

1882

From the 30th annual report of the financial transactions of the Town of Winthrop for the year ending Feb. 18, 1882.

"We have been remarkably exempt from conflagrations the past year. Yet we are painfully aware that we have no adequate defense against fire. Should fire break out in thickly settled portions of the village or beaches, the results cannot fail to be disastrous. We earnestly recommend that all persons owning or occupying buildings should provide, by all possible means, against public, as well as private peril from such cause.

1883

31st Town Report

"We have been remarkably exempt from disasters by fire during the year. Not a single one of any consequence has occurred."

①

1884 Water Supply

②

During the ~~past~~ year a contract was made with the Revere Water Co. to lay 42,620' of pipes under Winthrop streets. On these pipes at strategic locations were placed forty hydrants for fire protection. The town agreed to pay for the use of these hydrants and the water needed for extinguishment of fires \$50.00 per annum per hydrant.

The water was obtained from artesian wells in Revere and the Cliftondale section of Saugus and pumped directly into the mains. Surplus was stored in a reservoir located on Prospect Hill in Revere. The pressure in Winthrop was sufficient to throw a stream over the highest house on Cottage Hill.

of water

1884

(3) (2)

The Bd. of S'men, feeling the necessity of having some responsible persons who could assume authority in case of fires, appointed three "fire Wards" who were, by statute, clothed with the necessary power. They could, at the fire scene, order any able bodied citizen to assist in the extinguishment of the fire. The new fire Wards were: Ephraim B. Floyd, John S. Townsbury and E. K. Townsbury.

On Fri. 5/2 after lengthy discussions at several town meetings, the town appropriated \$50.00 for the purchase of the first fire fighting equipment. Thirteen ladders were purchased from the Bishop & Bros. Co. for \$43.50. Four ladder hooks for \$4.00, and three Johnson pumps from the National Manuf. Co. for \$16.50. These pumps were hand operated from a fire bucket and delivered a very small but straight stream of water. E. B. Floyd spent \$59.44 for lumber and materials and labor for the construction of "ladder boxes". These boxes were actually *locks, which were placed at convenient locations throughout the town. *equipment W. Weston painted the boxes for \$17.50.

In order to render this equipment available for fire fighting, the formation of a volunteer fire dept. began.

During the year of 84 three buildings were consumed by fire and in two of these cases the cause was believed to be of incendiary origin (INCENDIARY). No clues to the guilty parties were ever obtained although rewards were offered for information by the owner of the property in one instance and one by the town.

On Wed. March 5, 84 the first fire of the year occurred at 5¹⁰P in a seven room two story dwelling on Wash. Ave. owned by Edwin S. Belcher. The house, occupied by Millard Smith and his mother, had a defective chimney which caused ~~the~~ fire to break out in the walls on the first floor. The blaze rapidly spread upward as neighbors attempted to remove the

1884

(4) (8)

furnishings. Due to many new construction projects in the neighborhood, a number of ladders were around and Herbert Tewksbury did some excellent fire fighting with his Johnson pump. As no other help arrived Mr. Tewksbury lost his battle and the fire burst through the roof ~~showering~~ the area with sparks. and a strong s/w wind. A roof fire broke out in the home of Sylvanus Payne but was quickly knocked down. Luckily, ~~the~~ ~~houses~~ houses were partially covered with snow.

The second fire of the year was presumed to have been set and disturbed officials, but did only minor damage. On Wed. Oct. 22, 84 residents of St. Head ~~were~~ were awakened by cries of "fire" a few minutes after 11⁰⁰p. Fire Ward E. K. Tewksbury, a resident of St. Head, arrived quickly ~~and saw~~ ^{and saw} a large body of flame ~~was~~ pouring out of the windows of Charles Sibley's house on the south west side of the hill. After a long wait a bucket brigade was formed but had little effect. The water was passed ^{at} considerable distance from the house owned by Mr. Osborne. The Sibley house burned to the ground as flames driven by a stiff s/west wind sent sparks flying. The brigade shifted their efforts towards getting down other structures.

This fire was of incendiary origin as the owner received an anonymous letter a few days earlier stating that unless the dwelling was removed the torch would be applied. As a result of this fire the selectmen posted a \$250.00 reward. During the first week in Nov. Mr. Osborne and residents of St. Head, threw a feast for Mr. Tewksbury and his "fire laddies" to show their gratitude,

Deciding that Bucket Brigades were not the answer to the existing fire extinguishment problem, the Town made a fairly liberal appropriation ~~of~~ of \$1,980.00 ~~on~~ for the purchase of apparatus and related equipment. Late in Jan. 85 Capt. Swen and fire Ward Tewksbury set out to locate hose carriages in the greater Boston area, but were unsuccessful. The ones they had seen were too heavy to be hand-drawn. Mr. Tewksbury had heard that several carriages were stored on Deer Island but ice in Shirley Gut prevented his investigation.

One manufacturer, As. Jackson of Boston, offered to supply the Town's needs. Four of Jackson's two wheel-
ed hand-drawn hose reels were purchased for \$326.48. The reels were capable of carrying up to 250' of 2½" fire hose and had tool boxes on the rear for holding nozzles, axes and related equipment.

