE TO SCENESE					
PUMP TIME35					1.001
FEET OF LADDER 30	20				170'
I" HOSE I					
I 1/2" HOSE44					
2 1/2" HOSE46					
3" HOSE48					
GALLONS USED					
Colorado Distance		MEN RESP	ONDING		1.00
the second se	T a mar				
	Lopez				a series a surger
	Discher				and haddinger
	Moreno				
	VanAuken				
	Davis Dvtko				
	and the same line in the line of the line				
CEPTOR MALE AND	Cock P.				
THE REPORT OF A					7
CHIEFS					iout a
UNIEF3	-		atter a second second		
		r			0070
DISPATCHERS			OFFICER IN CHARGE _	Eayless Lopez	NO. 0350

AIR PACS ³⁹ X 6 APPLICATOR ⁶⁰		L-01				TOTALS
APPLICATOR*0	AIR BOTTLES58					
ELLAR NOZZLE* EXTING TORCH** EXTINGUISHERS** FRE AXES** HAN FOOLS** HAN FOOLS** HAN FOOLS** MONITORS** POWER PLANT** NONS RELIEY U." RESUBCTATOR** MONITORS** POWER PLANT** NOSS RELIEY U." RESUBCTATOR** SALVAGE COVER** WATER VACS** HOSE CLAR*						0
CUTTING TORCH ⁴⁸ EXTINGUISHERS ** EXTINGUISHERS ** EXTINGUISHERS ** FOR HORSS ** LADDER PIPE** LADDER PIPE*** LADDER PIPE*** LADDER PIPE*** LADDER PIPE**** WATER VAC*** WATER VAC**** WATER VAC************************************						
EXTINUISHERS **		· · ·				
FOG HOGES Iman FOGLS** HAY MONOTORS** Iman FOGLS** POWER PLANT*0 Iman FOGLS** SALVAGE COVER** Iman FOGLS** BOLT CUTTER Iman FOGLS** BOLT Instructed L-OI to ladder the building a shown in the sketch.			-			12
HAND TOOLS**	FIRE AXES 64	X				4
HAV HOOKS"						
LADGER PIPE**						
MONITORS* 1 POWER PLANT ⁷⁰ 1 ROSS RELEF V. ¹ 1 RESUSCITATOR ⁷² 1 SALVAGE COVER ⁷⁴ 1 WATER VACS ⁷⁵ 1 BOLT CUTTER CLEAN-UP EQUIR GARDEN HOSE GAS SHUT-OFF HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER PTCH FORKS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HAND LIGHTS A Lidder 1 was 3rd company on the scene belind englnes1						
ROSS RELIEF VL. ⁷ RESUGNATION ⁷² WATER VACS ⁷³ WATER VACS ⁷³ BOLT CUTTER HOSE BACK PACK HOSE CLAMP HOSE CLAMP LIFE NET PICH FORKS PTCH FORKS FICH FORKS FICH FORKS FICH FORKS I HANN FOLD COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Prior to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch ditiso. At this time, the wind was from the west and the crew of L-Ol opened up a ventilation hole about 12'X12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still Wearing Scott recieved full blast of heat wave. Davis was directly both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol was instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to the fire scene by Tamayo.			1	1.000		1
RESUGCITATOR ⁷² SALVAGE COVER ⁴⁴ WATER VACS ⁷⁵ BOLT CUTTER HOSE GLAMP EQUIR HOSE CLAMP HOSE C	POWER PLANT 70	X				1
SMORE EJECTOR ^{TA} SALVAGE COVER ^{TA} WATER VACS ^{TB} BOLT CUTTER HOSE GLAMP HOSE CLAMP HOSE CLAMP	ROSS RELIEF VL.71			-		1.1.1
SALVAGE COVER ^M WATER VACS ⁷⁵ BOLT CUTTER HOSE CLAMP HOSE LIFE NET HOSE BACK PACK HOSE CLAMP HOSE CLAMP						
WATER VACS ⁷³ BOLT CUTTER CLEAN-UP EQUIP GARDEN HOSE GAS SHUT-OFF HAND LIGHTS PMY BARS SPRINKLER SHUT-OFF SHOVELS PIKE POLES PIKE POLES PICH FORKS FMY BARS SPRINKLER SHUT-OFF SHOVELS PIKE POLES PICH FORKS I-MAN FOLD COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Frior to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch attace as opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. Alter hole was opened on the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was directly behind Moreno and Was not injured, Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol was instructed to star.						
BOLT CUTTER CLEAN-UP EQUIP. GARDEN HOSE GAS SHUT-OFF HAND LIGHTS HOSE BACK RACK HOSE CLANP HUFE NET PIKE POLES PIKE POLES PICH FORKS PRY BARS SPRINKLER SHUT-OFF SHOVELS SLEDGE HAMMER HICH FORKS COMPLETE ACCOUNT COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Frice to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch dittac At this time, the wind was from the west and the orew of L-Ol opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer A.M. Moreno and Pirefighter Davis who had been sent up to tell Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up						
HOSE BACK PACK HOSE CLAMP LIFE NET LIFE NET FILE POLES FILE FOR STRINKLER SHUT-OFF SHOVELS FILE COUNT COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Frice to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-01 to ladder the building as shown in the sketch ditace At this time, the wind was from the west and the crew of L-01 opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-01 were off the roof, L-01 was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured, Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-01 to set up Monitor with 3 lines being pumped by E-01 directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-01 was relieved by new men reporting to the scene. L-01 wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-01 crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	WATER VACS	4				
HOSE BACK PACK HOSE CLAMP LIFE NET DIKE POLES HORKS HONE COMPLETE ACCOUNT HOSE BACK PACK HOSE CLAMP LIFE NET DIKE POLES HOWER HAMMER HOLD COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Frice to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-01 to ladder the building as shown in the sketch ditace At this time, the wind was from the west and the crew of L-01 opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-01 were off the roof, L-01 was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-01 to set up Monitor with 3 lines being pumped by E-01 directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-01 was relieved by new men reporting to the scene. L-01 wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-01 crew was transported to sta. 14 by Epgineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo						
HOSE BACK PACK HOSE CLAMP LIFE NET FICE FOLES FICE FOLES FICE FOLES PNY BARS SPRINKLER SHUT-OFF SHOVELS FICE FOLES FICE FOLES FICE FOLES Ladder 1 was 3rd company on the scene behind engines 1 and 2. Frioe to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-01 to ladder the building as shown in the sketch ditace At this time, the wind was from the west and the crew of L-01 opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-01 were off the roof, L-01 was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer B.M. Moreno and Firefighter Davis who had been sent up to tell Moreno at was not injured, Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-01 to set up Monitor with 3 lines being pumped by E-01 directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-01 wase instructed to stand by in service with Lad	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1			_	_	
PRY BARS SPRINKLER SHUT-OFF SHOVELS SECON HAMMER HAMMER HAMMER COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Priom to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-OI to ladder the building as shown in the sketch attace At this time, the wind was from the west and the crew of L-OI opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-OI were off the roof, L-OI was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recleved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-OI to set up Monitor with 3 lines being pumped by E-OI directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-OI was relieved by new men reporting to the scene. L-OI wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-OI crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	1		UIP. GARDEN	HOSE	GAS SHUT-OFF	4 HAND LIGHTS
COMPLETE ACCOUNT COMPLETE ACCOUNT Ladder 1 was 3rd company on the scene behind engines 1 and 2. Prior to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch dttac At this time, the wind was from the west and the crew of L-Ol opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation, was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wese instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Epgineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.						
Ladder 1 was 3rd company on the scene behind engines 1 and 2. Prior to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch dttace At this time, the wind was from the west and the crew of L-Ol opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire thes Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	PRY BARS	SPRINKLER S	HUT-OFF SHOVELS	s L	SLEDGE HAMMER	I-MAN FOLD
 Prior to arrival, instructions as to where to ladder the building were asked for from car 52. Car 52 instructed L-Ol to ladder the building as shown in the sketch dttac At this time, the wind was from the west and the crew of L-Ol opened up a ventilation hole about 12'x12' as shown in the sketch. A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situation: was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Başless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo. 			COMPLETE	E ACCOL	INT	
A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situations was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f	rom car 52.				
A life line was also secured from a steel ladder on top of the building. After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situations was radiced to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst	rom car 52. ructed L-01 t	to ladder the	building	as shown in	the sketch attac
After hole was opened on the roof, wind conditions changed, the crew of ladder 1 who were all with Scotts ran out of air. This situations was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhocked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Balless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim	rom car 52. ructed L-01 t e. the wind w	to ladder the mas from the t	building west and	as shown in the crew of 1	the sketch attac
 ladder 1 who were all with Scotts ran out of air. This situations was radioed to Car 52 and he instructed to remove all men from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo. 	asked for f Car 52 inst At this tim a ventilati A life line	rom car 52. ructed L-01 t e, the wind w on hole about was also sec	as from the 12'x12' as a ured from a s	building west and shown in steel lad	as shown in the crew of i the sketch. der on top of	the sketch dtta L-01 opened up f the building.
from the roof. After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamavo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or	to ladder the mas from the 12'x12' as ured from a s the roof. with	building west and shown in steel lad ind condi	as shown in the crew of i the sketch. der on top of tions changed	the sketch dtta L-01 opened up f the building.
After all men from L-Ol were off the roof, L-Ol was instructed to set up ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi	to ladder the mas from the 12'x12' as ured from a s the roof, with th Scotts ran	building west and shown in steel lad ind condi n out of	as shown in the crew of i the sketch. der on top of tions changed air.	the sketch dttad L-01 opened up f the building. i, the crew of
 ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bağless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo. 	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi	to ladder the mas from the 12'x12' as ured from a s the roof, with th Scotts ran	building west and shown in steel lad ind condi n out of	as shown in the crew of i the sketch. der on top of tions changed air.	the sketch dttad L-01 opened up f the building. i, the crew of
 ladder pipe. Shortly after the water tower was set up, the roof over the West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bağless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo. 	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi	to ladder the mas from the 12'x12' as ured from a s the roof, with th Scotts ran	building west and shown in steel lad ind condi n out of	as shown in the crew of i the sketch. der on top of tions changed air.	the sketch dttad L-01 opened up f the building. i, the crew of
 West end of the building collapsed taking with it part of the wall. It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Eagless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo. 	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi of.	to ladder the mas from the f 12'x12' as a ured from a s the roof, with th Scotts ran oed to Car 52 were off the	building west and shown in steel lad ind condi n out of 2 and he roof. L-	as shown in the crew of i the sketch. der on top of tions changed air. instructed to 01 was instru	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up
It was at this time that engineer R.M. Moreno and Firefighter Davis who had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi ions was radi of. en from L-Ol	to ladder the mas from the f 12'x12' as a ured from a s the roof, with th Scotts ran oed to Car 52 were off the er the water	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa	as shown in the crew of i the sketch. der on top of tions changed air. instructed to Ol was instru- s set up. the	the sketch dttad L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the
had been sent up to tell Moreno to direct his firestream over the fire the Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi ions was radi of. en from L-Ol . Shortly aft	to ladder the mas from the s 12'xl2' as ured from a s the roof, wi th Scotts ran oed to Car 52 were off the er the water	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall.
Engineer Moreno still wearing Scott recieved full blast of heat wave. Davis was directly behind Moreno and was not injured. Moreno unhooked his life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi ions was radi of. en from L-Ol . Shortly aft the building	were off the collapsed ta was from the initial the collapsed ta enthe water	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. nter Davis who
<pre>life belt and they both came down the ladder. (Full accident report on Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.</pre>	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder l wh This situat from the row After all m ladder pipe West end of It was at t	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell	were off the collapsed ta make from a set the roof, with scotts ran oed to Car 52 were off the er the water collapsed ta moreno to difference beginger R.1	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his	as shown in the crew of i the sketch. der on top of tions changed air. instructed to Ol was instru- s set up, the h it part of and Firefigh firestream of	the sketch dtta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. nter Davis who over the fire th
Moreno attached to this report). Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of It was at t Engineer Mo	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell were still we	were off the collapsed ta mas from the initial sector is the roof, with the roof,	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno irect his recieved	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of	the sketch ditta L-Ol opened up f the building. d, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave.
Chief Bayless then directed for L-Ol to set up Monitor with 3 lines being pumped by E-Ol directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of It was at t had been se Engineer Mo	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened or o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin	were off the collapsed ta waring Scott	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream full blast of injured. More	the sketch ditta L-Ol opened up f the building. d, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his
pumped by E-01 directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-01 was relieved by new men reporting to the scene. L-01 wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-01 crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of It was at t had been se Engineer Mo Davis was d life belt a	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behim nd they both	were off the collapsed ta the roof, with so the roof, with the roof, with the south ran oed to Car 52 were off the er the water collapsed ta engineer R.1 Moreno to da aring Scott ran d Moreno and came down the	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream full blast of injured. More	the sketch ditta L-Ol opened up f the building. d, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his
pumped by E-01 directed into same. At approximately 2000hrs. Ladder pipe was set up again and the crew of L-01 was relieved by new men reporting to the scene. L-01 wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-01 crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder l wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mon Davis was d life belt an Moreno attac	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that int up to tell reno still we irectly behim nd they both ched to this	were off the collapsed ta were off the collapsed ta collapsed ta aring Scott a d Moreno and came down the report).	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder.	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of injured. More (Full accide	the sketch attac L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on
At approximately 2000hrs. Ladder pipe was set up again and the crew of L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mon Davis was d life belt at Moreno attaw	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin nd they both ched to this ss then direc	were off the engineer R. Moreno to da a dore of the er the water collapsed ta aring Scott i d Moreno and came down the report).	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder.	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of injured. More (Full accide	the sketch attac L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on
L-Ol was relieved by new men reporting to the scene. L-Ol wase instructed to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Moy Davis was d life belt at Moreno attaw	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin nd they both ched to this ss then direc	were off the engineer R. Moreno to da a dore of the er the water collapsed ta aring Scott i d Moreno and came down the report).	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder.	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of injured. More (Full accide	the sketch attac L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on
to stand by in service with Ladder 3 that had come in on second alarm. At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of It was at t had been se Engineer Mo Davis was d life belt at Moreno attac	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ions was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin nd they both ched to this ss then directed	were off the collapsed ta the roof, which is a the roof, which is the roof, which the roof the the water the water the water the water the water the water the down the report). the for L-Ol into same.	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of injured. More (Full accide p Monitor with	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. nter Davis who over the fire th f heat wave. eno unhocked his ent report on th 3 lines being
At approximately 2130 L-Ol crew was transported to sta. 14 by Engineer Tamayo. The crew of Engine 14 was transported to the fire scene by Tamayo.	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the ro After all m ladder pipe West end of It was at t had been se Engineer Mo Davis was d life belt at Moreno attac Chief Bağle pumped by E	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin nd they both ched to this ss then direct Ol directed	were off the more down the collapsed ta ord for a solution the roof, with the scotts ran oed to Car 52 were off the er the water collapsed ta engineer R.1 Moreno to dis aring Scott is de Moreno and came down the report). ted for L-Ol into same.	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of full blast of injured. More (Full accide p Monitor with up again and	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhocked his ent report on th 3 lines being d the crew of
Tamayo. The crew of Engine 14 was transported to the fire scene by family .	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder l wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mo: Davis was d life belt a: Moreno attac Chief Eaţle pumped by E At approxim L-Ol was re	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that int up to tell reno still we irectly behin nd they both ched to this ss then direc -Ol directed ately 2000hrs lieved by new	were off the index the water collapsed ta index the water collapsed ta aring Scott d Moreno to da came down the report). into same. Ladder pipe	building west and shown in steel lad ind condi a out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u e was set ng to the	as shown in the crew of the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream (Full blast of injured. More (Full accide p Monitor with up again and scene. L-01	the sketch attac L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on th 3 lines being d the crew of wase instructed
Tamayo. The crew of Engine 14 was transported to the fire scene by family .	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder l wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mo: Davis was d life belt a: Moreno attac Chief Baţle pumped by E At approxim L-Ol was re	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that int up to tell reno still we irectly behin nd they both ched to this ss then direc -Ol directed ately 2000hrs lieved by new	were off the index the water collapsed ta index the water collapsed ta aring Scott d Moreno to da came down the report). into same. Ladder pipe	building west and shown in steel lad ind condi a out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u e was set ng to the	as shown in the crew of the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream (Full blast of injured. More (Full accide p Monitor with up again and scene. L-01	the sketch attac L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on th 3 lines being d the crew of wase instructed
A DE LA CARA COMPANY AND A	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mo: Davis was d life belt a: Moreno attac Chief Bağle pumped by E At approxim L-Ol was re to stand by	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that int up to tell reno still we irectly behin nd they both ched to this ss then direct -Ol directed ately 2000hrs lieved by new in service w	were off the index the water collapsed ta into some off were off the er the water collapsed ta aring Scott in d Moreno to di aring Scott in came down the report). into same. Ladder pipe men reporting inth Ladder 3	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u e was set ng to the that had	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream (Full blast of injured. More (Full accide p Monitor with up again and scene. L-01 come in on a ed to sta. 14	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on th 3 lines being d the crew of wase instructed second alarm. 4 by Engineer
a subject of the second s	asked for f Car 52 inst At this tim a ventilati A life line After hole ladder 1 wh This situat from the row After all m ladder pipe West end of It was at t had been se Engineer Mo: Davis was d life belt a: Moreno attac Chief Bağle pumped by E At approxim L-Ol was re to stand by	rom car 52. ructed L-Ol t e, the wind w on hole about was also sec was opened on o were all wi ion: was radi of. en from L-Ol . Shortly aft the building his time that nt up to tell reno still we irectly behin nd they both ched to this ss then direct -Ol directed ately 2000hrs lieved by new in service w	were off the index the water collapsed ta into some off were off the er the water collapsed ta aring Scott in d Moreno to di aring Scott in came down the report). into same. Ladder pipe men reporting inth Ladder 3	building west and shown in steel lad ind condi n out of 2 and he roof, L- tower wa aking wit M. Moreno trect his recieved was not e ladder. to set u e was set ng to the that had transported	as shown in the crew of 1 the sketch. der on top of tions changed air. instructed to 01 was instru- s set up, the h it part of and Firefigh firestream of (Full accide p Monitor with up again and scene. L-01 come in on a ed to sta. 1 to the fire	the sketch ditta L-Ol opened up f the building. i, the crew of o remove all men ucted to set up e roof over the the wall. hter Davis who over the fire th f heat wave. eno unhooked his ent report on th 3 lines being d the crew of wase instructed second alarm. 4 by Epgineer scene by Tamayo

TFD— TUCSON FIRE DEPARTMEN INCIDENT RUN REPORT MASTER RPT. NO. 0146 DATE ______ April 7, 1970 . 5 1 ST IN CO. NO CO'S RESPONDING 13 PLATE NO _______ 14 18 01 19 DISTRICT NO ____ DAY OF WEEK 28 21 1ST ALARM WIND DIRECTION_ 23 2 ND ALARM _ M. P. H___ 25 26 STILL TEMPERATURE. 28 MULTIPLE HUMIDITY_
 HOW A LARM 30
 O - PHONE
 I - BOX
 2 - SLF. DISP.
 3 - POLICE
 4 - RADIO

 RECEIVED
 ______5 - IN PERSON
 ______6 - CENT ALM
 ______7 - SHERIFF
 ______8 - A DT
 ______9-OTHER
 24 Southern Pacific Ice Plant LOCATION OCCUPANT____ OWNER ____ TYPE OF INCIDENT______ Supplement Report of Station #4 31 CODE CAUSE OF IGNITION _ 33 CODE 35 CLASSIFICATION OF OCCUPANCY ____ __CODE 38 TYPE OF CONSTRUCTION _____ CODE -----39 FIRE FACTOR NOI. _ CODE FIRE FACTOR NO2. _ 4 CODE _ 43 FIRE FACTOR NO3. CODE 45 INSPECTORS AT SCENE _ __TOTAL __ 46 OFF DUTY MEN AT SCENE _____ TOTAL INJURIES _____ CIVLIANS⁴⁰ _____ FIREMEN⁵⁰ DEATHS _____ CIVILIANS⁵² _____ FIREMEN⁵³ NSURANCE INFORMATION BUILDING ICONTENTS 2VEHICLE . SOTHER 54 0 BUILDING . I CONTENTS . . VALUE OF 55 LOSS TO⁸³ INSURANCE ____YES ____ NO ___YES ____ NO __ _YES ____ NO ____YES __ _ NO IF VEHICLE STATE MAKE _____YEAR _____ TYPE _____ LIC. NO. ____ FIRE CO. NO.5 EO4 ENROUTE 13 UNIT RET'D AT SCENE 8 Y14 _ DISPATCH TIME¹⁶ 1720 TIME AT SCENE²⁰ 1724 TIME IN SERVICE24 2300 TIME LEAVING SCENE28 2230 ----TOTALS MILEAGE TO SCENE 32 01.8 PUMP TIME35 04.0 FEET OF LADDER³⁸ 2 1/2" HOSE⁴⁶_40 GALLONS USEDSO 50,000 MEN RESPONDING CAPTAIN Baca Barnes Huber Campbell CHIEFS -72 OFFICER IN CHARGE NO. _ DISPATCHERS . POLICEMAN AT SCENE _ OFFICER MAKING RP'T _ NO_

	E04			
AIR BOTTLES58	2	······································		
APPLICATOR ⁶⁰				
CELLAR NOZZLE ⁶¹				
EXTINGUISHERS 63				
FIRE AXES 64	2			
HAND TOOLS"	20			
HAY HOOKS ⁶⁷				- 88
MONITORS 69		()		
POWER PLANT ⁷⁰				
RESUSCITATOR72 _				
SMOKE EJECTOR ⁷³ SALVAGE COVER ⁷⁴				
WATER VACS75 _				
BOLT CUTTER	CLEAN-UP EQUIP	GARDEN HOSE	GAS SHUT-OF	
HOSE BACK PACK	HOSE CLAMP	LIFE NET	PIKE POLES	PITCH
PRY BARS	SPRINKLER SHUT-OF		SLEDGE HAMN	AER 4 I-MAN
Alberto Marcola	c	OMPLETE ACC	00 N I	
This re	port is only a s w Members of Eng	upplement to th	e main report	t covering a
building. Fin other lines	into the openin rst attack by En available were r	gs available on g. #4 were with elocated into t	the north we hand lines, wo monitors.	all of the i' later these
fire stremms building. Fin other lines a Eng. # #7 inman exp After exting	into the openin rst attack by En	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north wa hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Eng. 4 Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire streams building. Fin other lines of Eng. # #7 incan exp After exting relieved by of Eng 4 Euclid	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Eng. 4 Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Eng. 4 Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Eng. 4 Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of Eng 4 Euclieb	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Eng. 4 Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, wo monitors. the main fin buting Co. at eturned to th	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 in an exp After exting relieved by of Euclid	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire strems building. Fin other lines of Eng. # #7 in an exp After exting relieved by of Euclid	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire strems building. Fin other lines a Eng. # #7 in an exp After exting relieved by a Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire stremms building. Fin other lines of Eng. # #7 inman exp After exting relieved by of Euclid	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire strems building. Fin other lines a Eng. # #7 in an exp After exting relieved by a Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire strems building. Fin other lines a Eng. # #7 in an exp After exting relieved by a Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire
fire strems building. Fin other lines a Eng. # #7 in an exp After exting relieved by a Euclie	into the openin rst attack by En available were r 4 was temporaril osure fire at th uishment of this orders from Car	gs available on g. #4 were with elocated into t y diverted from e Elliot Distri fire Eng. #4 r 52 Chief Sprung	the north we hand lines, we monitors. the main fin buting Co. at eturned to the transformed to the transform	all of the f later these re to assist t 181 South he main fire

TF

	H'I	1 1	
	· ·	.,	_

UCSON FIRE DEPARTMENT

					ASTER 0146
1 ST IN CO.	E-05 5	1. S. S. C. M.	100	DATE 4/7/70	
NO CO'S RESPONDING	16 13		PLA	DATE 4/ 1/10	14
DAY OF WEEK	lues-3 ie		DISTRIC	T NO1	19
1ST ALARM	28		WIND DIRE	TION	21
2 ND ALARM	X			M. P. H	23
STILL	25			TURE	
MULTIPLE	X		HUN	AIDITY	28
OW ALARM 30 X	0- PHONE	I-BOX	2-SLF, DISP.	3-POLICE	4-RADIO
HOW ALARM 30 X	5 - IN PERSON	6-CENT ALM	7- SHERIFF	8- A DT	9- OTHER
OCATION _ BOL East 1					
CCUPANT Old Ice Ho					
WNER Bud Ansel			/		00
TYPE OF INCIDENT FI	re in a building				CODE 00
LASSIFICATION OF OCC					
TYPE OF CONSTRUCTION					
IRE FACTOR NOI.					
TIRE FACTOR NO 2					
TRE FACTOR NO3					
NSPECTORS AT SCENE					TOTAL
OFF DUTY MEN AT SCEN	Ε				TOTAL
DEATHS _	CIVILIANS	FIREMEN	55 .		
and the first of the second se		SURANCE	INFORMATION 2VEHICLE	2-02 649 8049	20 10 10 10 10 10
54	0 BUILDING	CONTENTS	2VEHICLE	3 OTHER	The ray set
LOSS TO63	AL 20. COV. CT.	-			Sales Transferration
INSURANCE	YES NO	YES '	_ NOYES	NOYES	NO
IF VEHICLE STATE					
FIRE CO. NO.3 ENROUTE 13					
UNIT ENROUTE 13 RET'D AT SCENE					
and the second					A designed and the same
TIME AT SCENE20	1829			The second second	TRANSCO LINESPORT
TIME IN SERVICE24	19/.2		100 C	- 24 6 - F	Children mental Barris
TIME LEAVING SCENE	27/2				TOTALS
MILEAGE TO SCENESE					
				1	
FEET OF LADDER 38					
I" HOSE ⁴¹					
	_200'				= 2001
	6001				= 6001
					10 1 (California)
GALLONS USED					
		MENR	ESPONDING		
CAPTAIN	Archbold				
the state of the state of the	Bell N G				
and the second second	Heverly				
	Lopez A G				
Extensioners de	Dopte in a				18.9
" and Xiawal (Philipping)		-			and state of
Contraste Street, T					and the lot
CT PERSON MONT LINE "					the second se
					4
					- i i i i i i i i i i i i i i i i i i i
CHIEFS					
	2				
DISPATCHERS				ARGE <u>Bayless</u>	

TFD—

FIRE CO. NO.				12.1	TOTALS
AIR BOTTLES58					
AIR PACS					
APPLICATOR60					
ELLAR NOZZLE ⁶¹		······································		~	
CUTTING TORCH 62					
HAND TOOLS 66				- 14 -	
HAY HOOKS ⁶⁷	1 7 1				
	()				
			10 million (10 mil		
SMOKE EJECTOR					t
					t.
WATER VACS75					
1 1 2 4					
	7			_	
BOLT CUTTER	CLEAN-UP EQUIP.	GARDEN HOSE	GAS SHUT-OF		LIGHTS
HOSE BACK PACK	HOSE CLAMP	LIFE NET	PIKE POLES		FORKS
PRY BARS	SPRINKLER SHUT-OFF	SHOVELS	SLEDGE HAMM	ER LI-MAN	FOLD

E-05 layed one line to the northeast corner of the ice house to help in control of spot fires along the old loading dock and some evaporative coolers which were stored in the yard of the Elliott Supply Co. we also extinguished a car fire in the Holmes Tuttle storage lot directly to the north of the fire building. At 1942 hrs. we were in service standing-by at this I was told to direct some civil defense people in the picking up of any lines which were not in use. At 2142 E-05 returned to station #5. at 2338 hrs. E-05 was sent to station #8 to man E-08 &R-05 we returned to Station #5 at 0029hrs.

TFD—

JCSON FIRE DEPARTMEN

					MASTER RPT, NO.	0146
	5			April 7	1070	14.5
IST IN CO				o_5347-3		1000
DAY OF WEEK	Tues3		DISTRICT N	0_1	19	
1 ST ALARM _	28		WIND DI RECTIO			
2 ND ALARM _	x			н		
	25		TEMPERATUR	F	26	
MULTIPLE _	x		HUMIDIT	Y	28	
W ALARM 30	0- PHONE	I-BOX	2-SLF. DISP	_ 3- POLICE	19 <u>N</u>	4-RADIO
			7- SHERIFF	_ 8- A DT		9-OTHER
CATIONEuclid & 1	L2th. St.					
	10		in the second			
VNER						
ISPECTOPS AT COENE					TOTAL	Contrary.
F DUTY MEN AT SCENE					TOTAL	
IN URIES	CIVLIANS 40	EIDE MENS	0		- IUTAL	
DEATHS	CIVILIANS	EIDEMENS	3	1.0		
DEATHS	CIVILIANS	FIREMEN	-			
	1 N	SURANCE	INFORMATION			
54	O BUILDING	I CONTENTS	2VEHICLE	3 OTHER		
				1000000		
VALUE OF 55 _						
			NO YES NO			
IF VEHICLE STATE M	1AKE	YEAR	TYPE	LIC. N	0	
FIRE CO. NO.5	E-06					
FIRE CO. NO. ⁵ - ENROUTE ¹³ - RET'D AT SCENE -	E-06			•	inter di apr	
FIRE CO. NO. ⁵ - ENROUTE ^{I3} - RET'D AT SCENE - BY ¹⁴ -	<u>E-06</u>	·		• <u> </u>	internal alti internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal internal interna	
FIRE CO. NO. ⁵ - UNIT ENROUTE ¹³ RET'D AT SCENE - BY ¹⁴ -	<u> </u>					
FIRE CO. NO. ⁵ - UNIT ENROUTE ¹³ RET'D AT SCENE B Y ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰	<u>E-06</u> 1827 1836		· <u> </u>			
FIRE CO. NO. ⁵ - UNIT ENROUTE ¹³ RET'D AT SCENE B Y ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴	1827 1836 2200 as Eng.	9 returning				- 1 0000 - 100] - 200] - 200 4 - 200 4
FIRE CO. NO. ⁵ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸	E-06 1827 1836 2200 as Eng.	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAQUING SCENE ²⁸ MILEAGE TO SCENE ³²	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ⁵ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ - DISPATCH TIME ¹⁶ - TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ - RET'D AT SCENE - BY ¹⁴ - DISPATCH TIME ¹⁶ - TIME AT SCENE ⁸⁰ - TIME IN SERVICE ²⁴ - IME LEAVING SCENE ²⁸ - MILEAGE TO SCENE ⁸² - PUMP TIME ³³ - FEET' OF LADDER ³⁸ -	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ - RET'D AT SCENE - BY ¹⁴ - DISPATCH TIME ¹⁶ - TIME AT SCENE ⁸⁰ - TIME IN SERVICE ²⁴ - IME LEAVING SCENE ²⁸ - MILEAGE TO SCENE ³⁸ - PUMP TIME ³³ - FEET' OF LADDER ³⁸ - I" HOSE ⁴¹ -	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE - BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ⁸⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET' OF LADDER ³⁸ I'' HOSE ⁴¹ I I/2'' HOSE ⁴⁴	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁸ I '' HOSE ⁴¹ I '/2'' HOSE ⁴⁶	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET' OF LADDER ³⁶ I'' HOSE ⁴⁴ 2 V/2'' HOSE ⁴⁴ 3'' HOSE ⁴⁸	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ PUMP TIME ³³ FEET' OF LADDER ³⁸ I'' HOSE ⁴¹ I'' HOSE ⁴⁴ 2 V/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ³⁰	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE - BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁸ 1 V/2" HOSE ⁴¹ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - ENROUTE ¹³ RET'D AT SCENE B Y ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 1 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET' OF LADDER ³⁸ I'' HOSE ⁴¹ 1 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁶ GALLONS USED ³⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁶ 3" HOSE ⁴⁸ GALLONS USED ³⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ IME LEAVING SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁶ 1 1/2" HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET' OF LADDER ³⁶ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁵ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET' OF LADDER ³⁶ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁵ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE DISPATCH TIME ¹⁶ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴¹ 2 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴¹ 2 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS
FIRE CO. NO. ³ - UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ PUMP TIME ³³ FEET OF LADDER ³⁶ 1 V/2" HOSE ⁴¹ 2 V/2" HOSE ⁴⁴ 2 V/2" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	E-06 1827 1836 2200 as Eng. 2200 05.4 Kain Brethour Noel	9 returning	to station 9			TOTALS

TFD—

FIRE CO. NO.	E-06						TOTALS
AIR BOTTLES58		1.00		h		1.0	
						No.	
APPLICATOR60							
CUTTING TORCH 62				-			
EXTINGUISHERS 63							
FIRE AXES 64		- 10					
FOG HOG 65							
HAND TOOLS66							
HAY HOOKS67	-						
LADDER PIPE68							- 1
montriono	1			30			
POWER PLANT 70						150	
ROSS RELIEF VL.71				-			
RESUSCITATOR ⁷²							
SMOKE EJECTOR							
SALVAGE COVER74				-			
WATER VACS75							
BOLT CUTTER	CI FAN-I	JP EQUIP.	GARDEN	HOSE	GAS SHUT-OF		D LIGHTS
HOSE BACK PACK	HOSE CI		LIFE NE		PIKE POLES		CH FORKS

COMPLETE ACCOUNT

Upon reaching scene, Eng. 06 was instructed by Chief Oliver to patrol eastern boundry and keep watch over the warehouses on the Park Ave. side. Then Eng. 06 was instructed to come around to the northwest corner of the ice house and set up their monitor. This the crew of Eng. 06 did, under the direction of Chief Russell until relieved. Eng. 06 was dispatched at 2056 to Sta. 1 with the driver only and returned with a new crew at 2115. E-06 then replaced Eng. QL to pump at the hydrant northwest of the building. The crew of Eng. 09 then took over E-06 and Eng. 06 crew took Eng. -09 back to sta. 09 and manned sta. until 0510 and returned to Sta. 06 with Eng. 2502.

		INCIDENT RUN			
	Supplem	ent report to			MASTER 03
	5		DA	TE April 7	7,1970
NO CO'S RESPONDING				NO 5348 2	
DAY OF WEEK			DISTRICT	NO O N	21
			MIND DIRECT	P. H	23
	25		TEMPERATU	JRE	26
	x		HUMID	ITY	28
HOW ALARM 30	0 - PHONE	_ I - BOX	2-SLF. DISP	3- POLICE	4-R/
RECEIVED	_ 5 - IN PERSON	_ 6-CENT ALM	7- SHERIFF	8-ADT	9-01
181 0	Tundall Ave				
LOCATION 181 S OCCUPANT Ellic	t Distributing	Company			
OWNERMr. W	Villiam Edwards.	8741 Placita	Blvd.		
TYPE OF INCIDENT					CODE
CAUSE OF IGNITION					CODE
CAUSE OF IGNITION	CUPANCY Electric	al appliance a	nd supply stor	age.	_CODE
TYPE OF CONSTRUCTION	N				CO DE
FIRE FACTOR NO					CODE
FIRE FACTOR NO 2.					CO DE
FIRE FACTOR NO3.					_ CODE
INSPECTORS AT SCENE	E				
OFF NITY NEW AT COM		51051151.50	124		_ 101AL
OFF DUTY MEN AT SCE					
OFF DUTY MEN AT SCE INJURIES DEATHS	CIVILIANS ⁵²	FIREMEN ⁵³			
OFF DUTY MEN AT SCE INJURIES DEATHS	CIV LIANS 48	FIREMEN ⁵³			
OFF DUTY MEN AT SCE INJURIES DEATHS		FIREMEN ⁵³ FIREMEN ⁵³ NSURANCE	NFORMATION	1 OTHER	
OFF DUTY MEN AT SCE INJURIES DEATHS		I CONTENTS	NFORMATION 2VEHICLE	3 OTHER	RIAB
OFF DUTY MEN AT SCE INJURIES DEATHS		I CONTENTS	NFORMATION 2VEHICLE	3 OTHER	RMB. contents,
OFF DUTY MEN AT SCE INJURIES DEATHS S VALUE OF	4 • BUILDING	ICONTENTS	NFORMATION 2VEHICLE	3 OTHER	RAB contents,
OFF DUTY MEN AT SCI INJURIES DEATHS 5 VALUE OF LOSS TO INSURANCE		NSURANCE II I CONTENTS <u>\$170,000</u> , <u>x</u> yes NO		O X YES	NO NO

FIRE CO NO.5		EDO	T05	
UNIT	Same and the			
RET'D AT SCENE				
DISPATCH TIME ¹⁶	1822	1822	1822	
TIME AT SCENE ²⁰ .	1827	1829	1827	1.00
TIME IN SERVICE24	2003		2102	
TIME LEAVING SCENE	2205	6	2142	TOTALS
MILEAGE TO SCENE	03.2	03.3	03.2	= _09.7
PUMP TIME	0.3			= 09.7 = 0.3
				:
				:
1 1/2" HOSE44	4			= 4
2 1/2" HOSE46	20			: <u>20</u>
3" HOSE48				*
GALLONS USED ⁵⁰	10,000			= 10,000
	Berle Rankin Martin	Sanford	Gallardo Molander Oppel	
	Queiruga		Engelkes	
			Pesqueira	
OTTON ANTTON				14-
The second second				
CHIEFS				
DISPATCHERS			OFFICER IN CHARGE	NO. T
JISPAI UNERS				NO 0357 7