Two thousand feet of 2½" rubber lined cotton jacket hose, six nozzles and a number of fire buckets were also purchased from the Boston Belting Co.

The "Chelsea Telegraph and Pioneer" in their first issue of Feb. 85 states: "Now that Revere has provided local fire apparatus, the Winthrop folks have been aroused to the necessity of making a similar provision. Judicious enterprise is always rewarded."

The four new hose reels arrived during the first week in March and were quickly placed in service. Two reels were quartered in the rear of Richardson's store at Post Office Square. These reels were moved to the rear of the town Hall late in April. The remaining two reels were quartered somewhere at Great Head. Although no record of actual location can be found, a likely spot would seem to be on the property owned by fire Ward Tewksbury ^{at his home on Charles St.} or ^{at his shop on Beacon St.}

On Wed. 3/11/85 a practice run from the engine house to Payne's? ~~Payne's~~? corner (now **Pleas, Win, Wash.**) took place. The crew laid a line, hooked up to a hydrant and threw a stream of water on the Tannery. The entire run and hose drill took exactly seven minutes. One fireman stated: "This is a good first

record and we have some doubt if it will ever be beaten."

As more and more volunteers took interest in the department, three of the hose companies were organized as follows: The F. L. WOODWARD HOSE Co. No. 1 of Great Head formed 2-9-85, the GENERAL BARTLETT HOSE Co. No. 2 of Columbia Square (now Metcalf Sq.) formed 2-28-85. ~~On Dec. 4, 1885~~ On Dec. 4, 1885 the GEORGE B. EMERSON HOSE Co. No. 3 was formed by taking ten men from the company of HOSE 2 ~~and this hose #3 was quartered~~

It was quite an honor socially in these early days to be a fireman and volunteers applied for membership directly to the Hose Co. of their choice. Any citizen could become an Honorary member for \$1.00 per year.

Each company met weekly, drafted their own rules and by laws and held company elections every March. Elected officers were foreman who was the officer in charge, Clerk, treasurer and steward who had charge of all apparatus and equipment. Appointed annually by the officers were leading hosemen and hydrant men. The average number of men per company at this time was sixteen.

Rules pertaining to attendance of meetings were strictly enforced as records show an absent member was fined ten cents. Habitual absentees were shamefully dismissed from the company.

The By Laws of the Gen. Bartlett Hose Co. No. 2 were drafted by John McNaught, Millard C. Smith and David Thomas on Feb. 28, 85. Two articles are as follows: Art. #4 - Any member of this company who may be seen in public disguised in liquor or acting in a manner which may tend to bring discredit to the company while at a fire or on drill or parade shall be discharged by a two thirds vote of the members present. Art. #5 - Any member who shall become disguised in liquor or behave

FIRE DEPARTMENT.

FIRE WARDS.

E. K. TEWKSBURY. J. M. TUCKER. CHAS. R. FORD.

The following is a list of names of the officers and members of
F. L. WOODWARD HOSE CO., No. 1.

H. C. Hamilton, Foreman.	C. H. Harris.
J. A. Packard, Ass.	L. W. Paul.
W. A. Walton, Sec.	G. C. Moore.
G. A. Barrett, Treas.	S. A. Rogers.
W. E. Wyman.	A. L. Belcher.
W. A. Rogers.	A. E. Wyman.
C. H. Smith.	A. G. Wyman.
J. F. Dodge.	G. W. Paul.
Alex. Smith.	W. N. Flanagan.

GENERAL BARTLETT HOSE CO., No. 2.

B. T. Floyd, Foreman.	C. A. Belcher.
C. E. Ingalls, Clerk.	C. J. Belcher.
Wm. Morgan Stewart.	A. M. Belcher.
John McNaught.	Henry Belcher.
M. F. Smith.	A. L. Sawyer.
John Kennedy.	W. A. Floyd.
A. W. Robinshaw.	J. A. Flanagan.

GEO. B. EMERSON HOSE CO., No. 3.

J. B. Tewksbury, Foreman.	F. L. Whittemore.
F. A. Whittemore, Clerk.	J. H. Cruise.
John Knowles, Steward.	L. M. Lause.
E. S. Tewksbury.	T. Mahoney.
G. M. Douglass.	W. S. Burrill.
J. W. Davis.	Ellsworth Burrill.
R. W. Patch.	J. Martin.
C. P. Tewksbury.	

ve made a careful
men, Treasurer,
of Winthrop, and
differences in the
By personal in-
of the Treasurer,
the accounts of
mal inspection of
l fund, and we do
ate. and amount
ant in the hands
rs is \$4,698.52.

WHITE.
BURRILL.

Auditors.

1885

disorderly, curse, swear or use any indecent language or insist on making political speeches during the meeting hours shall be expelled by vote of the company.

Two new fire Wards were appointed during 1885; J. M. Tucker and Charles R. Ford. They soon realized a need for more specialized wheeled ~~equipment~~ apparatus, so late in the year a contract was awarded to Mr. Tucker to construct two hand-drawn four-wheeled hook and ladder trucks. These trucks were built in his Winthrop barn at a cost of \$200.00 each and were delivered early in 1886.