FIRE CO. NO. EO7		
	- <u>102</u>	
AIR BOTTLES ⁵⁸		
CELLAR NOZZLE		
CUTTING TORCH 62		
EXTINGUISHERS 63		
FOG HOG 65		
HAND TOOLS66		
HAY HOOKS ⁶⁷		
MONITORS ⁶⁹		
POWER PLANT		
ROSS RELIEF VL.71		
RESUSCITATOR ⁷²		
SALVAGE COVER ⁷⁴		
WATER VACS75		
	GARDEN HOSE	GAS SHUT-OFF
	HOSE CLAMP LIFE NET	PIKE POLES PITCH FO
	COMPLETE AC	
		ene, the crew from E-4 was div tect the roof of the Elliot Di
		second 2%" line wyed down, fro
	rant on the N.E. corner of Ty	
		ipe on 12th St., E-7 layed two
		1 12th. This heavy stream was on the fires in the storage ya
of the building.	section of the building and t	in the lifes in the storage je
Firefighting crews		
Firefighting crews Distributing Company	ny storage yard, where stacks	s of new evaporative coolers
Firefighting crews Distributing Compan board containers) w	ny storage yard, where stacks were burning. The fires in th	s of new evaporative coolers ne yard were extinguished and
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene.	ny storage yard, where stacks were burning. The fires in th lp of civilian volunteers and	s of new evaporative coolers ne yard were extinguished and additional firefighters arr
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis	ny storage yard, where stacks were burning. The fires in th lp of civilian volunteers and sted in firefighting at the I	s of new evaporative coolers ne yard were extinguished and additional firefighters arr fice Bant. E-7 shut down and
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th	ny storage yard, where stacks were burning. The fires in th lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f	s of new evaporative coolers ne yard were extinguished and additional firefighters arr fice Bant. E-7 shut down and fire brands from the large Ic
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi	s of new evaporative coolers ne yard were extinguished and a additional firefighters arr: fice Pant. E-7 shut down and a fire brands from the large Ice
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose.	s of new evaporative coolers he yard were extinguished and additional firefighters arr: fice Hant. E-7 shut down and p fire brands from the large Ice inished, E-7 was placed in set
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers he yard were extinguished and additional firefighters arr: fice Hant. E-7 shut down and w fire brands from the large Ice inished, E-7 was placed in set ghting the fire at the Ice Pla
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers of ne yard were extinguished and additional firefighters arri- fice Bant. E-7 shut down and w fire brands from the large Ice inished, E-7 was placed in ser ghting the fire at the Ice Pla
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers (ne yard were extinguished and additional firefighters arri- fice Bant. E-7 shut down and w fire brands from the large Ice inished, E-7 was placed in ser ghting the fire at the Ice Pla
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	ving two pick up trucks from to s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice inished, E-7 was placed in ser ghting the fire at the Ice Pla- ne stock of coolers in the yar N
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	ny storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. d on arrival to assist in fig	s of new evaporative coolers in the yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and we fire brands from the large Ice unished, E-7 was placed in ser- shting the fire at the Ice Pla- the stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi aloaded their wet hose. I on arrival to assist in fig ge at this property was to the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi aloaded their wet hose. I on arrival to assist in fig ge at this property was to the state of the state of the state of the state for the state of the state of the state of the state the state of the state of the state of the state of the state state of the state of	s of new evaporative coolers in the yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and we fire brands from the large Ice unished, E-7 was placed in ser- shting the fire at the Ice Pla- the stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. I on arrival to assist in fig ge at this property was to the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi aloaded their wet hose. I on arrival to assist in fig ge at this property was to the state of the state of the state of the state for the state of the state of the state of the state the state of the state of the state of the state of the state state of the state of	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. i on arrival to assist in fig ge at this property was to the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. i on arrival to assist in fig ge at this property was to the storage yard	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. i on arrival to assist in fig ge at this property was to the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the state of the	s of new evaporative coolers (he yard were extinguished and additional firefighters arri- lice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- he stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	hy storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloaded their wet hose. i on arrival to assist in fig ge at this property was to the storage yard	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	y storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloadedtheir wet hose. i on arrival to assist in fig ge at this property was to the company and the storage yard (pipe company)	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar
Firefighting crews Distributing Compan board containers) w hauled with the hel at the scene. Later, Lad2 assis signed to patrol th fire. When the dang at the scene, and re E-10 was redirected The extent of damag	y storage yard, where stacks were burning. The fires in the lp of civilian volunteers and sted in firefighting at the I he downwind area exposed by f ger from the fire brands dimi eloadedtheir wet hose. i on arrival to assist in fig ge at this property was to the company and the storage yard (pipe company)	s of new evaporative coolers (ne yard were extinguished and a additional firefighters arri- fice Hant. E-7 shut down and w fire brands from the large Ice unished, E-7 was placed in ser shting the fire at the Ice Pla- ne stock of coolers in the yar

1 ST IN CO. E-10 5 DATE L-7-70 D CO'S RESPONDING 01 13 PLATE NO. 5317-3 14 DAY OF WEEK TUBS-3 10 DISTRICT NO. 21 14 DAY OF WEEK TUBS-3 10 DISTRICT NO. 01 14 1 ST ALARM 26 WIND DIRECTION 21 21 2 ND ALARM 23 TEMPERATURE 28 MULTIPLE X N.P.H. 23 You ALARM 20 2.5LF.DISP 3-POLICE 4 MULTIPLE X HUMDITY 28 W ALARM ³⁰ Y.O.PHONE 1-BOX 2-SLF.DISP 3-POLICE 4 SELVED -5-IN PERSON 6-CENT ALM 7-SHERIFF 8-ADT 9-9 CATON -36th * Park 202 * 2.12 * CODE - - 00 - VED INTION -0-PHONE -1-BOX 2-SLF.DISP 3-POLICE 4 - VED OF ONSTRUCTION -0-PHONE -1-BOX -2-SLF.DISP ADT - DESE OF IGNITION						MASTER RPT. NO.
0 G'S RESPONDING OL 13 PLATE NO 531/23 4 0 AV OF WEK TUBS-3 4 DISTRICT NO 21 21 2 NO ALARM 22 WIND DIRECTION 21 21 2 NO ALARM 23 TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MALARM X 0.0 FHONE 1.160X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.60X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.60X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.0 CO 3-PQLICE 4 4 VER 0.0 COULANCY CODE 2.5 LF DISP 3-PQLICE 4 4 5 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 5<						RPT. NO.
0 G'S RESPONDING OL 13 PLATE NO 531/23 4 0 AV OF WEK TUBS-3 4 DISTRICT NO 21 21 2 NO ALARM 22 WIND DIRECTION 21 21 2 NO ALARM 23 TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MULTIPLE X TEMPERATURE 26 MALARM X 0.0 FHONE 1.160X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.60X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.60X 2.5 LF DISP 3-PQLICE 4 VER X 0.0 FHONE 1.0 CO 3-PQLICE 4 4 VER 0.0 COULANCY CODE 2.5 LF DISP 3-PQLICE 4 4 5 4 5 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 5<	1 ST IN CO.	E-10	5		DATE 4-7	-70
Day of WEEK Tubes-3 ** District No. 02. ** 1 ST ALARM ** Wind Direction 0. ** ** 2 ND ALARM ** M.P.H. ** ** MULTIPLE ** TEMPERATURE ** MULTIPLE ** TEMPERATURE ** MULTIPLE ** ** TEMPERATURE ** MULTIPLE ** ** ** ** ** Sector ** ** ** ** ** COPANT ** ** ** ** ** CUPANT ** ** ** ** ** DE OF INCIDENT ** ** ** ** ** USE OF INCTON ** ** ** ** ** ** USE OF INCTON ** ** ** ** ** ** USE OF INCTON ** ** ** ** ** ** USE OF	NO CO'S RESPONDING	01	13	PL	ATE NO 5	347-3 14
2 ND ALARM	DAY OF WEEK	Tues-3		DIST	RICT NO 01	19
a STILL	1 ST ALARM		28	WIND DI	RECTION	
MULTIPLE X HUMDITY					M. P. H	
w A LARM ³⁰ O-PHONE I-BOX 2-SLF_DISP. 3-PQLICE 4 EEVED S-IN PERSON G-CENT ALM SHERFF G-ADT S CATION GEN + 2 Park 20-2 E. 2			25	TEMPE	RATURE	26
EEVED 5- IN PERSON 6-CENT ALM 7- SHERIFF 8- ADT 9. CATEN 36th 4. Park 202-2.12 2.12 2. OUPANT CODE CODE 2.00 2.00 NE R	MULTIPLE	X		+	UMIDITY	28
EEVED 5- IN PERSON 6-CENT ALM 7- SHERIFF 8- ADT 9. CATEN 36th 4. Park 202-2.12 2.12 2. OUPANT CODE CODE 2.00 2.00 NE R	HOW ALAPM 30	O PHONE	L BOY		3. POLIC	
CATON	RECEIVED	5- IN PERSON	6-CENT ALM	7- SHERIFF	8-ADT	
CUPANT						
NE R	LOCATION16th 8	Park 802	- 2,12-			
PE OF INCIDENT CODE USE OF IGNITION CODE DSE OF IGNITION CODE PE OF CONSTRUCTION CODE EF FACTOR NO1. CODE EF FACTOR NO2. CODE PE OF CONSTRUCTION CODE PE OF ACTOR NO2. CODE INJURIES CIVILIANS ⁴⁶ FIREMEN ³⁰ DEATHS ODEATHS CIVILIANS ⁴⁶ INSURANCE INFORMATION S4 0 BUILDING IOSS TO ⁴⁵ IOS LOSS TO ⁴⁵ IOS INSURANCE YES VALUE OF ⁵⁵ IOS IF VEHICLE STATE MAKE YES VES NO YES NO INT ENROUTE ¹³ INT ENROUTE ¹³ DISPATCH TIME ⁶ 2021 TIME AT SCENE ⁶ 2022						
USE OF IGNITION	the second se					CODE
ASSIFICATION OF OCCUPANCY CO DE PE OF CONSTRUCTION CO DE PE OF CONSTRUCTION CO DE E FACTOR NO1. CO DE E FACTOR NO2. CO DE SPECTORS AT SCENE TOTAL INJURIES CIVILIANS ⁵² LOSS TO ⁶⁵ STOP INSURANCE INFORMATION S4 O BUILDING IONSURANCE VALUE OF ⁵⁵ INSURANCE LOSS TO ⁶⁵ STOP INSURANCE YES NO YES INSURANCE YES Servet Stop INSURANCE YES NO YES Servet Stop UOSPATCH TIME ¹⁶ 2021 TIME AT SCENE ²⁶ Stop PUMP TIME ³⁵ Stop FET OF L						
PE OF CONSTRUCTION C0 DE EF FACTOR NO1. C0 DE EE FACTOR NO2. C0 DE EE FACTOR NO3. C0 DE PE OF STORT SCENE TOTAL INJURIES CIVLIANS ⁴⁸ F DUTY MEN AT SCENE TOTAL INJURIES CIVLIANS ⁴⁸ FIREMEN ⁵⁰ TOTAL DEATHS CIVLIANS ⁴⁸ INS URANCE INS URANCE VALUE OF ⁵⁵ INS URANCE INSURANCE YES NIT ENROUTE IS INTE 2021 INTE 20221 TIME IN SERVICE ²⁴ INTE ME L EAVING SCENE ²⁶ 03.7 PUMP TIME ³⁵ S FEET OF LADDER ³⁶ S 1 V2' HOSE ⁴⁶ 33 asi 2''' MOSE ⁴⁶						
HE FACTOR NO 1. CO DE E FACTOR NO 2. CO DE E FACTOR NO 3. CO DE SPECTORS AT SCENE TOTAL INJURIES CIVILIANS ⁴⁸ FIREMEN ⁵⁰ DEATHS CIVILIANS ⁴⁹ FIREMEN ⁵⁰ DEATHS CIVILIANS ⁴⁹ FIREMEN ⁵⁰ DEATHS CIVILIANS ⁴⁹ FIREMEN ⁵⁰ LOSS TO ⁶⁵ FIREMEN ⁵⁰ SOTHER VALUE OF ⁵⁵ SOTHER VEIS LOSS TO ⁶⁵ SOTHER VEIS NIT ENROUTE ¹⁵ SOTHER VALUE OF ⁵⁵ SOTHER VEIS LOSS TO ⁶⁵ SOTHER VEIS NIT ENROUTE ¹⁵ SOTHER VALUE OF ⁵⁵ SOTHER VEIS INUERAINCE YES NO YES NO YES NO FIRE CO. NO ⁵ EIO SOTHER YES NIT ENROUTE ¹⁵ SOTHER YES NIT ENROUTE ¹⁵ SOTHER YES NO YES NO YES NO BY ¹⁴						
E FACTOR NO2. CODE KE FACTOR NO3. CODE FE FACTOR NO3. CODE F DUTY MEN AT SCENE TOTAL INJURIES CIVILIANS ⁴⁸ OBEATHS CIVILIANS ⁴⁹ INSURANCE INFORMATION S4 0 BUILDING ISURANCE INFORMATION S4 0 BUILDING INSURANCE INFORMATION S4 0 BUILDING INSURANCE VES INSURANCE YES INSURANCE YES IF VEHICLE SOTHER VALUE 058742 IF VEHICLE SOTHER VALUE 058742 IF VER BY ⁴⁴ INC IF VERCE BY ⁴⁴ INC DISPATCH IME ⁴⁵ INTE AT SCENE ²⁰ INC INTE AT SCENE ²⁰ INC PUMP TME ⁴⁵⁸ INC ILLEAGE TO SCENE ²⁰ INC INTE AT SCENE ²⁰ INC INTE AT SCENE ²⁰ INC ILLEAGE TOF LADDER						
EF FACTOR NO3 CODE SPECTORS AT SCENE TOTAL F DUTY MEN AT SCENE TOTAL INJURIES CIVILIANS ⁴⁶ FIREMEN ⁵⁰ DEATHS CIVILIANS ⁴² FIREMEN ⁵³ INSURANCE INFORMATION 54 0 BUILDING I CONTENTS VALUE 0F ⁵⁵ INSURANCE INFORMATION VALUE 0F ⁵⁵ INSURANCE YES INSURANCE YES NO YES NO IF VEHICLE STATE MAKE YEAR TYPE LIC NO. IF VEHICLE STATE 2021 IIC NO IIC NO IIC NO IIC NO ITIME AT SCENE®O						
SPECTORS AT SCENE TOTAL F OUTY MEN AT SCENE CIVILIANS ⁴⁰ FIREMEN ⁵⁰ OEATHS CIVILIANS ⁵² FIREMEN ⁵³ INS URANCE INFORMATION 54 0 BUILDING I CONTENTS 2VEHICLE VALUE 0F ⁵⁵						
FORT MEM ALSO SERVE CIVILIANS ⁴⁸						
DEATHS	UFF DUIT MEN AL SUEN	G				TOTAL
INSURANCE INFORMATION 54 0 BUILDING ICONTENTS 2VEHICLE 5 OTHER VALUE 05 ⁴⁵	INJURIES _	CIVLIANS 48	FIREMEN	50		
54 0 BUILDING I CONTENTS 2VEHICLE 3 OTHER VALUE 0F*5	DEATHS _					
VALUE OF 35			INSURANCE	INFORMATIO	N	
LOSS 10-5 YES NO YES NO YES NO YES NO YES NO IF VEHICLE STATE MAKE YES YES NO YES NO FIRE CO. NO ⁵ E10 IC. NO. IC. NO. IC. NO. NIT ENROUTE ¹³ E10 IC. NO. IC. NO. NIT ENROUTE ¹³ E10 IC. NO. IC. NO. BY ¹⁴ BY ¹⁴ BY ¹⁴ IC. NO. IC. NO. DISPATCH TIME ¹⁶ 2021 IC. NO. IC. NO. IC. NO. TIME AT SCENE ²⁶ 2029 IC. NO. IC. NO. IC. NO. PUMP TIME ¹⁵ IC. SCENE ²⁶ IC. NO. IC. NO. IC. NO. FEET OF LADDER ³⁶ IC. ADDER ³⁶ IC. IC. NO. IC. IC. NO. IC. IC. NO. I I/2" HOSE ⁴⁴ IC. IC. NO. GALLONS USE ⁵⁰ IC. IC. NO. IC. IC. NO. IC. IC. NO. IC. IC. NO. MEN R E S PON DI N G IC. APTAIN Morales IC.	54	O BUILDING	I CONTENTS	2VEHICLE	3 OTH	ER
LOSS 10-5 YES NO YES NO YES NO YES NO YES NO IF VEHICLE STATE MAKE YES YES NO YES NO FIRE CO. NO ⁵ E10 IC. NO. IC. NO. IC. NO. NIT ENROUTE ¹³ E10 IC. NO. IC. NO. NIT ENROUTE ¹³ E10 IC. NO. IC. NO. BY ¹⁴ BY ¹⁴ BY ¹⁴ IC. NO. IC. NO. DISPATCH TIME ¹⁶ 2021 IC. NO. IC. NO. IC. NO. TIME AT SCENE ²⁶ 2029 IC. NO. IC. NO. IC. NO. PUMP TIME ¹⁵ IC. SCENE ²⁶ IC. NO. IC. NO. IC. NO. FEET OF LADDER ³⁶ IC. ADDER ³⁶ IC. IC. NO. IC. IC. NO. IC. IC. NO. I I/2" HOSE ⁴⁴ IC. IC. NO. GALLONS USE ⁵⁰ IC. IC. NO. IC. IC. NO. IC. IC. NO. IC. IC. NO. MEN R E S PON DI N G IC. APTAIN Morales IC.	VALUE 055					
INSURANCE YES NO	LOSS TOB	10. • • • •	1 Can 0	THE TRUE OF ST	CHER DOT	10000
IF VEHICLE STATE MAKE YEAR TYPE LIC NO. FIRE CO. NO ⁵ E10			10 VEC	NO VEC	NO YES	10
FIRE CO. NO ⁵ E10 NIT ENROUTE 13 ET'D AT SCENE BY ⁴	IE VEHICLE STATE	MAKE	VEAD	TYPE		NO
1" HOSE ⁴¹ = 1 1/2" HOSE ⁴⁶ 33 sec 2 1/2" HOSE ⁴⁶ 33 sec 3" HOSE ⁴⁸ = GALLONS USEO ⁵⁰ = MEN RESPONDING CAPTAIN Morales	FIRE CO. NO ^S UNIT ENROUTE ^{IS} RET'D AT SCENE					
1 1/2" HOSE ⁴⁴ = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = = <td< td=""><td>UNIT ENROUTE¹³ RETID AT SCENE BY¹⁴ DISPATCH TIME¹⁶ TIME AT SCENE²⁰ TIME IN SERVICE²⁴ TIME LEAVING SCENE²⁸ MILEAGE TO SCENE³² PUMP TIME³⁵</td><td>2021 2029 03•7</td><td></td><td></td><td></td><td></td></td<>	UNIT ENROUTE ¹³ RETID AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵	2021 2029 03•7				
2 1/2" HOSE ⁴⁶ 33 BEC 3" HOSE ⁴⁸ 5 GALLONS USED ⁵⁰ MEN RESPONDING CAPTAIN Morales 5 Marquez 5 Diaz 6 Quiroz 1000 1000 1000 1000 1000 1000 1000 10	UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸	2021 2029 03.7				
3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN Morales Sanford Marquez Diaz Quiroz	UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²² PUMP TIME ³⁵ FEET OF LADDER ³⁶ I'' HOSE ⁴¹	2021 2029 03.7				
GALLONS USED ⁵⁰ F MEN RESPONDING CAPTAIN Morales Sanford Marquez Diaz Quiroz	UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁸ 1'' HOSE ⁴¹ 1 1/2'' HOSE ⁴⁴	2021 2029 03.7				
MEN RESPONDING CAPTAIN Morales Sanford Diaz Quiroz	UNIT ENROUTE ¹³ RETID AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ I 1/2" HOSE ⁴⁴	2021 2029 03.7 33 sec				
CAPTAIN Morales	UNIT ENROUTE ¹³ RETID AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸	2021 2029 03.7 33 sec				
Sanford Marquez Diaz Quiroz	UNIT ENROUTE ¹³ RETID AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸	2021 2029 03.7 33 sec				
Sanford Marquez Diaz Quiroz	UNIT ENROUTE ¹³ RETID AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸	2021 2029 03.7 33 sec				
Marquez Diaz Quiroz	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 3'' HOSE ⁴⁶ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec	MEN R	E S P O N D I N G		
Diaz Quiroz	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 3'' HOSE ⁴⁶ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec	MEN R	E S P O N D I N G		
Quiroz	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 3'' HOSE ⁴⁶ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford	MEN R	E S P O N D I N G		
	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez	MEN R	E S P O N D I N G		
CHIEFS	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
CHIEFS	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
CHIEFS	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
CHIEFS	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
CHIEFS	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET' OF LADDER ³⁶ 1'' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁸ GALLONS USED ⁵⁰	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz	MEN R	E S P O N D I N G		
	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz Quiroz	MEN R	E S P O N D I N G		
	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz Quiroz	MEN R	E S P O N D I N G		
SPATCHERS Asmus Harris OFFICER IN CHARGE Peterson	UNIT ENROUTE ¹³ RET'D AT SCENE BY14 DISPATCH TIME' ¹⁶ TIME AT SCENE ²⁰ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1 HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz Quiroz	MEN R	E S P O N D I N G		
SPATCHERS <u>Asmus Harris</u> OFFICER IN CHARGE <u>Peterson</u> DLICEMAN AT SCENE OFFICER MAKING RP'T <u>Morales</u>	UNIT ENROUTE ¹³ RET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1' HOSE ⁴¹ 2 1/2'' HOSE ⁴⁴ 2 1/2'' HOSE ⁴⁶ 3'' HOSE ⁴⁶ GALLONS USED ⁵⁰ CAPTAIN	2021 2029 03.7 33 sec Morales Sanford Marquez Diaz Quiroz	MEN R	E S PONDING		

TFD-

TFD—

	TOOLS	USED	
AIR BOTTLESSE	E-10		
HAY HOOKS ⁶⁷ LADDER PIPE ⁶⁸ MONITORS ⁵⁹ POWER PLANT ⁷⁰ ROSS RELIEF VL. ⁷¹ RESUSCITATOR ⁷²			
SMOKE EJECTOR ⁷³ SALVAGE COVER ⁷⁴ WATER VACS ⁷⁵			
BOLT CUTTER HOSE BACK PACK PRY BARS	CLEAN-UP EQUIP. GARDEN HOSE CLAMP LIFE NE SPRINKLER SHUT-OFF SHOVEL	S PIKE POLES S SLEDGE HAMMER	HAND LIGHTS PITCH FORKS I- MAN FOLD
	COMPLET	EACCOUNT	

Upon arrival at the scene Eng. #10 was instructed to law lines on the north East side of the fire in order to protect exposures. Eng. #10 law a two line reverse law from Tondall & tenth to Euclid and Tenth and hooked up to Eng. #2. At first the lines were broken in an effort to let numerous cars out of the parking lot. When car had been evacuated lines were charged and were taken to the north East corner of the Fire.

After a short time The crew of Eng. #10 assisted in setting up several monitors on the east side of fire and poured water into the seat of the fire for several hours.

At about 2200 the crew of Eng. #10 was relieved and transported to Sta. #12 to stand by and man Eng. #12. at about 0500 The crew of Eng. #10 was relieved at sta. 12 and returned to sta. 10 by inspector Armstrong.

Unand

122

TFD—

JCSON FIRE DEPARTMENT

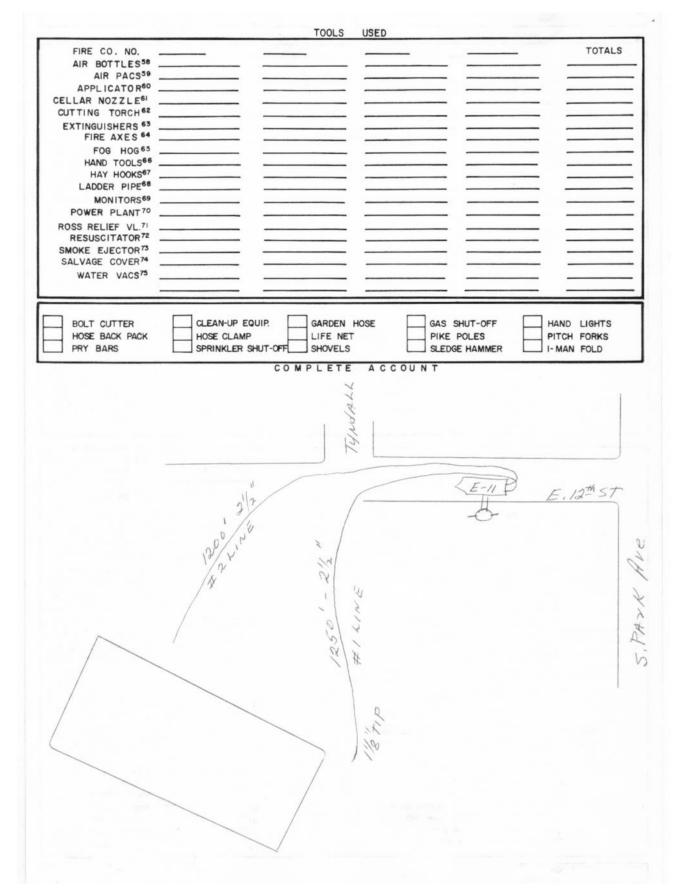
					MASTER RPT. NO.	146
1 ST IN CO.	E-11 5		DA	TE 7 April	1, 70	8
NO CO'S RESPONDING	13		PLATE	NO 5348-4	14	
DAY OF WEEK			DISTRICT	NO	19	
1 ST ALARM	28		WIND DIRECTI	0 N	21	
2 ND ALARM .			M. F	? H	23	
STILL	25		TEMPERATU	IRE	26	
MULTIPLE .				TY		
OW ALARM 30	0- PHONE	_1-BOX	2-SLF. DISP.	3- POLICE		4-RADIO
ECEIVED	5 - IN PERSON	_ 6-CENT ALM	7- SHERIFF	8- A DT		9-OTHER
OCATION Tynda	ll & 12th St					
DCCUPANT						
OWNER						
TYPE OF INCIDENT						
CAUSE OF IGNITION						
LASSIFICATION OF OCC						
TYPE OF CONSTRUCTION _						
TRE FACTOR NOI.						
TRE FACTOR NO 2						
FIRE FACTOR NO3.						
INSPECTORS AT SCENE						
OFF DUTY MEN AT SCEN	E				TOTAL	
DEATHS	CIVILIANS ⁴⁸	FIREMEN ⁵⁰				
			NFORMATION			
			2VEHICLE		R	
VALUE OF 55	1.0		40 C		10	
LOSS TO ⁶³ .						
INSURANCE .	YES NO	YES	NO YES N	0YES	NO	
FIRE CO. NO.5 UNIT ENROUTE 13 RET'D AT SCENE						
B Y ¹⁴						
DISPATCH TIME .	1827					
TIME AT SCENE 20	1834	1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.				
TIME IN SERVICE24						
TIME LEAVING SCENE28 .		-				TOTALS
MILEAGE TO SCENE ³² .	03.5				=	03.5
PUMP TIME ³⁵	04.0				=	04.0
FEET OF LADDER 38 .						
I" HOSE ⁴¹						
1 1/2" HOSE44.						- 1050
2 1/2" HOSE46	1250					1250
3" HOSE ⁴⁸ . GALLONS USED ⁵⁰ .	150,000					150,000
		MEN RE	SPONDING			
CAPTAIN	Gregory					
VALUATA .	Leoni					
	Highhouse					
	McAnally					
in a statistica in the state of						
C. T. D. Martin I.						
the second se			10 10 10 10 10 10 10 10 10 10 10 10 10 1			4
		Sector and the second sector				
CHIEFS .						
CHIEFS .						COLOR OF
CHIEFS .						2019
CHIEFS .			OFFICER IN CHARG	ε	egory	NO. NO 0424

TFD—

	TOOLS USED	
AIR BOTTLES ⁵⁸ - AIR PACS ⁵⁹ -		TOTALS
CELLAR NOZZLE		
EXTINGUISHERS 63 FIRE AXES 64		
HAND TOOLS ⁶⁶ . HAY HOOKS ⁶⁷ .		
MONITORS ⁶⁹		
HOUD HELLEN YE.		
SALVAGE COVER ⁷⁴ . WATER VACS ⁷⁵ .		
~		03+3
BOLT CUTTER HOSE BACK PACK PRY BARS	HOSE CLAMP LIFE NET PIKE POLES P	AND LIGHTS ITCH FORKS MAN FOLD

COMPLETE ACCOUNT

Upon arrival, E-ll spotted the hydrant on the south side of E.12th St, West of Park Ave. (# 5348-27.) A 2 1/2" line with a 1 1/8" Tip was layed to the northeast corner of the building, to protect exposures. Several fires in this area were extinguished and included the loading platform in this area. This line was used for extinguishment of the east end of the building. Line # 2 was layed into a monitor on the north side of the building.



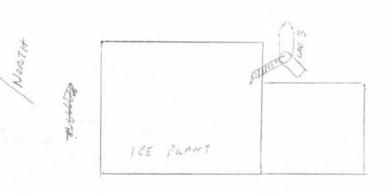
		INCIDENT RUN		ſ	MASTER RPT. NO.
r				L	RPT. NO.
1 ST IN CO.	5		DA	TE April 7,	1970
NO CO'S RESPONDING	13		PLATE	NO_5347-3	14
DAY OF WEEK			DISTRICT	NO_1	19
	28		WIND DIRECTI	0 N	21
2 ND ALARM			M. I	Р. Н	23
	25		TEMPERATU		26
MULTIPLE .			HUMID	TY	28
HOW ALARM 30	0- PHONE	_ I - BOX	_ 2-SLF. DISP	3- POLICE	
LOCATION 16th ar	d Park 8022	-112-			
OCCUPANT Vacant					
OWNERAntle					
TYPE OF INCIDENT CAUSE OF IGNITION					_ CODE _
CLASSIFICATION OF OCCU	IDANCY				CODE
TYPE OF CONSTRUCTION _					
FIRE FACTOR NO 1.					
FIRE FACTOR NO2 FIRE FACTOR NO3					
INSPECTORS AT SCENE					
OFF DUTY MEN AT SCENE					
INJURIES	CIVI IANS 48	EIDEMEN 50			- TOTAL
DEATHS	CIVILIANS ⁴⁸	FIREMEN ⁵³			
		SURANCE IN	FORMATION		
		I CONTENTS			
VALUE OF 55					
LOSS TO ⁶³				_	
INSURANCE	YES NO	YESNO	YESN	OYES	NO
IF VEHICLE STATE N	MAKE	YEAR	TYPE	LIC. NO)
			entro a min at		
FIRE CO. NO ⁵ UNIT ENROUTE ¹³ RET'D AT SCENE	L-03				
UNIT ENROUTE 13				-	
RET'D AT SCENE .					
			-		
BY19					
BY19					
DISPATCH TIME ¹⁶ . TIME AT SCENE ²⁰ .	1727 1736				
BY14 - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴	1727 1736				
BY'* DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴	1727 1736				
BY ¹⁴ - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴	1727 1736				
BYM DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE28 PUMP TIME35	1727 1736 03.7				
BY10 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³²	1727 1736 03.7				
BY14 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE22 PUMP TIME35	1727 1736 03.7 100				
BY19 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE22 PUMP TIME35 FEET OF LADDER38	1727 1736 03.7 100				
BY14 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE28 PUMP TIME FEET OF LADDER38 I" HOSE41	1727 1736 03.7 100				
BY** DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE32 PUMP TIME35 FEET OF LADDER38 I" HOSE41 I 1/2" HOSE44	1727 1736 03.7 100				
BY14 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE28 PUMP TIME35 FEET OF LADDER38 I HOSE44 2 I/2" HOSE44 3" HOSE48	1727 1736 03.7 100				
BY1* DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I HOSE ⁴¹ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁶	1727 1736 03.7 100				
BY14 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE28 PUMP TIME FEET OF LADDER38 I HOSE41 1 1/2" HOSE44 2 1/2" HOSE44 3" HOSE48	1727 1736 03.7 100				
BY1* DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100				
BY14 DISPATCH TIME TIME AT SCENE20 TIME IN SERVICE24 TIME LEAVING SCENE28 MILEAGE TO SCENE32 PUMP TIME35 FEET OF LADDER38 I HOSE44 2 I/2" HOSE44 3" HOSE48	1727 1736 03.7 100 100 Manternach	MEN RESP	20 N D I N G		
B Y1* - DISPATCH TIME ¹⁶ - TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar	MEN RESP	20 N D I N G		
B YI* - DISPATCH TIME ¹⁶ - TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer	MEN RESP	20 N D I N G		
B Y14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer Briggs	MEN RESP	20 N D I N G		
B Y14 - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer	MEN RESP	20 N D I N G		
B Y14 - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer Briggs	MEN RESP	20 N D I N G		
BY14 DISPATCH TIME TIME AT SCENEZO TIME IN SERVICEZO TIME IN SERVICEZO MILEAGE TO SCENEZO PUMP TIME FEET OF LADDERS I" HOSEO 1 1/2" HOSEO 3" HOSEO GALLONS USED	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer Briggs	MEN RESP	20 N D I N G		
BY14 DISPATCH TIME TIME AT SCENEZO TIME IN SERVICEZO TIME IN SERVICEZO MILEAGE TO SCENEZO PUMP TIME FEET OF LADDERS I" HOSEO 1 1/2" HOSEO 3" HOSEO GALLONS USED	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer Briggs	MEN RESP	20 N D I N G		
BY14 DISPATCH TIME TIME AT SCENEZO TIME IN SERVICEZO TIME IN SERVICEZO MILEAGE TO SCENEZO PUMP TIME FEET OF LADDERS I" HOSEO 1 1/2" HOSEO 3" HOSEO GALLONS USED	1727 1736 03.7 100 100 Manternach Aguilar Fellmeyer Briggs	MEN RESP	20 N D I N G		
B YM - DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁸ I' HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰ CAPTAIN	1727 1736 03.7 100 100 Manternach Aguilar Pellmeyer Briggs Temple	MEN RESP	20 N D I N G		
B YI* - DISPATCH TIME ¹⁶ - TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ I HOSE ⁴¹ 2 I/2" HOSE ⁴⁴ 3" HOSE ⁴⁶ 3" HOSE ⁴⁶ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Pellmeyer Briggs Temple	MEN RESP	20 N D I N G		
BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ TIME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁸ 1 '' HOSE ⁴⁴ 2 1/2" HOSE ⁴⁶ 3" HOSE ⁴⁶ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰	1727 1736 03.7 100 100 Manternach Aguilar Pellmeyer Briggs Temple	MEN RESP	20 N D I N G		

TFD—

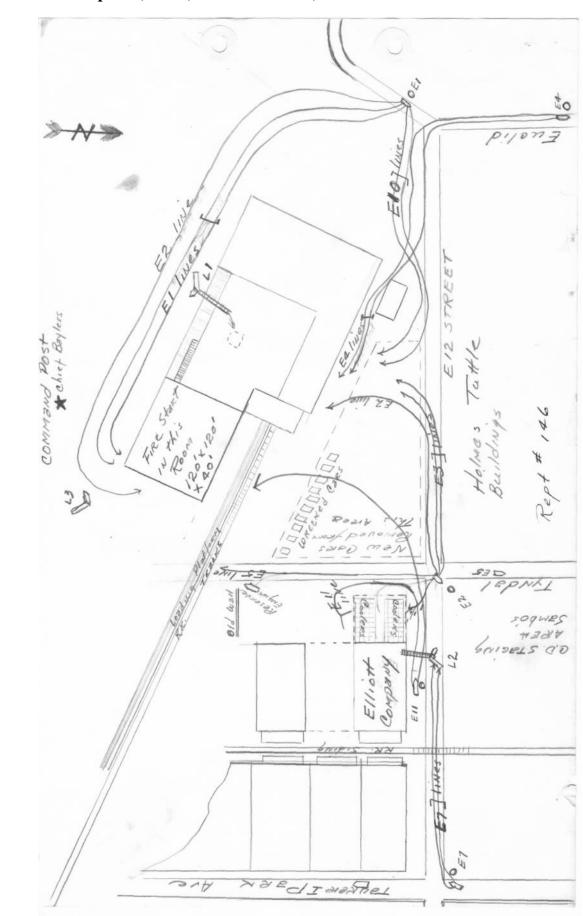
		TOOLS USED		
	L-03			TOTALS
AIR BOTTLES58 -	<u> </u>			
AIR PACS -	0			
ALLEIGATOR -				
ELLAR NOZZLE ⁶¹ _ CUTTING TORCH ⁶²				
EXTINGUISHERS 63				
FIRE AXES 64	4			4
HAND TOOLS 6 -	- 24			
HAY HOOKS 67	4.190			
LADDER PIPE68	1			1
MONITORS 69 .				
POWER PLANT 70 _	1			1
neocoornation -				
CHETHOE OUTEN .				
WATER VACS75 _				
BOLT CUTTER	CLEAN-UP EQUIP.	GARDEN HOSE	GAS SHUT-OFF	X HAND LIGHTS
HOSE BACK PACK	HOSE CLAMP	LIFE NET	PIKE POLES	PITCH FORKS
PRY BARS	SPRINKLER SHUT-OFF	SHOVELS	SLEDGE HAMMER	I-MAN FOLD
	C 0	MPLETE ACC	COUNT	

When Lad-3 arrived at the scene we put up a 35' extension ladder to a large wooden door on the second floor of the building and attempted to pry it open but was unsuccessful. The men were then used to assist in putting up the ladder pipe on Lad-1 and in laving and relocating hose lines and handling $2\frac{1}{2}$ " hand lines. As conditions changed the men from Lad-3 were utilized as needed. After dark the power plant was set up to provide lighting at the scene. At approximately 2200 hours the ladder pipe was set up on the north-east corner of the building and fed by three $2\frac{1}{2}$ " lines from engine two.

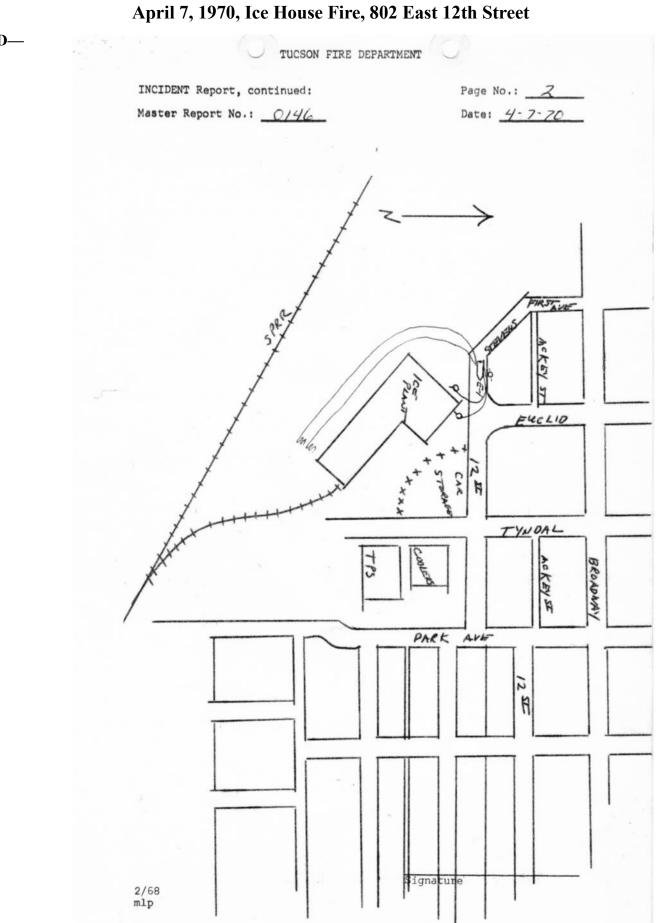
The crew of Lad-3 was relieved at 2000 hours and returned to station 10 to man engine 10 and R-3. The Ladder truck (2522) was returned to Station 10 at approximately 0630 hours on $\frac{1}{8}/70$.