As there was a desperate need for suitable quarters for the apparatus, the April Town Meeting made an appropriation of \$1,000.- which was used for the construction of Winthrop's first fire house. This building, dedicated on Thursday, Nov 12, 1886 was known as the Pauline St. Hose House and stood diagonally across the street from the present Central fire station.

Recommendations for a second hose house for the beach section of town were presented to the Town Meeting and a study committee was formed.

In March of 85 a hose carriage was purchased by the city of Revere and was organized as the "John C. Barrett Hose Co. No. 2". It was quartered in the stable owned by Mr. Barrett on Winthrop Ave., Beachmont. The hose wagon was built by the American Hose Manufacturing Co. of Chelsea and was seen at many Winthrop fires for years to come.

1885 85

9

- ~~3 Small Snow Blows.~~
- ~~1 Tool Box.~~
- ~~18 Shovels.~~
- ~~5 Picks.~~
- ~~3 Ropes.~~
- ~~2 Stone Hammers.~~
- ~~1 Large Broom.~~
- ~~1 Branding Iron.~~
- ~~1 Lanterns.~~
- ~~1 Oil Can.~~

FIRE DEPARTMENT.

- 4 Hose Carriages.
- 2,000 Feet Jacket Hose.
- 6 Butts and 6 Nozzles.
- 40 Spanners.
- 8 Spanner Belts.
- 3 Lanterns.
- 4 Iron Bars.
- 4 Hydrant Gates.
- 24 Hose Lines.
- 8 Hydrant Wrenches.
- 23 Fire Bucket.
- 3 Johnson Pumps.
- 3 18 Foot Ladders with Hooks.
- 3 25 Foot Ladders.
- 3 30 Foot Ladders.
- 1 35 Foot Ladders.
- 8 Fire Hooks.
- 8 Pikes.
- 4 Fire Axes.
- 8 Common Axes.

- 4 Ladder Boxes.
- 60 Badges.
- 2,000 Feet Hose H
- 240 Feet 2 1-2 Inch 1
- 5 Scrub Brushes.
- 1 Stove Brush.
- 1 Dust Brush.
- 1 Oil Can.
- 120 Feet 2 1-2 Incl
- 4 Ladder Dogs.

- 1 Safe in Selectmer
- 1 Safe for Town Cl
- Law Library.
- Duplicate Set of
- 2 Steel Stamps.
- 12 Handcuffs.
- 6 Wooden Clubs.
- 6 Leather Clubs.
- 6 Police Belts.
- 7 Twisters.
- 6 Police Calls.
- 18 Badges for Police
- 2 Rubber Stamps.
- 1 Health Officer Bad

- 4 Ladder Boxes.
- 60 Badges.
- 2,000 Feet Hose Halyards.
- 240 Feet 2 1-2 Inch Rope for Fire Hooks.
- 5 Scrub Brushes.
- 1 Stove Brush.
- 1 Dust Brush.
- 1 Oil Can.
- 120 Feet 2 1-2 Inch Rope for Hose Carriages.
- 4 Ladder Dogs.

1885

(10) (3)

On the night of April 19, 85 at 10³⁰ P. firemen were summoned to the "Long Island" cottage on Sea Foam Ave. near the skating rink. As the first company approached the scene, the building burst into flame and spread to

^{Totally} a brand new cottage less than fifteen feet away. By the time hose lines were charged, both structures were being fully consumed. Fire brands flew in all directions and two houses on Trident Ave. suffered roof fires. The fire started when Mrs. Littlefield leaned over a stove and ignited a sleeve of her robe. Frantically ripping her clothing off, she set the stove's oil can on fire which exploded engulfing the room in fire. Severely burned, she rushed to the second floor for her child and barely escaped alive.

At this particular fire the value of a fire dept. was put to the test, undoubtedly saving a large amount of property.

On Tues. Nov. 24, 85 at 1³⁰ A. the ringing of the Methodist Church bell and a bright glow from the South side of town alerted residents to a ~~fire~~ raging fire in the 70 year old "Sunnyside House" on Sunnyside Ave. The building, 100' long and well known as a fine rooming house, was owned by Charles E. Stevenson. At about the same time the church bell began to ring, fire ward Tewksbury was alerted and he hastily mustered together the members of Hose Co. 1. This company, despite the heavy rain and muddy roads, was the first unit to arrive at the scene. Hose lines were stretched from Woodside Ave. barely reaching the fire. Hose Co. 2 could not reach the blaze from their hydrant and had to send back for more hose.

The wind, blowing steadily out of the N.E. showered Cottage Park with embers, but the rain prevented any roof fires.

1885

(11) (9)

The fire was discovered by the owner's son George when he was awakened by choking smoke. Quickly investigating, he found a brisk fire in the north-east corner of the building which had been unoccupied for several weeks. He immediately turned his attention to the waking of the other occupants, many having to be carried. Shortly after 2³⁰/_A a pile of charred timbers was all that remained of the old landmark.

According to several newspapers of the day the two new hose companies were thought of by residents as two separate fire departments. Hose Co. 1 was referred to as "the Great Head Dept." and Hose Co. 2 as "the Winthrop Dept." The men of the companies, however, were commonly referred to as the "fire laddies".