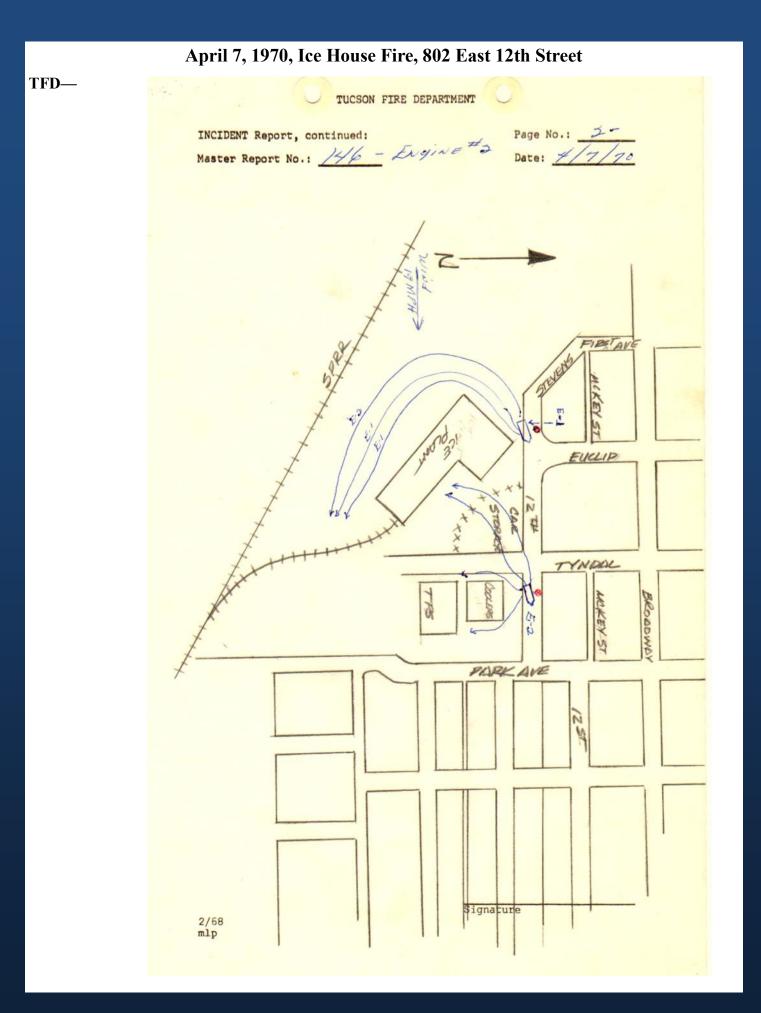


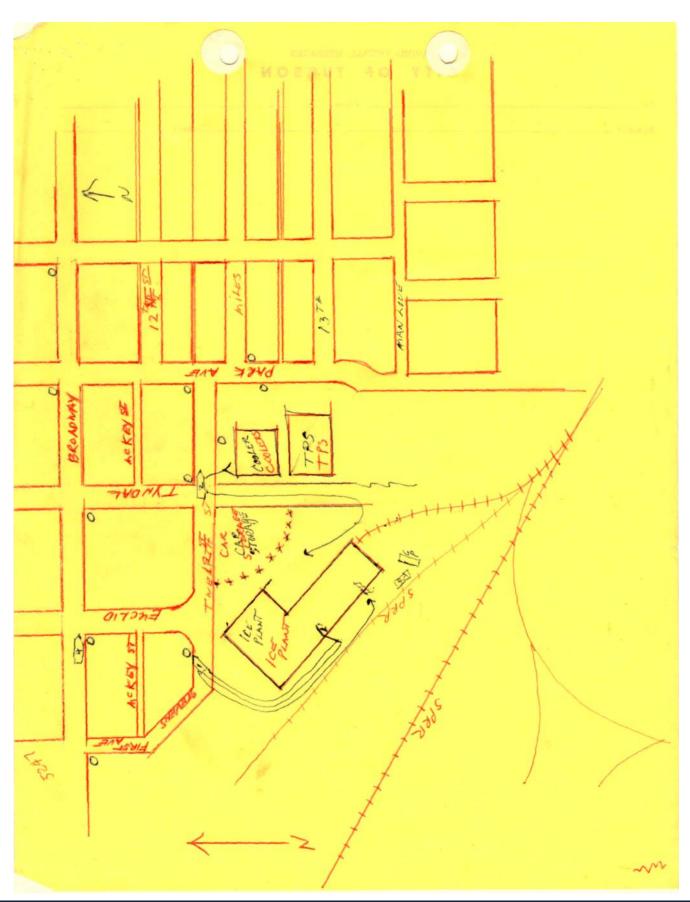
COMMAND POST











TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Master Report No .: 0146

Page No.:	
-----------	--

Date: April 7,1970

Eng. # 8 was called to the fire scene by telephone at 2210 by Chief Dupont at Sta. # 1. We reported to the Command Post where Chief Sprung ordered us to relieve Capatin Jones and his crew on the North side of the building. He also insturcted Captain Jones and his crew to return to Station # 8 with our Engine. When we arrived at Lad. # 3 on the North side the Ladder pipe was in operation and there were <u>twenty or thirty men standing</u> by waiting for instruction. We stood by for about an hour then Chief Lovic ordered the crew of Eng. # 8 to circle the building and roll and stack hose and equipment on the South East corner of the building. After completing this assignment Chief Sprung ordered Inspector Armstrong to transport the crew of Eng. # 8 back to Sta. # 8. We were back in service at Station # 8 at 2350.

Mel Venor Edde

2/68 mlp

TFD—

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Page No.: ?

Master Report No.: 0146

Date: 4-7-70

Eng 2 arrived at the scene at 1910 and returned to the station at 2216. While at the scene we checked the area periodically with hand lights to make sure there were no hot spots. We found none in the time we were at the scene. We were relieved by eng 10 at 2216 and returned to the station.

The crew of Eng 2 consisted of Kaveloh, Russell, Carlton, Cook C, and Grasham.

Mellin Bardek Signature

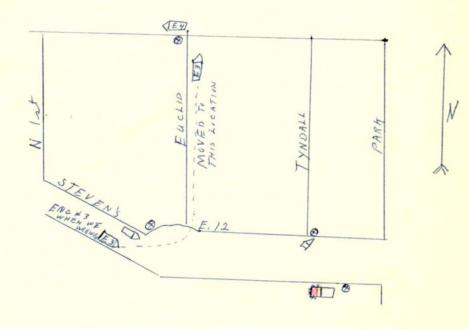
uil 7, 1070, Leo House Fine, 802 Fast 12th Street ۸

ΓD	April 7, 1970, Ice House Fire, 80	02 Last 12th Street
F D —	Eng # 3 TUCSON FIRE DEPARTME	ENT
	INCIDENT Report, continued:	Page No.: 1
	Master Report No.: 146	Date: 4/7/70
	when Eng. 3 arrived at the fire scene we were aske as there was not enough personNel to handle the lin Eng. 3 crew opened the door on the North side of t it had very little smoke and no heat. Chief Hussell asked the crew to go to the East sid there was another 22" line which we used, in one of chutes close to the ground level. We broke open t wire that we could not reach. We tried to get som this area but the screenbroke up the water stream reach.	hes that were ald ready out. the building and at that time de of the building where of the ice house storage the door and found a screen me of the fire stream into and we could not get any
	All this time the fire kept getting bigger and the up. After the south walls and roof came in we were heavy heat and smoke.	
	At this time I noticed that some civilians were tr that the fire brands had started at the Elliott Co	

We stayed at this location until all the coolers were over hauled and we made sure that there were no more fires in the cooler pads and paper cartons.

From this location we started West to the ice plant and we once again assisted in moving lines and setting up big streams.

Eng. #3 was used to lay lines by some other crew members. 26 Sections were layed.



Signature

I took my crew to assist.

UCSON FIRE DEPARTMENT

INCIDENT Report, continued: Master Report No.: 0146

Page	No .:		
Date:	April	7.	1970

Engine 9 was relocated to station 6 at 2045. At 2110 Engine 9 was sent to fire scene to releave the crew of Engine 6. The crew of Engine 6 returned to Station 9 with Engine 9.

While at the scene the crew of Engine 9 assisted with a ladder pipe on Ladder -1, assisted with manning a monitor, and manned a hand line. The lines to these appliances were being pumped by Engine 6.

The crew of Engine 9 returned to Station 9 at 0510 4/8/70. Reserve Engine 2502 was placed in service by the crew of Engine 6 and they returned to Station 6.

Mª Carty Capt.

JUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Master Report No .: 0146

Page	No .:	_
Date:	4/7/70	

2217 (Hrs.)

eng

Eng. Co. 12 crew: R. Zuniga, M. Mackay, E. Fowler, H. Centeno, R. Clodfelter and I. Hobbs and D. Vanover (who had been assigned to Eng. 12 at 2025 to bolster our manpower) were picked up by Inspector Armstrong in car 2095 and transported to acene of the fire.

Capt. Morales with Sanford, Bellmeyer, Quiroz, Diaz and Marques were brought to station 12 by Armstrong to men Eng. 12 and Tanker 12.

Engine 12 crew relieved Capt. Manternach and his crew on Ladder 3 set up as a water tower on the southeast side of the building involved. Our assignment was to play the water stream on the smoldering debris as required to keep the fire from gaining headway again.

Hobbs was released from duty at 2320. The remaining crew were relieved by Capt. Campillo and his crew at approximately 0430 (April 8) and the crew (except D. Vanover, who remained at the scene) were returned to station 12 by Armstrong where he picked up Capt. Morales and his crew and took them to Sta. 10 at 0453.

SIGNATURE

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No.:	1
Master Report No.: 146	Date: Apr. 47,	1970

I arrived at the scene just a few moments before the first in companies. Enroute I asked that Engine 3 be dispatched. I directed the laying of lines on the S/W side of the building. The major **f**ortion of the building with the exception of the N/W area was charged with heavy smoke and intense heat. A small opening on the southeast end of building was drawing in fresh air for combustion. Fog was introduced through this opening but was inadequate. Building vented itself. ladder pipe was set up but it became toohazardous to operate the ladder pipe within effective range. Lines were disconnected from ladder pipes to monitors which could operate from a greater distance.

Command post was established near s% corner of fire building. Ladder 3 was assigned to assist with lines already laid. We were using all avialable water at this time.

From command post position it appeared that flying embers had ignited a large stack of lumber. I assigned Chief Oliver and a full reponse to that area. Lumber as first thought turned out to be evaporative coolers in cartons. Many of the cartons become wet and turne d color but it is believed that their was damage to perhaps 50 coolers out of the total of 150. These coolers were probably valued at 15,000 with a loss of 4,000.

Later another 3 engine companies were dispatched to the scene to provide relief for overly tired men.

A Mr. Holmquist or a Mr. Pierce Tel 800-538-0074 represents Bud Antle.

T. Malcolm Macquiddy is the insurance broker for Bud Antle. The telephone number is 408-724-3828 or his home 408-722-2711.

HBaylice .

2/68 mlp

TFD-

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Page	No.	:	
			1211223

Master Report No.: 0146

Date:	4-7-70

Departed from Station # 12 at 0400 on 4-11-70. Arrived at scene at 0100, relieving Engine # 10. During our fire watch we did not detect any flames or smoke. Our actions consisted of periodic tours around the building and using aerial ladder to observe from above. We were relieved by Engine 14 at 0400. Arrived back at station at 0415.

Capt. anold R. Wound

2/68 mlp

TUCSON FIRE DEPARTMENT

(FIRE CAUSE REPORT)

INCIDENT Report, continued:

Page No.:

Master Report No.: 146

Date: April 7. 1970

CAUSE: From: Engine 14 B shift

To:

On April 11, at 0340 hours, Engine 14 went to the scene of the fire, to standby. The building was periodically checked, from the outside, for any signs of smoke or fire. We found none and no water was used.

Engine 14 left the scene, on orders from Chief Garry, at approximately 0715, and was back at the station at 0730. Crew was Capt. Aguilar, Morris, Eberhart and Barr. Mileage; 06.5.

Janilar Signature

TUCSON FIRE DEPARTMENT

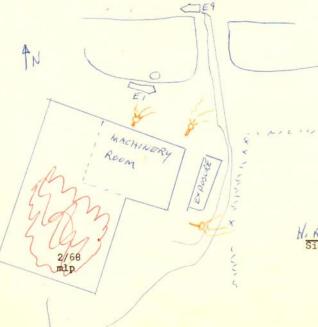
INCIDENT Report, continued: Master Report No.: 146

Page	No.: _	1
Date:	April	7,1970

The original dispatch was to Park and 16th. This response could see the fire from 16th and continued to park and to the fire (802 E. 12th.)

Car 61 was assigned to the Northeast side of the building. Two men with air paks were directed to check the machinery room and reported no extension of the fire. An ammonia leak was noticed and 52 at the command post notified. P.D. was asked to cleak all unauthorized people from the downwind a to this leak which was quickly accomplished. Initially all operations were hindered by traffic of people getting off work.

E4 had two lines to East. One was taken by another crew to the Southside and the other taken to a couple of boarded openings. After removing the boards, obstacles **just** inside prevented getting effective penetration. A contributing factor was lack of water pressure until the water company could change valving. The line was to be moved to the roof of the one story portion **insiderxiexre** but the main roof collapsed making this unsafe and spreading the fire to the machinery room. μ_{i} and μ_{i} and the obtained and set up to protect exposures. Monitors were located to the East, Northeast, & North. At this time considerable help began to arrive from C.D., Air Sea Rescue, And many other s who did identify themselves. This help enabled us to carry monitors around to needed locations shorting the time that was required to change the situation to one of overhaul, Chief officers were relieved with the beginning of the overhaul operation.



BLUE INK INITIAL ATTRICT ORANGE FINAL POSITION MONTORS

H. Rusself Signature

JCSON FIRE DEPARTMENT

INCIDENT Report, continued: Master Report No.: 146

Page No .: 1 . D.C. II Date: 4/7/70

DISTRICT II CHIEF'S REPORT

As I left Station 9 on a second alarm response I observed a large, broad, column of smoke which indicated to me that the fire had started suddenly. Upon arrival at the fire scene I reported to Ass't Chief Bayless at the command post. At about 1820 hrs., downwind fires were reported; the largest appeared to be a lumber pile about a block distant from the command post. I was assigned to direct the activities at this scene and the surrounding downwind sector; shortly after my arrival at the scene I was joined by Dep. Chief Dirks. I instructed the companies now dispatched to the exposure fires (E.7, L.2, E.6, E.5, E.11) to approach on Park Ave., turn onto 12th St. At 1833, Tanker 1 was also assigned to patrol the downwind sector for spot fires. What had appeared to be a "lumber pile" was found to be a fenced yard of about 150 cardboard Co. The crates of evaporative coolers (belonging to Elliott Electronics) most of which easily become ignited. The gate was forced open by F.D. crews, and a pick-up truck was pushed out of the yard. A redline and a 12" line from E.2 (already hooked up to a hydrant across the street) was first put into operation. Upon the arrival of E.ll, a 22" line was wyed down from their engine; then E.7 and I.2 come in together to set up a ladder pipe. The building wall was kept cool while crates were taken from the yard and overhauled. Company 5 laid a line to extinguish downwind fires in grass, loading dock and car lot; they were assisted by company 6 who later moved in closer to the fire to assist other crews.

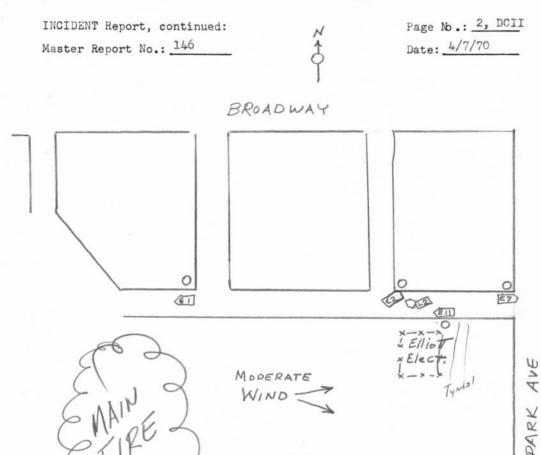
As the final phases of overhauling the "Elliott" fire progressed, a reserve company (with Capt. Jones) replaced E.7 crew. E.7 was instructed to load half their wet hose and join T.1 on patrol, as the fire brands were becoming more numerous. L.2 lowered their aerial ladder, and the crew assisted a reserve company (with Capt Weuve) set up a monitor on the main fire, using lines from E.11 and E.2.

(continued)

Joliver NATURE

11/68 mlp

UCSON FIRE DEPARTMENT



Engine 5 crew later supervised Civil defense crews in picking up not needed hose. E. 6 was sent to E. 1 location to set up another monitor. E.1, E.11, and E.2 were now

63

pumping for large streams on the north and east sides; E.7 had returned from patrolling and was loading the rest of their hose; E.5 and L.2 were also in service standing by at 2000 hrs, and weary crews were rapidly replaced by an abundant number of relief crews. At 2115 E. Co.9 drove to the fire scene; E. Co 6 traded them places and brought E.9 back to sta. 9. About the same time, E.10 crew was taken from the fire scene to Sta.12 and E. Co. 12 was transported to the fire scene. I advised all company captains of D.2 (except 9 and 12 still at the fire) to prepare a report of their company activities. Capt Mazon also prepared an accident report for Abitz's sprained ankle.

11/68 mlp

alil.

SIGNATURE

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No
Master Report No.: 146	Date:

rage	NO	•••	
Date:		4-8	-70-4-9-70

Reported to the scene at 0725 hrs. with the crew of Eng. # 2. There was still some fire and a large amount of hose and equipment to be picked up, so I called for Eng. # 3 to help out. Eng. # 6 was still at the scene so I made arrangements to have the crew of Sta. # 6 pick up their engine at the gas pumps of the Parks Dep't.

1320: Relieved Eng. # 2 and had Eng. # 3 hook up to the hydrant for over-haul operations. Called for Ladder # 1 and had them set up the water tower on the east side of the building.

1545: Relieved Egn. # 3 with Eng. # 7 and called for 2511 (Res. Lad. Trk) so that we could put Ladder # 1 in service. The engine crews also manned the the water tower.

1930: Had 2507 (Res. Eng.) brought to the scene from Sta. # 3 and hooked it up to the hydrant. This gave us two reserve rigs at the scene with all front line equipment in service if needed.. Eng. 4 relieved Eng. # 7. 2200: Eng. 6 relieved Eng. 4

0100: Eng. 8 relieved Eng. 6 Rescue # 5 to station # 5. 0400 Eng. 11 relieved Eng. 8. Rescue # 5 back in service at Sta. # 8 0700 Eng. 11 relieved by crew coming on duty 4-9-70

DuByto

Signature

2/68 mlp

Т	F	D-	_

JCSON FIRE DEPARTMEN

INCID	ENT	RUN	REPORT	

NO CO'S RESPONDING - DAY OF WEEK - 1ST ALARM - 2 ND ALARM - STILL - MULTIPLE - NOW ALARM ³⁰	0- PHONE 5- IN PERSON 12th P. Ice House	1- BOX 6-CENT ALM	PLATE NO DISTRICT NO WIND DIRECTION M. P. H TEMPERATURE HUMIDITY _ 2-SLF. DISP _ 7- SHERIFF	3- POLICE _ 8- A DT	19 21 23 26 28 28 	
NO CO'S RESPONDING	Thurs. 5 is 28 28 0-PHONE 5-IN PERSON 12th P. Ice House JPANCY	1- BOX 6-CENT ALM	PLATE NO DISTRICT NO WIND DIRECTION M. P. H TEMPERATURE HUMIDITY _ 2-SLF. DISP _ 7- SHERIFF	347=3 	19 21 23 26 28 28 	
DAY OF WEEK	28 0- PHONE 5- IN PERSON 12th P. Ice House JPANCY	1- BOX 6-CENT ALM	DISTRICT NO WIND DI RECTION M. P. H TEMPERATURE HUMIDITY 2-SLF. DISP.		19 21 23 26 28 28 	
1 ST ALARM	0- PHONE 5- IN PERSON 12th P. Ice House	1- BOX 6-CENT ALM	WIND DI RECTION M. P. H TEM PERATURE HUMIDITY _ 2-SLF. DISP _ 7- SHERIFF	3- POLICE _ 8- A DT	21 23 26 28 28 	
2 ND ALARM	0- PHONE 5- IN PERSON 12th P. Ice House	1- BOX 6-CENT ALM	M. P. H TEM PERATURE HUMIDITY _ 2-SLF. DISP _ 7-SHERIFF	3- POLICE _ 8- A DT	23 26 28 	
STILL	0- PHONE 5- IN PERSON 12th P. Ice House	1- BOX 6- CENT ALM	TEM PERATURE HUMIDITY _ 2-SLF. DISP _ 7-SHERIFF	3- POLICE 8- A DT	26 28 	
MULTIPLE OW ALARM ³⁰ ECEIVED OCATION 802 E. CCUPANT 01d S. WNER YPE OF INCIDENT AUSE OF IGNITION LASSIFICATION OF OCCL YPE OF CONSTRUCTION IRE FACTOR NO I IRE FACTOR NO 2 IRE FACTOR NO 3	0-PHONE 5-IN PERSON 12th P. Ice House	1- BOX 6- CENT ALM	HUMIDITY _ 2-SLF. DISP _ 7-SHERIFF	3- POLICE 8- A DT	28 	
OW ALARM ³⁰ ECEIVED	0-PHONE 5-IN PERSON 12th P. Ice House		_ 2- SLF. DISP _ 7- SHERIFF	_ 3- POLICE _ 8- A DT	CODE	
OCATION 802 E. CCUPANT 01d S. WWNER YPE OF INCIDENT AUSE OF IGNITION LASSIFICATION OF OCCL YPE OF CONSTRUCTION IRE FACTOR NO1. IRE FACTOR NO2. IRE FACTOR NO3.	12th P. Ice House				_ CODE _	
OCATION 802 E. CCUPANT 01d S. WWNER YPE OF INCIDENT AUSE OF IGNITION LASSIFICATION OF OCCL YPE OF CONSTRUCTION IRE FACTOR NO1. IRE FACTOR NO2. IRE FACTOR NO3.	12th P. Ice House				_ CODE _	
WINER	JPANC Y				CODE	
WNER	JPANC Y				CODE	
WNER	JPANC Y				CODE	
AUSE OF IGNITION LASSIFICATION OF OCCU TYPE OF CONSTRUCTION IRE FACTOR NO1 IRE FACTOR NO2 TRE FACTOR NO3	JPANC Y					
LASSIFICATION OF OCCL YPE OF CONSTRUCTION _ IRE FACTOR NO I IRE FACTOR NO 2 IRE FACTOR NO 3	JPANC Y					
YPE OF CONSTRUCTION _ IRE FACTOR NO I IRE FACTOR NO 2 IRE FACTOR NO 3						
IRE FACTOR NO1 IRE FACTOR NO2 IRE FACTOR NO3					CODE	
IRE FACTOR NO2 IRE FACTOR NO3					CO DE	
IRE FACTOR NO2 IRE FACTOR NO3					CODE	
IRE FACTOR NO3.						
NSPECTORS AT SCENE _						
FF DUTY MEN AT SCENE		50			. TOTAL	
INJURIES	CIVLIANS 48	FIREMEN ⁵⁰				
DEATHS						
		NSURANCE IN				
		CONTENTS				
VALUE OF 55	650,000	440,000				
LOSS TO83	50,000	440,000				
INSURANCE	X YES NO	YES NO	YES NO	YES	NO	
IF VEHICLE STATE N	AKE	YEAR	TYPE	LIC NO		
FIRE CO. NO.5	E01	ULIA DO AS T				
UNIT ENROUTE 13						
UNIT ENROUTE 'S _ RET'D AT SCENE _ BY ¹⁴ -						
BY14 -						
DISPATCH TIMEIG	0720					
TIME AT SCENE20	0724	2 T. C. M. T. M.				
TIME IN SERVICE24	0909					
TIME LEAVING SCENE	0000		-	-		TOTALS
MILEAGE TO SCENE ³²	0.6			-		
MILEAGE TO SCENE -	01 5					
	01.5					01.5
FEET OF LADDER ³⁸						
					1	
1 1/2" HOSE44					:	
2 1/2" HOSE46_					:	
3" HOSE48_					:	
GALLONS USED	32.400				:	_32,400
GALLONS USED	2					
		MEN RESP	ONDING			
GAL HAIR -	<u>Cirivello</u>					
	Stutz					
	Zuniga					
	Boyka,B.					
1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.1.	Harrison					
DA 18971134 (* 16. 🕇	and a man wat					
1000						
						3224
and the second sec						5
CHIEFS _						
		r				
DISPATCHERS	Patrick & Ha	yes	OFFICER IN CHARGE			NO.0380
POLICEMAN AT SCENE	None		OFFICER MAKING RE			NO0380

TOOLS	USED
FIRE CO. NO.	
BOLT CUTTER CLEAN-UP EQUIP. GARDEN HOSE BACK PACK HOSE CLAMP LIFE NET PRY BARS SPRINKLER SHUT-OFF SHOVELS	T PIKE POLES PITCH FORKS
COMPLETE E01 relieved E 11 at the scene and continu- remained in the building. We used the ex- to the ladder pipe at the scene.	ued to wet down hot spots which

TFD—

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Master Report No.: 0146

Page No	•••		
Date:	9	April,	1970

A fire watch was maintained by C platoon for the 24 hours. Existing hose lays were used and the pumping was done mostly by reserve unit 2507. Portion would become dry and start smoldering and that area c uld only be reached by lobbing water over a wall.

Units at the scene and their times were: 0710 to 0915 Eng. 1 0915 to 1250 " 3 1250 to 1830 " 5 1830 to 2130 " 4 2130 to 2330 " 11 2330 to 0130 " 7 0130 to \$330 " 6 0330 to 0530 " 2 0530 to 0730 " 10

The last report I had indicated very little smoke.

Juless

2/68 mlp

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No.:
Master Report No.: 0146	Date: 04/10/70

The crew of Engine Co. #2 between the hours of 0330 and 0530 pumped through pre-connected lines laid to Ladder Pipe on Lad. #2511. Reserve Engine 2507 utilized for this pump operation was in service for an estimated onequarter of an hour, and with an approximate #2,000 gallon being distributed over hot spots. These areas were very minor and at time of departure and relief by Engine Co. #10 none appeared to exist. A routine check and surveillance was made of the entire complex.

Capt, Sheeley Eng. Co. #2 C- Shift

heeley

Signature

2/68 mlp

TUCSON FIRE DEPARTMENT

INCIDENT Report,	continued:
Master Report No	.: 146

Page	No.: _	10
Date	4/9/	/70

At o832 Eng. #3 reported to Stevens and 1st Street for fire watch. We used 2507 to pump to the ladder pipeon the East side. ABout one hour and a half latger we started to use the monitor as it could be used as a portable unit.

The monitor was used on the East side, then moved to the north side of the building.

At or about 1200 hours we removed the ladder truck from the East side and moved it to the North side where it is parked.

Eng #3 crew left about 1250 and Eng. #5 crew took over.

Pump time would be about $2\frac{1}{2}$ hours at 500 gallons per min. 75,000 gallons. No extra hose was used.

9 Mazon

2/68 mlp

TFD—

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No.:
Master Report No.: 0146	Date: 4/9/70

1220 hrs. E-05 was enroute to East 12th & South Euclid to relieve E-03 of the mop-up duties at the scene of ice-house fire.

1230hrs. Captain Mazon briefed me on the operation and pointed out the hot spots ect. 1245hrs we started pumping with E-2507 (reserve) into monitor we had put in place at north side of building. Prior to pump hookup E-2507 was checked and found to have more oil (about two qts.) than is commonly used. After pumping about forty minutes a noise developed and Mech. M Price was summoned. He checked the engine and advised to take E-2507 out of service which was done. At this time I notified Chief Bayless and we used E-05(2523) for the pumping operation. We were out of service for a brief $\tau im \epsilon$. I then called Car#52 and suggested that because we had none of our equipment off we could be in service with only slight delay in responce Car#52 concurred and we were put back in service.

1630hrs. Chief Oliver visited the scene and said he would arrange for us to be relieved for supper.

1715 hrs. Car 62 informed us by radio that we could expect to be replaced by E-04 in about twenty minutes. (E.4 delayed - priority given to writing a report.) 1830 hrs. E-04 arrived on the scene. I briefed Captain Baca on the situation and E-05 returned to station.

1900 hrs E-05 back at station # 5.

90,000 gal water pumped. No additional hose laid,

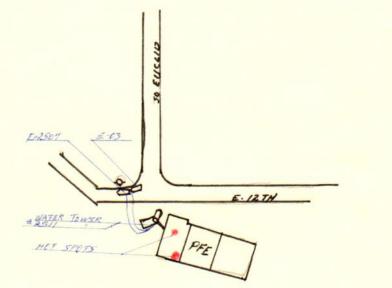
James W. arelbold



TUCSON FIRE DEPARTMENT

INCIDENT Report,	continued:	Page N	lo.: lof l
Master Report No.	: 146 additional operations	Date:	April 10,1970

E-03 crew relieved E-10 at 0730 this date at 12th & Euclid. The crew was: H.Putney, D.Cammarano, G.Page, S.McAnally. The ladder truck #2511 was moved from the south east side of the building to the north west side of the building. The water tower was set up and the then smouldering portions of the building and debris were deluged with a 12" tip. Approximately 10,000 gals were used at that time. About 1200 hrs. we also noticed some smoke in the west section of the building and we extinguished same using approximately 2,000 gals. We were relieve by E-11 crew at approximately 1340 hrs.



Narry E Gutny

JCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No .:
Master Report No .: 0146.	Date: 10 April 170.

1130, Eng. #11 was instructed to respond to 12th St. and Euclid Ave. (the scene of the Ice House Fire, 7 April '70.) to relieve Eng. #3, as soon as possible after eating lunch.

1250, Eng. #11 went to Randolph Park gasoline pumps, received thirty-one gallons of gasoline, then, continued to 12th St. and Euclid Ave. where we relieved the crew of Eng. #3 after we were apprised of the situation by Capt. H. Putney. While standing fire watch from approx. 1300 to 1600 we delivered master streams via, ladder pipe and monitor to smoldering hot-spots in the debris, until we were relieved by the crew of Eng. #6.

The crew of Eng. #11, also utilized some of the aforementioned time policing the surrounding area searching for equipment that may have been lost or misplaced.

We welcomed the oppertunity to drill on master streams at a post fire scene.

M. Borth W. Sta. #11 - "B" Shift.

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No.:
Master Report No.: 0146	Date:11 April 1970

A fire watch was maintained throughtout the 24 hour period of this shift. The first

watch discovered some smoldering which they extinguished.

The rotation was

Eng. 2 from 0733/1235 Eng. 1 from 1235/1600 Lad.1 from 1600/1800 Lad.2 from 1800/2030 they used Eng. 7 E@d 3 from 2030/2300 they used Eng. 10 Eng.12 from 2300/0100 they were replaced by crew on 618 at 2320 due to fire report #276 Eng. 14from 0100/0300 Eng. 9 from 0300/0500 Eng. 3 from 0500/ until relieved by oncoming shift.

1 Bayless Signature

TUCSON	FTRE	DEPARTMENT
100001	a share had	AFLAS CLANESSING

INCIDENT Report, continued:	Page N
Master Report No.:0145	Date:

Page	No.:	
Date:	April 11	1070

Engine Co. # 1 reported to the scene at 1220 to relieve Engine two. Upon arrival and every succeeding half hour the men circled and checked the building for any further hot spots but none were found.

Engine one was relieved of fire watch by Ladder one at 1600 Hours. Engine $\#\ 1$ Crew

Cirivello Stutz

Zuniga A.

DeKeizer

Marrison

Lequirello Signature

TFD—

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Page No.:

Master Report No.: 0146

Date: April 11,1970

Ladder one reported to the scene at 1553 to relieve Engine one. Upon arrival and every succeeding half hour three men circled and checked the building for any further hot spots but none were found. Ladder one was relieved of fire watch by Engine seven at 1800 hours.

Ladder one crew: Leon Discher Foster Sandoval J. Davis

for Signature

TFD—

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Master Report No.: 0146

Page No.:

Date: April 11, 1970

Engine Co. # 2 reported to the scene at 0733. Upon arrival we found a small fire in the south part of the building. We took one line off the monitor and used it as a hand line. Engine 2507 (reserve) was already in operation at the hydrant and we used it to pump into the hand line. We pumped for about one half an hour. We pumped about 8000 Gal's water. 1235 the area was checked out and Engine Co. #2 was relieved by We Engine Co. # 1. No additional hose laid.

Engine Co. # 2 Crew.

Jensen Adams Tubaugh Wray

Signature

2/68 mlp

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:	Page No.:
Master Report No.: 0146	Date:

At 1145 hrs. T-618 was sent to 12th & Euclid with a two man crew, (Boyka,B. & Harrison) to stand fire watch. They were relieved by E14 at 0100. During this time no fire or smoke was detected.

Signature

2/68 mlp

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued: Master Report No.: 0146

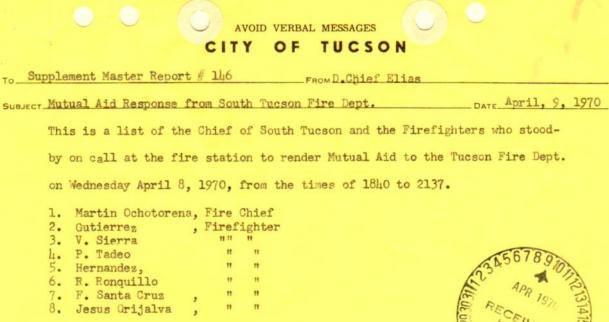
Page	No .		
Date:	12	April	1970

On this date E-09, responded to 12th & Euclid for fire watch. While there we made periodic checks of the building and were unable to detect any smoke or evidence of fire.

We relieved Engine 14 at 0300 Hrs., and were relieved by Engine 3 at 0500 Hrs.

Richard F. Leimer SIGNATURE

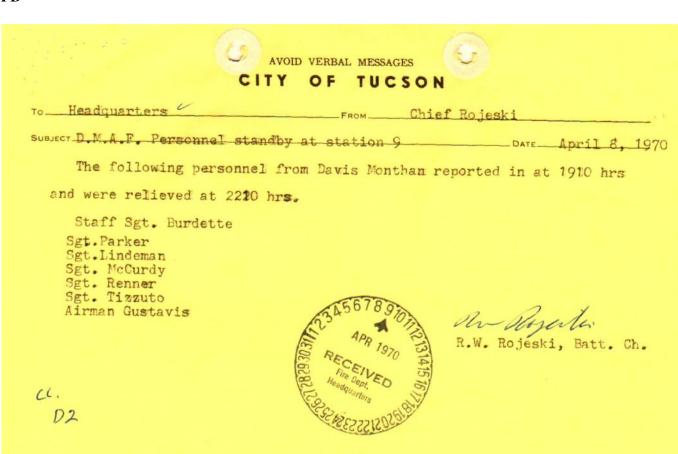
TFD—





	den see en se	0	
ro Ilinka	OF TUCSON		
ssit.Chief Bayless	FROMBatt. Chi	ief Oliver	
Report #146 of April 7, 1970	100 C 100 C 100	DATE	11/70
According to the discussi	ion at our Captain's m	eeting today. the	sequence
of company operations were out	State of the second second		
			/
Engine 1 laid two 2 ¹ / ₂ " line pumped into them	es along the west side from the hydrant at E		use and
Engine 2 laid a longer 22	" line along the same	side to E.l. One	line then laid
THETHER A THE OND THES		e paragante entre ban	pour
monitor.	Euclid. Lines were la	ter connected to a	
Engine 3 laid 2 lines fro	om E.2 towards fire ;	these were left la	ying ón
	rged at this time.	· · ·	
Ladder 1 responded to the positioned to use	W. side, cut a hole in the ladder pipe.	n the roof, and wa	s re-
Ladder 3 responded to the	S. end; the crew reli	eved L.l.crew.	
Rescue 1 (with tanker 1 de	river engineer) respon	ded to the command	post.
Additional equipment was o	lispatched for the exp	osure fires.	
Tanker 1 patrolled downwith	hd.		
Engine 5 responded from st extending a line	south and west from B		وسلمانة
Engine 7 and ladder 2 at t at the Elliott fi	the sqme time were set ire, E. 7 pumping from		ipe
Engine 10 Moved E. 4's li	ines to the side so the	ey could pass on E	uclid,
and laid 2 lines of cars from the park	on 12th toward E.2. The engine	he crew helped shu sat empty on Eucli	ttle - d.
Engine 11 Connected to the			
	Pumped into one of the se to E.1. Connected		
took it across th	ne car lot to the car :	lot to 3.W corner	of PPE house.
Engine 6 Checked warehous location.	ses along park Ave., th	hen took a monitor	to E.l's
Reserve engine and crew ar	rived to stand by 2	block south of Ell	iott's.
(Capt Jones)	189101172		
	So a Way	RO	
	19 A.C. 19 39 8	ADC).
291	10 Hearth 12 180		

TFD



TFD—

JUCSON FIRE DEPARTMENT

INCIDENT Report, continued: Master Report No.: 146

Page	No .: _		
Date:	April	12.	1970

At 1530 hours the crew of Engine 7 , B shift relieved the crew of Engine 11, B shift for Fire Watch at 802 E. 12th. street. For the duration of our watch we maintained a roving patrol of the entire fire scene. At 1700 a smoldering fire was detected in the extreme east room of the complex, a monitor with an 1%" tip was put in operation from 1710 until 1740 using Engine 2507 for the pump operation. At 1930 the crew of Engine 2, B shift relieved Engine 7 at the scene.

on)

SIGNATURE J. E. Hammarstrom Fire Engineer

11/68 mlp

TUCSON FIRE DEPARTMENT

INCIDENT Report, continued:

Page No.:

Master Report No.: ______

Date: April 12, 1970

For a period of three hours from 2200 hours April 10, 1970 to 0100 hours April 11, 1970, Engine 10 stood by fire scene at S. Euclid Ave. and E. 12th street until relieved by Engine Co. 12. During this time the crew of Engine 10 continually checked for hot spots by patroling the perimeter of fire building and by climbing the aerial ladder to observe otherwise inaccessible inside areas.