This, the second year of the departments' existence, proved to be one of greater organization. Two new companies were formed; the Charles S. Teeksbury men - Hose Co. No 4* and the Deane Winthrop Hook and Ladder Co. No 1. with twenty one men. The ladder truck was housed with Hose 2 at Pauline St. The inventory of dept. ladders owned at this time is as follows: one 35', three 30', three 25' and three 18' roof ladders. The size and number of ladders carried on Ladder one is unknown as Ladder two had not yet been organized. It was, nevertheless, designated the C.A. Rice Hook and Ladder Co. No. 2.

The firemen received for the first time a salary of twenty five cents per hour, which the town fire ward no longer existed as state law provided for a Board of fire Engineers to head the dept. and J.M. Tucker became the first Chief Engineer. Few towns including Winthrop still operate under this system.

To encourage members and maintain the good morale existing, the Engineers recommended that the town increase the remuneration for services and that they furnish all the necessary equipment.

The New England Insurance Exchange announced that they would lower the fire insurance rates from 20 to 25%, according to class of risk, provided the town would introduce a fire alarm telegraph system with properly distributed fire boxes and also increase the fire dept. hose inventory by at least one thousand feet.

Although the town had a very good water system, the fire Dept. requested additional hydrants because the rapid building construction was in some cases ~~putting~~ causing the hose wagons to lay their entire hose loads to put a single stream into operation. Near this period in time the town started to install their own hydrants.

At the end of 86 storage for apparatus was still a problem as three ~~two~~ carriages were still stored in private buildings. The Eastern Fish Co. stored two for \$16.25 and M. C. R. Ford the other for \$12.00.

⊕

Only four fires occurred during the year as follows: May 20, Shirley St. R.R. station, June 29 Mrs. Whorf's house on Pleasant St. which sustained heavy damage, Nov. 27, the Perkins and Gibsons dwellings on Chest Ave., heavy damage. One ~~fire~~ alarm of fire on Dec. 4 at Winthrop Highlands occurred, but no property was destroyed.

⊕ Thurs. Nov. 12 dinner-dance - Hose 2

As the late train was approaching Great Head on Sat. night Nov. 27, some of the train hands noticed smoke coming from an unoccupied house on the Crest between Perkins & Underhill Sts. The alarm signal of five short blasts on the train's whistle was quickly given which aroused the Great Head firemen, who were soon on the spot. Although the fire was beyond control, their efforts and those of Hose Co. 2 prevented the burning of the houses on either side.

To keep a fire contained to the building of origin using the primitive apparatus of the day and companies comprised mostly of inexperienced men was a tremendous accomplishment.

CHARLES S. TEWKSBURY HOSE CO., NO. 4.

- | | |
|---------------------------|-----------------|
| E. K. Tewksbury, Captain. | G. W. Paul. |
| C. G. Bird, Clerk. | J. S. Washburn. |
| Charles Barrett. | F. M. Melom. |
| W. M. Bacon. | Elijah Brown. |
| Alex. Smith. | Albert Rice. |

DEANE WINTHROP HOOK AND LADDER CO., NO. 1.

- | | |
|-------------------------------|------------------|
| Chas. E. Ingalls, Foreman. | Nelson Floyd. |
| David Belcher, Asst. Foreman. | F. A. Tewksbury. |
| C. S. Belcher, Treasurer. | F. W. Tucker. |
| S. E. Griffin, Clerk. | Thos. Houghton. |
| Gilman O. Burrill, Steward. | P. Sheean. |
| F. N. Belcher. | W. W. Belcher. |
| J. H. Putnam. | C. C. Gardner. |
| A. D. Johnson. | J. W. Carle. |
| Daniel McDonald. | A. A. McDonald. |
| Chas. H. Tewksbury, Jr. | Austin Allen. |
| | Benjamin Elwell. |

The Shirley St. Hose House was built during 1887 and was first occupied on _____. This building still stands today at 590 Shirley St., S. E. Tewksbury became Chief on Nov. 2. Two janitors were hired to care for the hose houses and were paid 25¢ per day from Nov. to April. W. M. Flanagan maintained the Shirley St. house and John Kennedy cared for the Pauline St. house.

During the year only two fires occurred which required use of the fire dept. On Oct. 3 a large pile of railroad ties was touched near the Revere St. depot. On Dec. 21 at 130^{3/4} the "Columbia" cottage at Ocean Spray erupted in flames. ~~which~~ The cottage, a large 2 story structure, was owned by Captain Rollins. Upon arrival of apparatus the "Columbia" was fully involved and flames had nearly consumed an adjoining similar house owned by Mr. Davis.

This fire was believed to be of incendiary origin since both buildings had been vacant for some time. ^{THE} Cost to the town for this fire was \$28.00 for the services of Hose 1, \$31.00 for Hose 4, and \$23.00 for Hook and Ladder 1.

A retired Boston fireman who watched the fire said that with the lack of a fire alarm system and the small number of companies, the men did an admirable job. It was all that a body of men

could do without experienced leadership.