William F. Happing

2/68 mlp

SUMMARY OF EQUIPMENT AND MANPOWER INVOLVED AT THE ICE PLANT FIRE # 146

men

MANPOWER		
At the scene: 9 engine companies, 3 ladder compan Off duty men	ies, 1 tanker compar	ny 58 22
Chief Officers (includes 5 off-dut	y) total	L 88
Off duty men reporting to duty (22 to sc Off duty Chiefs (including 5 to scene)		117 13
Public Education Officer and Administrat	ive Assistant total	$\frac{2}{132}$
MUTUAL AID Davis Monthan Fire Department 7 South Tucson Fire Department 8 15	OTHER ASSI Civil Defe Flowing We Roland Wer Salvation	ense Rescue ells htzel
ASSISTANCE VOLUNTEERED BUT NOT UTILIZED		
Southern Arizona Search and Rescue Gerson Demolition Ramford Enterprises (wrecker)		-
Ariz/Sea Rescue		1
ESTIMATED WATER USED: 1,460,000 gallo	ns <u>TOTAL HOSE</u> 15"	USED: 600 fee
TOTAL PUMP TIME: 26 hours		10,800 fee 300 fee 11,700 fee
	TOTAL	11,700 100
TOOLS USED: 16 Air paks 14 Axes 4 Power plants (portable generators) 2 Foghogs (largefog nozzles) 4 Monitors (deluge sets) 11 Min bettler	LADDE Aerials Hand Ladde TOTAL	ERS USED: 285 f rs <u>129 f</u> 414 f
31 Air bottles 2 Ladder pipes 12 Hand lights 4 Salvage covers		
1 Pike pole 4 Pry bars 1 Sledge Hammer		
INJURIES: 7 members of the Tucson Fire Departmenough to be hospitalized. There we agencies or civilians at the scene.		
LOSSES:	Value	Loss
Building Contents	\$450,000.00 236,000.00	\$450,000. 236,000.
Total to Ice Plant	\$686,000.00	\$686,000.
Elliot Distributing Co, Coolers (150)	15,000.00	4,000.
Loss to 50 coolers	A 15 000 00	\$ 4,000.
	\$ 15,000.00	• +,000.
Loss to 50 coolers Holmes Tuttle Ford Approximately 5 cars	\$ 15,000.00	150.

TFD—

TFD-

TUCSON FIRE DEPARTMENT INCIDENT RUN REPORT MASTER RPT. NO. 146 E-01 DATE _ April 7,1970 5 IST IN CO. 12 13 NO CO'S RESPONDING PLATE NO _5347-3___ Tues. 18 DAY OF WEEK DISTRICT NO 01 19 28 21 1 ST ALARM WIND DIRECTION __West M. P. H_ 19.5 23 2 ND ALARM TEMPERATURE 76* 28 25 STILL XX MULTIPLE HUMIDITY 08 % 28 HOW ALARM SO XX 0- PHONE _ I- BOX _____ 2-SLF. DISP. _____ 3-POLICE 4-RADIO RECEIVED _____ 5- IN PERSON _____ 6-CENT ALM _____ 7- SHERIFF ----- 8- A DT _____ 9- OTHER LOCATION _____ 802 E. 12 th. St. OCCUPANT _____ Bud Antel Enterprises (vacant ice manufacturing plant) Bud Antel OWNER ___ TYPE OF INCIDENT Fire in a Building. CAUSE OF IGNITION Incendiary/Juvenile 01 31 CODE ___ 62 33 CODE ____ CLASSIFICATION OF OCCUPANCY _____ Ice Storage House (vacant) 35 897 CODE ___ TYPE OF CONSTRUCTION Ordinary FIRE FACTOR NOI. Delay in detection of fire. OL 38 CODE _ Oh 39 CODE FIRE FACTOR NO2. Building design and construction FIRE FACTOR NO3. Wind of 19.5 m.p.h. 00 41 _ CO DE _ 11 43 Wind of 19.5 m.p.n. Slagle, Gilmore See attachments. Capt. Franklin, Gorsuch. _ CODE _ 45 02 INSPECTORS AT SCENE _ TOTAL 46 OFF DUTY MEN AT SCENE ____ TOTAL _ INJURIES ____ CIVLIANS 40 ____ FIREMEN 50 DEATHS ____ CIVILIANS ----- FIREMEN INSURANCE INFORMATION BOTHER Evaporative Coolers 54 0 BUILDING I CONTENTS **2VEHICLE** Elliott VALUE OF 55 \$ 450,000 \$ 15,000 \$ 236,000 Distributing LOSS TO⁶³ \$ 450,000 \$ 236,000 \$ 4,000 Co. INSURANCE _X YES ___ NO ___ YES X NO _ ___YES _____NO ____YES ___ _ NO IF VEHICLE STATE MAKE _____YES ___ YEA ____ TYPE LIC NO Insurance Broker-T. Malcolm Macquiddy 408-724-3828 or home 408-722-2711 _E-2 E-4 L-l FIRE CO. NO.5 E-1 ENROUTE 13 UNIT RET'D AT SCENE 8 Y14 1720 1720 1720 DISPATCH TIME 1720 1723 TIME AT SCENE 1723 1721 1723 1324 4-8-70 2300 0602 4-8-70 TIME IN SERVICE24 2156 TIME LEAVING SCENE 2156 1324 4-8-70 2230 0603 4-8-70 TOTALS 0.6 1.8 0.6 MILEAGE TO SCENE 32 0.6 14 hrs. L hrs. PUMP TIME 35 1.0 hrs. FEET OF LADDER38 24 170 1" HOSE41 60 400 2 1/2" HOSE⁴⁶ 1500 3" HOSE⁴⁸ 2000 2100 100 1,000,000 50,000 GALLONS USEDSO 250,000 MEN RESPONDING CAPTAIN _Cirivello Baca Sheeley Lopez,A. Leon Barnes Discher Stutz Huber Montano Moreno, R. Zuniga, A. Branaman, D. Campbell VanAuken Boyka Davis, J. Tubaugh Harrison Dytko Cook, P. CHIEFS L.F. Peterson, K. Dirks, Bayless, Sprung, Russell, Oliver, Lovio, jeski, Garry, Dupont, Dearing, Elias, Hansen, Amaro, Rice, Montoya 16 Rojeski, DISPATCHERS ______ McIntyre & Feldman NO. 0350 72 Bayless OFFICER IN CHARGE POLICEMAN AT SCENE Lt. Robert Grant OFFICER MAKING RP'T NO ____ M

TFD—

* 					
FIRE CO. NO.5	<u> </u>	E-5	E-6	_E-11	
UNIT ENROUTE 13					
BY14		1827	1827	1827	
DISPATCH TIME		1829	1836	1834	
TIME AT SCENE20		1942	2200	22/14	
TIME IN SERVICE24		21/12	2200	22/1/1	TOTALS
IME LEAVING SCENE	3 6	0.8	5-11		TOTALS
MILEAGE TO SCENE		0.0		3.5	
PUMP TIME				4.0	
FEET OF LADDER38					
I" HOSE41		200			:
1 1/2" HOSE44		600		1250	-
2 1/2" HOSE46		000		1250	
3" HOSE48					:
GALLONS USED				150,000	•
10 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0 0		MEN RESPON	DING		
	Mazon	Amabbald	Kai n	0	
CAPTAIN	Lujan	Archbold		Gregory	
	Abitz	Bell, N.G.	Noel	Leoni	
	ADILZ	Heverly	NOEL	Highhouse	
		T	(Level + 1 +	M-A	
FIRE CO. NOS	Erickson,L	Lopez AG	Corbett	McAnally	T-1
ENDOURE IN	Erickson,L				T-1
INIT ENROUTE 13	Erickson,L				T-1
ET'D AT SCENE	Erickson,L		L=2	L=3	
INIT ENROUTE 13 ET'D AT SCENE BY14 DISPATCH TIME ¹⁸	Erickson,L	E-10	L-2	L_3	1833
NIT ENROUTE 13 ET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰	Erickson,L		L-2	L=3	1833
NIT ENROUTE 13 ET'D AT SCENE BY14 DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴	Erickson,L E-7 1822 1827 2003	E-10	L-2	L_3	1833 1836 0615 4-8-70
NIT ENROUTE ¹³ . ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ . TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸	Erickson,L E-7 1822 1827 2003 2205	E-10	L-2	L-3	1833 1836 0615 4-8-70 0615 4-8-70
NIT ENROUTE ¹³ ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ ILLEAGE TO SCENE ³²	Erickson,L E-7 1822 1827 2003 2205 3.2	E-10	L-2	L_3	1833 1836 0615 4-8-70
NIT ENROUTE ¹³ ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ IILEAGE TO SCENE ³² PUMP TIME ³⁵	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs.	E-10	L-2	<u> </u>	1833 1836 0615 4-8-70 0615 4-8-70
NIT ENROUTE ¹³ ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ IILEAGE TO SCENE ²³ PUMP TIME ³⁵ FEET OF LADDER ³⁶	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs.	E-10	L-2	L-3	1833 1836 0615 4-8-70 0615 4-8-70 •
NIT ENROUTE ¹³ ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ HILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁶ I' HOSE ⁴¹	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs.	E-10	L-2	<u> </u>	1833 1836 0615 4-8-70 0615 4-8-70
NIT ENROUTE ¹³ . ET'D AT SCENE BY ¹⁴ . DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ . TIME IN SERVICE ²⁴ . ME LEAVING SCENE ²⁸ . ILLEAGE TO SCENE ³² . PUMP TIME ³³ . FEET OF LADDER ³⁶ . I" HOSE ⁴¹ . I V/2" HOSE ⁴⁴ .	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs.	E-10	L-2	<u> </u>	1833 1836 0615 4-8-70 0615 4-8-70 •
NIT ENROUTE ¹³ . BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²³ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1"HOSE ⁴¹ 1 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁶	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs.	E-10	L=2	L-3	1833 1836 0615 4-8-70 0615 4-8-70 •
NIT ENROUTE ¹³ . ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ . TIME IN SERVICE ²⁴ ME LEAVING SCENE ³² . IILEAGE TO SCENE ³² . PUMP TIME ³⁵ FEET OF LADDER ³⁰ 1"HOSE ⁴¹ . 1 1/2"HOSE ⁴⁴ . 2 1/2"HOSE ⁴⁶ . 3"HOSE ⁴⁸ .	Erickson,L E-7 1822 1827 2003 2205 3.0 hrs. 200 1000	E-10	L-2	<u> </u>	1833 1836 0615 4-8-70 0615 4-8-70 •
NIT ENROUTE ¹³ . BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²³ PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1"HOSE ⁴¹ 1 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁶	Erickson,L E-7 1822 1827 2003 2205 3.0 hrs. 200 1000	E-10	L-2	L-3	1833 1836 0615 4-8-70 0615 4-8-70 •
NIT ENROUTE ¹³ . ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ . TIME IN SERVICE ²⁴ MILEAGE TO SCENE ³² . PUMP TIME ³⁵ FEET OF LADDER ³⁰ 1"HOSE ⁴¹ . 1 1/2"HOSE ⁴⁴ . 2 1/2"HOSE ⁴⁶ . 3"HOSE ⁴⁸ .	Erickson,L E-7 1822 1827 2003 2205 3.0 hrs. 200 1000	E-10	L-2	<u> 1727</u> <u> 1736</u> <u> 3.7</u> <u> 100</u> <u> 100</u>	1833 1836 0615 li-8-70 0615 dig 70 6
NIT ENROUTE '3 ET'D AT SCENE BY'4 DISPATCH TIME'6 TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ MILEAGE TO SCENE ²⁸ MILEAGE TO SCENE ²⁸ I HOSE ⁴⁰ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁹ GALLONS USED ⁵⁰	Erickson,L E-7 1822 1827 2003 2205 3.0 hrs. 200 1000	E-10	L=2	L-3	1833 1836 0515 4-8-70 0615 45870
NIT ENROUTE 13 ET'D AT SCENE BY ¹⁴ DISPATCH TIME ⁴⁰ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³³ FEET OF LADDER ³⁶ 1" HOSE ⁴¹ 2 1/2" HOSE ⁴⁴ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs. 200 1000 10,000	E-10	L-2		1833 1836 0615 li-8-70 0615 dig 70 6
NIT ENROUTE ¹³ ET'D AT SCENE BY ¹⁴ DISPATCH TIME ¹⁶ TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ ME LEAVING SCENE ²⁸ MILEAGE TO SCENE ³² PUMP TIME ³⁵ FEET OF LADDER ³⁶ 1" HOSE ⁴¹ 1 1/2" HOSE ⁴⁴ 2 1/2" HOSE ⁴⁶ 3" HOSE ⁴⁸ GALLONS USED ⁵⁰	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs. 200 1000 10,000 Berle	E-10	L=2		1833 1836 0515 4-8-70 0615 45870
ANT ENROUTE 13 BET D AT SCENE BY14 DISPATCH TIME 16 TIME AT SCENE ²⁰ TIME IN SERVICE ²⁴ MILEAGE TO SCENE ²⁵ FEET OF LADDER ³⁶ 1"HOSE ⁴¹ 1 1/2"HOSE ⁴⁴ 2 1/2"HOSE ⁴⁴ 3"HOSE ⁴⁶ GALLONS USE0 ⁵⁰	Erickson,L E-7 1822 1827 2003 2205 3.2 3.0 hrs. 200 1000 10,000 Berle Rankin	E-10	L-2		1833 1836 0515 4-8-70 0615 45870

Total on-duty men at the scene58Total on-duty chiefs at the scene3Off-duty men to the scene22Off-duty Chiefs to the scene5Total Fire Dept personnel at68the scene68

VACATED ICE MANUFACTURING PLANT

OR OLD ICE PLANT FIRE

A report of a building fire was received by the Tucson Fire Dispatchers at Communications Center a few seconds before 5:20 p.m. The initial dispatch was made at 5:20 p.m.; Engine 1, Engine 2, Engine 4 and Ladder Co. 1 responded. (many calls were received thereafter) District #1 Chief H.E. Russell responded with the first companies from Fire Station No. 1, only a half mile from the fire scene. Engine 4's mileage was slightly over one-and-a-half miles.

The Platoon Commander also responded from Fire Station No. 1, and he saw a lot of smoke in the direction of the fire and asked for an additional Engine (E-3) to respond. The original dispatch was to S. Park Avenue and E. 16th St., approximately four blocks from the correct address of 802 E. 12th. The responding companies could see the fire soon after leaving their fire station. Little if any time was lost because of the wrong address.

Engine Co. 1, first on the scene, laid two $2\frac{1}{2}$ " lines on the south side of the Ice Plant and hooked up to the hydrant at Euclid and 12th St. At this time, Captain James Cirivello of Engine 1 could see that the Southeast corner of the building was well involved. Flames were shooting out of an opening high up on the 40' wall on the south side. Further inspection showed the entire South locker room ablaze for the full width of the building.

Engine 2 following just behind Engine 1 laid an additional $2\frac{1}{2}$ " line to Engine 1 before continuing to the opposite side of the building where Captain John Sheeley called for two more $2\frac{1}{2}$ " lines and attacked a great concentration of fire on the Southeast side of the building. There was a strong 20 mile per hour wind coming from the West. Both Engine companies valiantly tried to find doors, windows and other openings to get to the seat of the fire. The Ladder Company attempted to cut a hole in the roof for ventilation. Some firefighters positioned 24' to 35' extension ladders, some were manning hose lines, while others were trying to open doors which were well secured from the inside by heavy timbers. The Ladder crew was removed from the roof, after only partialy ventilating the roof, because of the extreme heat and smoke and the possibility of roof collapse. These men were all wearing Scott Air Paks. Ladder 1 then proceeded to set up a ladder pipe.

Upon arrival, Engine 4, under Captain Oscar Baca's command, was instructed by the Fire Commander, Assistant Chief Richard Bayless, to lay two 2½" lines on the North side of the involved building. These lines were utilized into small openings available on the north part of the building. Later these hand lines were relocated to portable monitors on the North side.

Upon arrival, Engine Co. 3, was instructed to help man the existing lines. About this time pumpers were having trouble keeping their pressures up and there was a noticeable lack of water in the immediate area. Engine 3's crew found one door on the North end which they pried open. There did not appear to be too much smoke or heat in this room at this time. Using 2½" lines, the firefighting crews were engaged in a losing battle. The building was becoming fully involved but access to the flames was almost impossible. Most of the openings were small and many openings were blocked by timbers, wire screens, or machinery.

Most of the fire which had started in this 120' x 120' room was now spreading very fast and travelling overhead (mezzanine) and down through openings in the wall to the larger portion of the building. The thick dry cork insulation which lined the entire inside walls of the building caused the fire to rapidly spread and aided the burning. Lockers, stored materials, and lumber added fuel to the quick spreading fire.

At 5:27 p.m., Chief L.F. Peterson and Deputy Chief K.F. Dirks were on the scene and reported much traffic congestion and a large number of spectators. Car 50 (Chief Peterson) requested Police assistance and also called for a partial alert (recall of a limited number of off-duty personnel). District #2 Chief, B.J. Oliver, was called to the scene by the Fire Commander at 5:41 p.m. Another ladder truck (L-2) and two Engine Companies (Eng. 7 and 10) responded to the scene at 6:04 p.m.

VACATED ICE MANUFACTURING PLANT OR OLD ICE PLANT FIRE APRIL 7, 1970

PAGE

At approximately 6:06 p.m., sector commander, District Chief Russell reported a serious shortage of water. Chief L.F. Peterson conferred with Water Department officials and decided to open a large 16" valve to divert water from the "A" zone to the "B" zone as the fire was near the boundary line of "B" zone. This took some time to accomplish as the valve had been paved over recently.

Incidental to the large Ice Plant fire, there were numerous small fires reported downwind. A car lot directly to the East was involved with several cars catching fire. Cars and pick-up trucks were moved to safer areas by firefighting crews and civilians. A cooler distributing company became involved with 50 evaporative coolers in cartons catching fire. There were 150 coolers in the yard.

At 6:26 p.m. there was a huge, black smoke column drifting to the East. Chief Peterson ordered all off-duty personnel recalled to duty and reserve units manned and put into service. The Fire Commander also requested all mutual aid Fire Departments called.

At 6:56 p.m., all hand lines at the scene were connected to four portable monitors and two ladder pipes. The additional water and pressures diverted by the opening of the 16" check valve gave us enough water to control the fire and make some headway in extinguishment. This was accomplished shortly afterwards around 7:30 p.m. after the collapse of the main roof and part of the walls. Two men on top of one of the ladder pipes were almost seared and blown off (safety belts prevented this) when the roof caved in and flames shot up forty to fifty feet in the air directly below them. This seemed to be almost like an explosion but was the super-heated gases bursting into flames due to the influx of fresh air.

At the height of the blaze besides the six Engine companies and two ladder companies at the fire building, there were three more engine companies, (Eng. 5, 6, and 11) and two tankers (T-1, T-12) in the field in the area patrolling downwind and extinguished several small fires started by the flying brands.

The first two and one-half hours during the busiest part of the fire several other calls were received by telephone. Companies were dispatched to a rescue call, a brush fire, house fire and a car fire during this time. The radio frequency was taxed to a maximum, pointing out the need for an additional radio frequency. (Two radio frequencies are now in the process of being put into operation)

RESERVE APPARATUS, MUTUAL AID

A total of 117 off-duty firefighters, 13 chief officers, the Chief's Administrative Assistant and the Public Education Officer responded to the full alert. (the recall of all off-duty personnel) Most of these men responded to base stations where reserve engines and tankers were put into service to protect the remainder of the city.