16

1888

~~Model~~ A need for the modernization of apparatus and equipment caused by the rapid growth of the town was now realized. On Nov. 3, 1888 a contract was awarded to The Sawyer + Chase Co. of Lynn, Mass. for the construction of Winthrop's first horse-drawn hose wagon. It was a one-horse rig of highly varnished oak construction with a dark red chassis and wheels. It was smartly striped and lettered in gold leaf and carried 1000' of $2\frac{1}{2}$ " hose. This \$394.00 wagon sported a brass gong & nickel-plated lanterns. Upon delivery it was placed in service as Hose 2.

The volunteers and other citizens provided the necessary horses for the new wagon and were compensated for their use at the same rate of pay received by the firemen.

On Jan. 25, for some unknown reason, the name "C.A. RICE" was to be "painted out forthwith by order of the Chief." This ladder truck was still not in service. On Jan. 31 the names on all other apparatus were removed and replaced by numbers. Ladder 2 was not numbered. A professional sign painter, J. S. Durant, did the lettering for \$21.70.

This move by the Engineers infuriated the fire men as they distinguished themselves by their company names and did not wish to become merely a number. Extreme rivalry and stiff competition existed between the companies and they were constantly trying to out do each other. In this case, however, they banded together and threatened to resign if they were not allowed to retain their company names.

① slight searching of
books & house

1888

* - Rescue

18

The fire escapes, or chutes, and life nets which the law requires every municipal fire dept. to have, were purchased on Oct. 31 from the Boston Woven Hose Co. for \$100.00. This equipment was carried on Sadder 1.

E. B. Floyd was Chief Engineer in 1888 and commanding a dept. of fifty four men.

① The first fire of the year was on March 9 ~~and~~ which was ~~burned~~ an extensive grass fire on Cottage Hill. The second fire was at 1³⁰/_A on July 4 when the Cottage Hill Railroad Station was totally destroyed. This fire was believed to be caused by design. An alarm of fire from the Ocean House Hotel on Trident Ave. and Ocean Spray on Aug. 24 caused \$950.00 damage to a number of rooms. On Aug. ^{at 7 PM} 26 the dept. was called to a dwelling on Cottage Hill ~~where~~ owned by Mrs. S. M. Cox where a lighted cigar on a paper covered table caused minor damage to one room. On Sept. 25 the entire dept. ~~was~~ responded again to Cottage Hill where they found a house heavily involved in fire. This fire, caused by an overheated stove on the first floor, totally destroyed the building causing an \$8,075.00 loss.

During this period in time, fire fighters were seldom able to "make a good stop." The prime reason that so many structures were completely lost by fire was that after pulling their hose carriages to the fire scene the men were often completely fatigued. ~~More~~ ~~often than not, the ^{men} rested upon arrival~~ and more ^{on arrival} often than not simply unable to do much good. Also to be considered is the response time. ~~Building~~ construction and design allowed a small fire to gain very rapid "BALLOON CONST." also *

~~which~~ headway. Generally speaking, ~~just about~~

* ~~which in some cases, was 15 min. and that was in good weather!~~

11¹⁵/_{AM}

* which, in some cases, was up to 20 min. in good weather.

1888

19

Winthrop

Fire fighters of the 80's had two strikes against them when they left their Hose Houses.

15 Chardon St.

During the summer of 1888 a petition from some fifty tax payers of the Beach and Centre sections of town was submitted asking that some kind of a fire alarm system be placed in operation. After several meetings and investigations, the Engineers decided that the best and cheapest system for the town was one proposed by Mr. George Stevens of Boston. After more meetings it was voted to raise \$1,000. - for this system. On Dec. 13, a contract with Mr. Stevens was signed and work commenced for \$831.00

The installation involved four miles of uninsulated wire, a town striker, a twenty-four jar battery and eight street boxes as follows:

- BOX 08, Great Head Hose House on Shirley St.
- " 12, Cor. Shirley St + Mermaid Ave.
- " 15, Cor. " " + Revere St.
- " 17, Town Hall
- " 19, R.R. bridge, Main St.
- " 24, Pleasant + Lincoln Sts.
- " 26, " " + Sargent Sts.
- " 29, " " + Winthrop Sts.

f.d. equip.

The batteries and other ~~boxes~~ were installed in a room in the rear of the Pauline St. Hose House. It is unknown where the above mentioned town striker was placed at this time. It is known, however, that the bell was in the immediate vicinity of Metcalf Square.

After working through the winter, Mr. Stevens completed his installation. It was tested and met with the approval of the Engineers. There was however, one drawback to the system. The firemen at ~~the Shirley St.~~ Great Head had no means of knowing of alarms except chances of hearing the bell at Winthrop center. So, to remedy this situation, Mr. Stevens was again called upon to install a strike on the tower bell at Great Head Church ~~which cost~~ Cost for this addition was \$224.80.

During the month of June, Mr. J. S. Perry was contracted by the town to extend the fire alarm system to Point Shirley. which included the placing of box 6 at Shirley and Seven Sts. The new one mile long line, being a circuit line, required two miles of wire making ~~a~~ a total of six miles in town. By the addition of this new line, the batteries had to be increased to 30 jars. This new service to Point Shirley was ~~only \$50.00~~ installed for \$80.00.

A clock was placed in the town Hall and at 12 o'clock day and night, one blow a timing device sent out one blow from the bells assuring that the alarm system is in working order.

All schools were furnished with hose and fire buckets during the year and the fire dept. requested that all hotels, churches, halls and stores have at least a small number of buckets available for immediate use in case of fire.

This was the first year that fire fighters received an annual salary. It amounted to \$1.00 per man and 51 out of the 54 men were eligible. The Engineers were paid \$50.00 for the three per year.

Although there were 57 hydrants in service in '89, the dept. was still in need of an additional 1000 feet of hose.

On Jan 14, 89 the School Dept. took over the second floor of the Shirley St. Hose House causing a slight re-arrangement of Hose men's quarters.

1889

for reasons unknown, (12) (21)

Sometime between Feb. and March, the manpower was reduced on each company but was brought back to full strength by year's end.

On Jan. 4, 89, Hook and Ladder no. 1 was re-named the "Governor Winthrop." On Feb. 1 Hose 2 and 3 were re-organized into one company designated as Hose #2. Records show that M. E. B. Wadsworth stored the ~~remaining~~ hose⁴ carriage (Hose 4) for \$26.38.

To facilitate a quick hook-up of the hose at the Pauline St. house, a swing harness and hanger was purchased for \$56.00. This type of harness was hung from the ceiling on the apparatus floor and was lowered onto the horse in one easy operation.

Only one building fire occurred in 1889 and this was the first time the dept. was summoned from a fire box. On March 14, box 24 was received at 3:03 P.M. for a fire in a dwelling at ~~was~~ the night of Jan. 13. The dwelling, totally destroyed, was on Smith St. and was owned by R. D. Spenceley of Boston. Severe cold hampered fire fighters but they prevented the fire from extending to other buildings. ★

On March 14, was the first time a fire box summoned the dept. At 3:30 P.M., box 24 was pulled for a grass fire on the property of Mrs. A. P. Snyalls on Bay Side Ave.

On April 26 at 8:20 P.M., the never ending curse of Winthrop fire fighters was placed upon them. Box 19 was received and the first arriving companies found that some person or persons unknown had ripped the outside door from the box and pulled the hook. The select men, realizing the potential danger of this act, offered a one hundred dollar reward for apprehension of the culprit. He was never caught. This false alarm cost taxpayers \$18.50 for the men and apparatus plus \$3.00 for repairs to the fire box.

★ Chief Floyd listed cause as mice and matches

★★
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13

1889

22

13

On June 26, another ~~false alarm~~ at 8:15 P.M., box 8 was sounded by W.C. Hamilton at the request of a citizen for a reported fire in progress at Fifth Hotel, Pt. Shirley. This box was also false and cost the town \$25.00. On the morning of Oct. 9, it was reported to the Chief Engineer that a fire had broken out in a house on Shirley St., Cottage Hill, owned by D.W. Colby. The fire had burned itself out before firemen arrived causing only minor damage. After determining the cause as arson, a watchman was placed in charge of the building. After an investigation, sufficient evidence was never obtained to connect anyone with the fire.

** On Feb. 2 a false alarm was rung in at box 12 at 7:05 P.M. for some reason, response time of the companies was recorded as follows: Hose 1 was on the spot at 7:11, Hose 2 at 7:12, Hook & Ladder at 7:12 and Hose 4 ~~at~~ arrived at 7:15. A report of these times was made to the Insurance Commission.

1890

March 6, 91 contract awarded

Mr. J. B. Tewksbury, a Fire Engineer, was appointed Dept. of Fire Alarm in 1890. In the same year, as the result of a petition from residents of the Highlands, Mr. Tewksbury was contracted for the sum of \$200.00 to extend the fire alarm lines through the Highlands for two miles and place in designated areas boxes 34, 36 and 39. Shirley Road, Lower East, Temple & Cliff respectively. ~~Two~~ ~~one~~ of the old hose carts was sold for ~~\$25.00~~ ~~to~~ ~~\$30.~~ its original builder, A. D. Jackson. During the year three new hydrants were installed and 1,000 feet of new hose was purchased from Eureka Fire Hose Co. at a cost of \$750.00. ~~There~~ was a major problem in the early days of fire fighting as no ~~provisions~~ means for drying hose were ~~installed~~ ^{available} ~~before~~ ^{before} the construction of the two hose houses. ~~But~~ after a March fire, a large amount of hose was tested at hydrant pressure (75 lbs) and 900' of hose was declared unserviceable. It was found necessary, in conformity with State law, to have this amount of hose re-lined.

On Jan 11 at 1:45 A.M., the entire dept. responded to Box 8 where they found a dwelling, owned by J. T. Gibson*, heavily involved in fire. Luckily, this building was unoccupied at the time. The weather was extremely cold and frozen hydrants caused great delays in getting steam on the burning structure. During these delays, the fire raged out of control and spread to two other dwellings which were also totally consumed. owned by Joseph Gray and Mrs. M. F. Miller. One other building owned by Mr. Gray was protected and sustained some minor charring. The total insurance paid for all structures was \$7,257.50 and the cost to the town for fire fighting amounted to \$84.50.