Cost of off-duty men recalled to duty was as follows: From the Fire Prevention Division, two inspectors and the Public Education Officer responded at a total callback of \$130.75. The two Training Captains responded at a callback of \$62.30. In addition to the above mentioned men, 30 Engineers were called back for a total of \$1,549.45; 24 Captains at \$1,258.89; and 58 firefighters at \$2,554.27; for a total of \$5,362.61. Overtime pay for 117 men called in for the Ice House fire totaled \$5,555.66.

TFD-

VACATED ICE MANUFACTURING PLANT OR OLD ICE PLANT FIRE APRIL 7, 1970

PAGE

In addition, mutual aid was requested from three other Fire Departments. The military fire department from Davis Monthan Air Force Base sent one pumper with a crew of seven to Station #9. The South Tucson Fire Department had one pumper, their Chief and seven firefighters in service at their station ready to respond to calls in the southern part of the city. Hughes Aircraft Fire Department was unable to respond due to one of their engines being out of service. The Flowing Wells Fire Department does not have a Mutual Aid Agreement with the City, however, they volunteered the services of a crew of five firefighters.

Civil Defense and Southern Arizona Search and Rescue organizations had about 60 people at the fire scene to help when needed. All reserve equipment including a reserve ladder truck was put into service. Several Fire Prevention cars and two one-ton flatbed trucks from Sanitation Department were used to shuttle relief crews to the staging area for assignment. As soon as practicable, engines at the fire scene which were partly loaded with hose were returned to station, assigned fresh crews, reloaded with hose, and put back into service.

One point that should be stressed (very important in particular for Fire Dispatchers) is that while there is a large fire in progress, all incoming calls must be carefully screened to determine when the report is for a different fire requiring an additional dispatch. Exposure fires or fires started by flying brands particularly on windy days may be reported.

Even though the Ice Plant fire was under control and overhaul started a few hours after it began April 7, the final fire-watch was not secured until 10:00 a.m. on April 12, 1970.

INJURIES

Engineer Richard Moreno, received first and second degree burns to the arms and hands. This happened when the roof collapsed and a ball of fire shot up forty to fifty feet and almost engulfed the ladder pipe on which Moreno was perched. Firefighter Jim Davis was luckier as he was not up far enough to take the full force of the blast. (No time lost on Industrial). Moreno was off duty for eight days.

Firefighter Gerald Abitz suffered a severely sprained ankle when a charged fire hose flipped him off a ramp.

Firefighter Paul E. Cook, while moving and extending hose lines suffered a back injury.

Engineer Oscar R. Lujan, while directing water with a fire hose also hurt his lower back.

Captain Oscar Baca, while helping relocate a charged line hurt his right shoulder area.

Fire Chief Peterson, while sizing up and checking the fire scene in the dark, slipped, fell and strained his left knee.

Firefighter R.C. Temple, received first aid treatment for a cut finger.

TFD-

TFD—

VACATED ICE MANUFACTURING PLANT OR OLD ICE PLANT FIRE APRIL 7, 1970

PAGE

TOTAL GALLONS OF WATER

E-1	1,000,000
E-2	250,000
E-11	150,000
E-7	10,000
E-4	50,000
TOTAL	1,460,000

TOTAL 12" HOSE IN FEET E-2 400

E-7	200				
TOTAL	600	feet	of	냐.	hose

TOTAL 23" HOSE IN FEET

TOTAL	10,800 fee	t c	f	25"	hose
E-3	1,300				
E-4	2,000				
E-7	1,000				
E-10	1,650				
E-11	1,250				
E-2	2,100				
E-1	1,500				

TOTAL 3" HOSE IN FEET

TOTAL	300 feet	of 3"	hose
Lad 1	100		
Lad 2	100		
Lad 3	100		

AERIAL LADDERS

TOTAL	285	Aerial	footage
Lad 3	85'		
Lad 2	100'		
Lad 1	100'		

FEET OF PORTABLE LADDERS

TOTA	L	129	portable	ladders
Eng		35'		
1000000000	5	(351		
Lad	3	351		
E-2		24'		

TFD—

VACATED ICE MANUFACTURING PLANT OR OLD ICE PLANT FIRE APRIL 7, 1970

PAGE

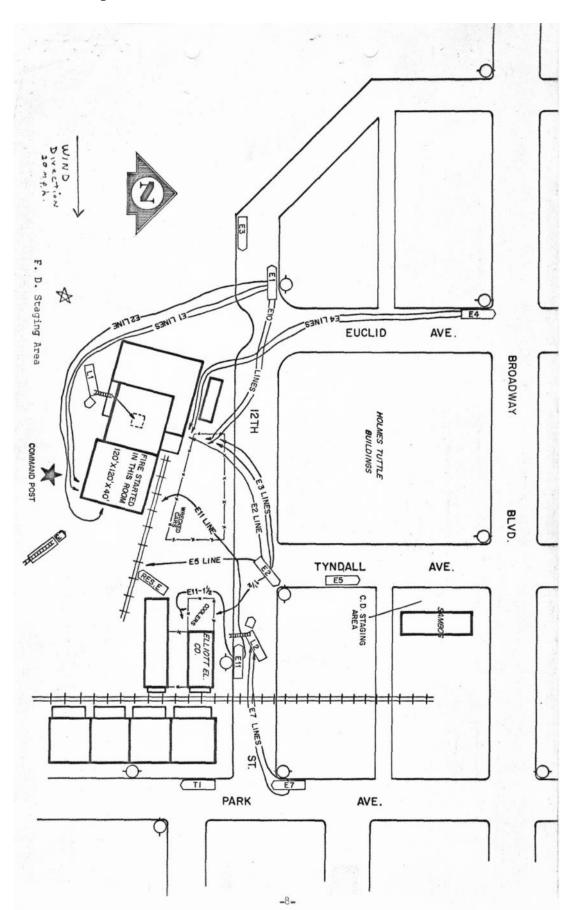
EQUIPMENT USED TOTALS:

16 Air Paks
14 Axes
4 Power plants, including Station 3's and Wimpy's
2 Foghogs
4 Monitors
31 Air bottles
2 Ladder pipes
12 Hand Lights
4 Salvage covers
1 Pike pole
4 Pry bars
1 Sledge Hammer

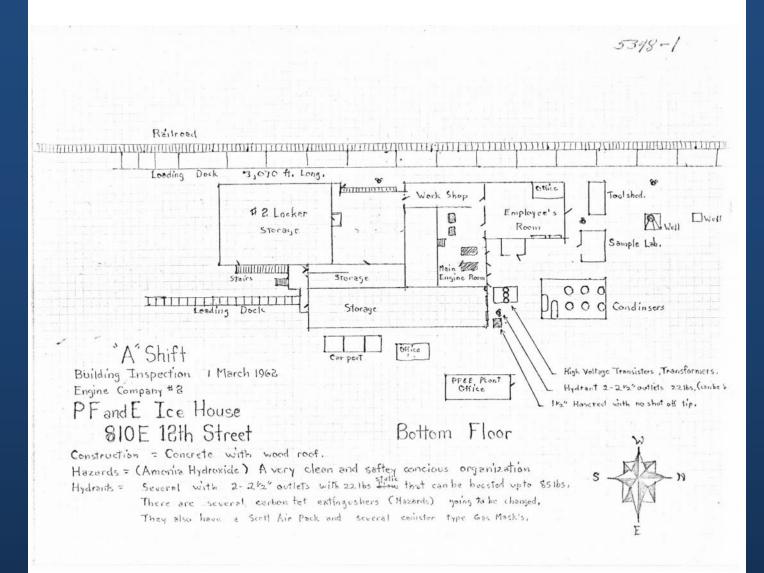
HELP OFFERED BY OTHER AGENCIES:

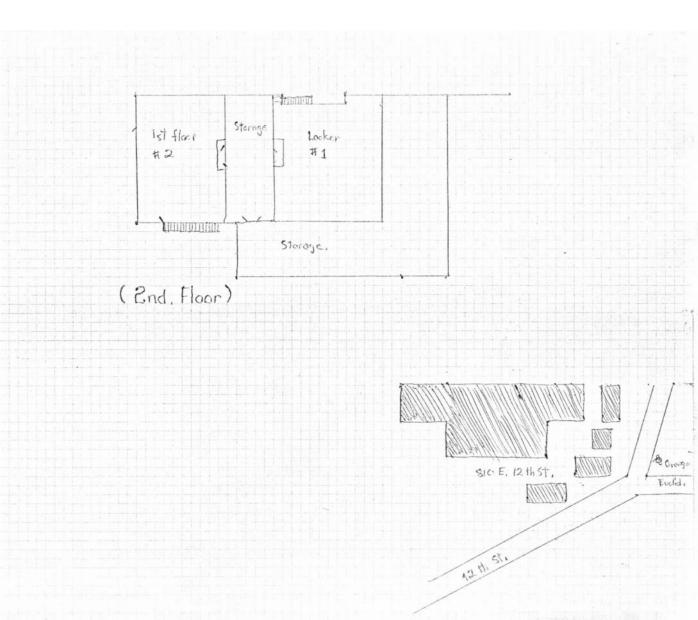
Flowing Wells Fire Department Civil Defense Southern Arizona Search and Rescue Gerson Demolition Ramford Enterprises (wrecker) Ari/Sea Rescue Roland Wentzel Salvation Army





TFD—





TFD—

TUCSON FIRE DEPARTMENT

INCIDENT	Report,	cor	ntinued:
Master R	eport No	. :	146

Page No.:	2
Date: Apr.	7, 1970

Help offered by other agencies; Flowing Wells Fire Dept. Civil Defense Southern Arizona Search & Rescue Gearson Demolition Ramford Enterprises (wrecker) Air/Sea Rescue Roland Wentzel Salwation Army

Equipment used totals.

- 57 on duty men
- 16 Air Paks
- 14 Axes
- 4 Power plants including station's 3 and Wimpy's
- 1 Foghog
- 4 Monitors
- 31 Air bottles
- 2 Ladder pipes

Estimated water used first 5 hours 1,000,000 gallons

PBayless

2/68 mlp

March 13, 2014, Arizona Highways, April 2014, Vol. 90, No. 4.

~ history ~

Playing With Fire

Warehouse fires are often newsworthy, but when the source of the blaze is a couple of kids, the fire usually ends up on the front page. That's what happened in Tucson in April 1970.

orty-four years ago this month, one of Tucson's historic warehouses went up in flames. It wasn't an electrical fire or a gas explosion. Instead, the Pacific Fruit Express Co. building on the 800 block of 12th Street burned to the ground when a couple of kids decided to play with fire.

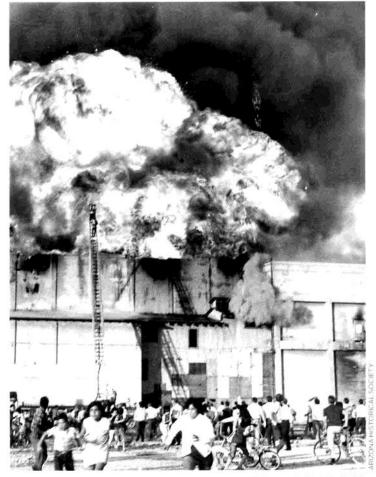
The building was vacant at the time — owner Bud Antle had been trying to sell the four-story, 90,000-square-foot former ice plant — and that surely played a role in attracting the children on the night of April 7, 1970, when, according to the *Arizona Daily Star*, a column of smoke rose 500 feet into the air and could be seen more than 20 miles away.

The Tucson Daily Citizen was more hyperbolic in its description of the fire: "Sparks backlashed over the roof height of about 100 feet onto the southeast side like a continuous gigantic Roman candle starburst of a July 4th celebration."

The fire injured seven firefighters, one of whom was Richard Moreno. While working to contain the fire from nearly 40 feet up a ladder, Moreno suffered firstand second-degree burns.

"I put my hands up to my face, and (the fire) got my wrists as far as the gloves go," Moreno was quoted as saying in the *Daily Citizen* article.

Several days after the blaze, in a follow-up story, the newspaper reported that the two children, ages 10 and 11, were playing with match guns in the warehouse and decided to build a fire. When they couldn't contain it or stomp out the flames, they took off running. – DANIELLE GROBMEIER

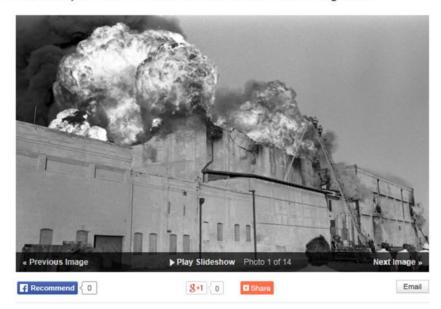


Tucsonans watch as firefighters battle the Pacific Fruit Express Co. fire in April 1970.

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

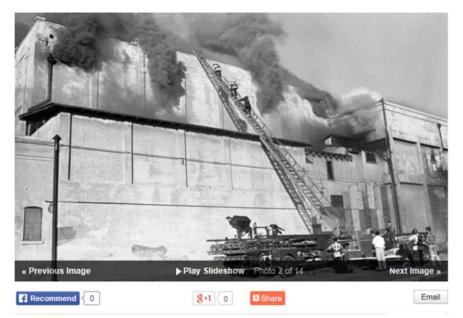
Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

The heavy roof collapsing likely caused the balls of flame during a fire at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

Tucson Citizen

Smoke billows from the wood beams and ceiling at former Pacific Fruit Express warehouse (known as the lce House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

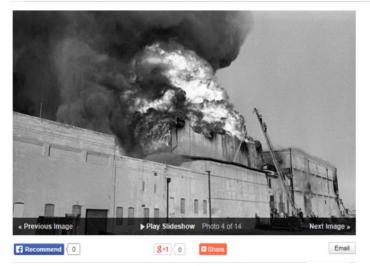
Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

Tucson firefighters extend a ladder to an open window during a fire at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

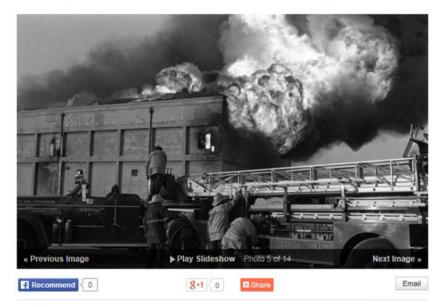
Tucson Citizen

The fire was driven by huge wood beams and ceilings at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

The 60-year-old wood-framing burns hot during a fire at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

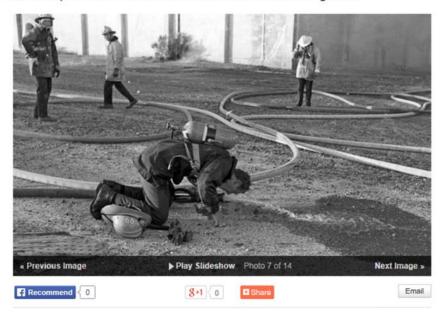
Tucson Citizen

Tucson Fire commanders at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

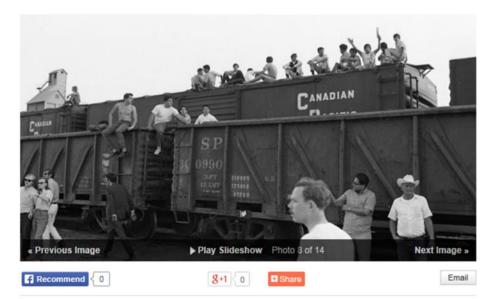
Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

An overheated firefighter sprays water on his face at former Pacific Fruit Express warehouse (known as the lce House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

Tucson Citizen

Big fire was a spectacle at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

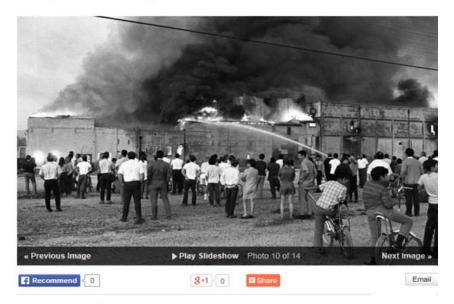
Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

Big fire was a spectacle at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

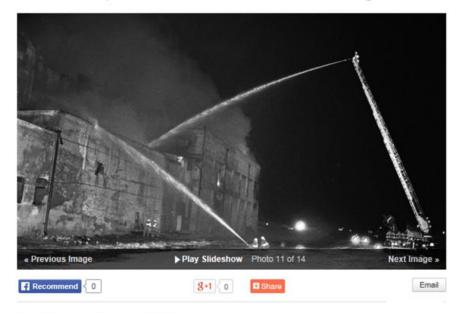
Tucson Citizen

Big fire was a spectacle at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

Massive 90,000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

Tucson firefighters kept steams directed all night at former Pacific Fruit Express warehouse (known as the lce House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

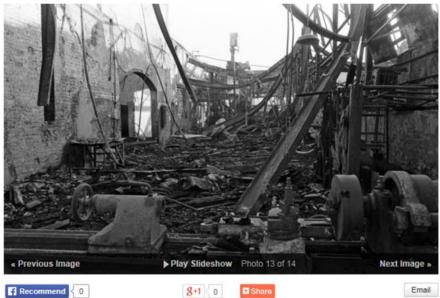
Tucson Citizen

The fire was under control a few hours after dispatch but fire watch remained until 10am the next morning at the Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

July 23, 2015, http://tucson.com/gallery/news/local/photos-ice-house-fire-in/collection_8927c176-3096-11e5-9c38-93d4677eb576.html#0

Photos: Ice House fire in 1970

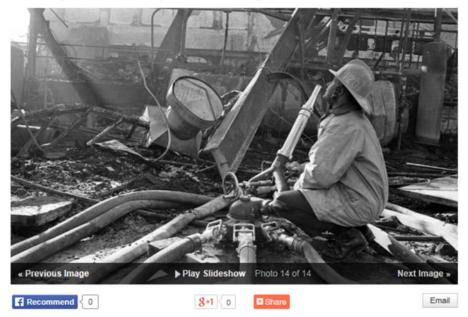
Massive 90.000-square-foot concrete warehouse burned to the ground.



Ice House fire in 1970

Tucson Citizen

The steel I beams draped through out the huge warehouse after a huge fire at former Pacific Fruit Express warehouse (known as the Ice House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen



Ice House fire in 1970

Tucson Citizen

A firefighter on fire watch sits among the rubble at former Pacific Fruit Express warehouse (known as the lce House) at 802 E. 12th St. on April 7, 1970. Tucson Citizen

Greater Tucson Fire Foundation

Thank you for taking an interest in Tucson Fire Department history —

This is one of many sections that contain information, documents, letters, newspaper articles, pictures, etc. They have been collected and arranged in chronological order or by a subject. These items were collected, organized and entered into a computerized database by Dave Ridings Retired Assistant Chief Tucson Fire Department, Al Ring friend of the department, Greater Tucson Fire Foundation and with the help of many friends and fellow firefighters.

All graphics have been improved to make the resolution as good as possible, but the reader should remember that many came from copies of old newspaper articles. This also applies to other items such as documents, letters, etc.

Credit to the source of the documents, photos, etc. is provided whenever it was available. We realize that many items are not identified and regret that we weren't able to provide this information. As far as the newspaper articles that are not identified, 99% of them would have to be from one of three possible sources. The *Arizona Daily Star*, The *Tucson Citizen* and the *Tucson Daily Citizen*, for which we want to give a special thanks.

Please use this information as a reference tool only. If the reader uses any of the information for any purpose other than a reference tool, they should get permission from the source.

Should the reader have additional information on the above subject we would appreciate you sharing it with us. Please see the names and contact information on the 1st. TFD Archives page right below this paragraph.