On March 23 ~~at~~ the dept. responded to a ~~building~~ box 23 which was pulled for a fire in a house ~~owned~~ ^{owned} by on Pleasant St owned by Horace Tewksbury. The house was a total loss and

* of James Plain



HOSE CO. #1 - FIRST HORSE DRAWN
PIECE FOR THIS COMPANY. PLACED IN SERVICE
JUNE 1, 1891



HOSE CO. #1 WITH REFURBISHED WAGON
IN 1900

Hose Co. #1 LEAVING NEW QUARTERS
ON SHIRLEY ST. IN 1907

Hose Co. #1 AND TEMPORARY STEAMER
1908

1891

(25) (16)

Money having been appropriated, a contract was awarded to William Sadder a local blacksmith, for the construction of a hose wagon. This wagon was a near duplicate of Hose Two's wagon and was built in Sadder's shop on River St. at a cost of \$390.00. Hose 1 received their new wagon in late May and placed it in service on June 1. Hose 4, which was ~~now~~ a semi-active company at this time, was disbanded and the members re-assigned. **

The dept. ~~now owns~~ ^{owned} 2,850' of hose, but felt that an additional 1,000' was badly needed. The trucks of Hook & Sadder 1 and the still inactive Sadder 2 were found to be inadequate. This was due to insufficient strength caused by design. The additional equipment purchased over the years was too heavy for these chassis, so it was recommended that these two hand-drawn trucks be disposed of and replaced by one new horse-drawn rig. *

The Dept. of F.A. recommended that gongs and indicators be installed in the hose houses so that firemen would not have to depend on hearing the bells tower bells.

B. Tewksbury, a fire engineer, was appointed Dept. of F.A. in 1890 and on March 6, 91, he was awarded a contract to ~~install~~ as a result of a petition by Highland's residents, extend the F.A. lines through the Highlands for two miles and place in designated areas three fire boxes as follows: box 34 Shiloh & Deal, box 36, Silver Crest, and box 39 at Temple & Cliff.

* two of the old hose reels were sold to their original builder, A.S. Jackson for \$50.00.
** The hose reel was stripped of its hose and equip. and was put in storage.

From this point in time on, only the larger more serious fires will be shown. As the population and building construction increases, so does the work of the fire dept. It would be nearly impossible to account for every fire that occurred in any given year.

* 2nd fire

2nd alarm

The W.F.D. called for outside help for the first time in its history. On Dec. 21, 91 ~~at~~ Box 8 was received at 2:40 P.M. ~~The fire~~ ^{the fire} located in the basement of the Hawthorne cottage, ~~started from a defective chimney but only minor~~ ^{caused} ~~the fire damage was~~ caused by H. McLaughlin of Boston. The fire, quickly extinguished, was caused by a defective chimney near the boiler. ~~Damage was slight, causing only \$100.00 and did only \$1,000.00~~ ^{worth of} damage. At 5:55 P.M. the same afternoon, Box 8 was pulled for a fire on the second and third floors of the same building. "Owing to four breaks in the water main, no water was to be had from the hydrants." #

For the first time in the f. Dept's history, outside help was summoned from Boston and Chelsea. Steamer 11 from Boston under the command of Capt. Warren and Steamer 2 of Chelsea responded and the fire was rapidly contained. This time the building, used as a boarding house, suffered \$5,600.- in damage. The Revere Water Co. responded to this fire and completed repairs on the following day. Four men and a horse remained at the Pauline St. hose house throughout the night at the Water Co's. expense. occup. BY Shirley St.

* 1st FIRE

R.B. DEVOE

AUG. 21

~~At 12:40 P.M.~~ On Aug. 21, fire ravaged a stable and caused damage to six nearby buildings. At 12:40 P.M. box 34 at the corner of Pearl Ave. and Shirley St. was pulled for this fire which destroyed 15 horses, 20 carriages & harnesses, 2 sleighs and a large supply of hay and grain.

Summer 1891

Hawthorne Hotel - Total loss
corner of Park Ave &
Hillside Ave.

hydrant/main facilities
(4 breaks in main)

1891

(27) 189

The blaze, burning out of control, leaped to and consumed a laundry and also a dwelling owned by Murphy. The Ocean Spray Hall, and two other dwellings and a store were also partially damaged. The damage as a result of this fire was amounted to \$10,052.20.

~~Fire Dept. records show that fire insurance payments~~
and Fire Dept. records show that the amount paid by the insurance companies for this fire was \$3420.20.

On almost every fire reviewed by this writer, ~~fire insurance was up to~~ and including the present time, buildings record and contents were grossly? under insured.

During the year a mutual-aid agreement with Revere was signed.

again

In Feb. of 92, a contract was awarded to William Lauder, ~~builder~~ this time for a horse drawn ladder truck. The truck was measured approximately 18' in length and 4' in width. A three tier ladder, each ^{single bank} was installed ~~with rubber rollers to facilitate easy~~ ~~accept~~ the along with tool boxes and equipment holders. Included in the contract was the re-finishing of all ladders to be carried. The color, stamping and lettering was of the same quality as on Hose 1. This truck, designed for a one-horse hitch, cost \$300.00. Extras included were an extension ladder purchased for \$100.00 and a \$50.00 harness. Designated Hook and Ladder 1, the new truck was placed in service on June 23 at the Pauline St. hose house. on the second floor of.

The school room ~~above~~ Hose men's quarters was vacated during the year and ~~the area was~~ turned over to the fire dept. After a few minor alterations and a coat of paint, the members of Hose 1 had their meeting and function hall back.

Fire fighters pay was increased to \$.50 per hr. and the town supplied each member with a new rubber fire coat this year. Forty eight coats in all were purchased at a cost of \$3.50 each. The fire fighters, taking a great amount of pride in their jobs, purchased their own uniforms.

For the first time in its history, the dept. had enough hose on hand so that the hose wagons will not have to be reloaded with wet hose.

The amount of hose owned in 92 was 3350' much of which was from the original purchase. There were 61 hydrants in service and the pressure ranged from 65 to 85 pounds. The Engineers purchased a water pressure gauge so that a constant watch could be maintained on the ~~water system~~ press. required for fire fighting.

After an 1891 recommendation
that the two ladder trucks be
eliminated and be replaced by
one due to insufficient strength,

TOP Page 28

12 OCTOBER 1892

H.W.-46-5

Fire Department lined up in front of new fire truck built by Frank Willard Tucker in his barn. Firemen furnished their own uniforms at their own expense and hence their interest in display with the new truck in front of Hook and Ladder 1 and Hose 2 house on north side of Pauline St. with old school house in background, burned Jany. 1906.

Identifications given by Warren Belcher in 1933 as:-

- | | | |
|----------------------------|--------------------------|-------------------------|
| <u>1-Frank Burrill</u> | <u>2-Nathan Collins</u> | <u>3-Charles Small</u> |
| <u>4-Harry C. Gillmore</u> | <u>5-Jack Douglas</u> | <u>6-Warren Belcher</u> |
| <u>7-Chief E. B. Floyd</u> | <u>8-Munroe Trewoogy</u> | <u>9 H. Schuler</u> |
| <u>10-Emmett Doane</u> | <u>11-Ralph Patch</u> | <u>12-Frank Lamb</u> |
| <u>13-Silas Kilbourn</u> | <u>14-Walter Perkins</u> | <u>15-Geo. W. Wyman</u> |

1933

OCTOBER 12 1892
THE FIRST COLUMBUS DAY

PICTURE OF FIRE DEPT - TAKEN ON PAULINE ST,
WITH SCHOOL IN BACKGROUND ON SITE OF
PRESENT E.B. NEWTON SCHOOL. OLD SCHOOL
BURNED TO GROUND JAN. 22 - 1906. NOTE OLD
FIRE HOUSE DIAGONALLY OPPOSITE PRESENT
BRICK CENTER FIRE HOUSE (1933)

{ IDENTIFICATIONS & DATES
GIVEN BY WARREN BELCHER '6 }

00
12 13

0
14

0
15

- | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|----|----|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | |

- | | |
|---|--|
| 1 - FRANK BURRILL (BUNNY'S FATHER) | 8 - MUNROE TREWORGY |
| 2 - NATHAN COLLINS | 9 - LEONARD SCHULER |
| 3 - CHARLIE SMALL | 10 - EMMETT DOANE |
| 4 - HARRY C. GILLMORE (RUBY'S FATHER) | 11 - RALPH PATCH } in team |
| 5 - JACK DOUGLAS | 12 - FRANK LAMB } in team |
| 6 - WARREN BELCHER (PRESENT CHIEF - 1933) | 13 - SILAS MILBOURN |
| 7 - E. BUCK FLOYD, CHIEF (RUBY'S GRANDFATHER) | 14 - WALTER PERKINS (in doorway) |
| | 15 - GEO. WYMAN (RUBY'S GREAT GRANDFATHER) |

M.W. - 5
46

Only one ^{new} fire box was added this year and it was box 22 assigned to the Center School. The fire alarm batteries had to be increased in size and number again as the town now had 12 miles of wire connecting 14 boxes.

Only three fires of any magnitude occurred in 1892. The first fire was on Feb. 29 at 10:30 A.M. Box 34 was pulled for a burning 1½ story cottage on Nevada St. the dwellings two occupants, Mrs. Wadsworth and Mrs. Turnbull, were packing goods in preparation of moving when a kerosene lamp exploded resulting in a blaze that nearly leveled the house.

On April 18, the dept. responded to an alarm from box 17 at 11:35 P.M. where they were met by flames belching from the shoe shop occupied by S. H. Bluffin. As hose lines were being run, the fire extended in one direction to a plumbing shop owned by A. W. Richardson and in another to E. R. George's Harness Shop.

As of this date, records show no serious injuries or deaths from fire in the town.

Early in May Hose Co. #2 secured the services of Edmund W. Floyd as foreman of this Co. He had previously served

as commanding officer of the "Rufus L. Frost Hose Co. #3" of Chelsea for a number of years. He was a very knowledgeable man with vast fire-fighting experience and was a tremendous asset to the dept.

An alarm of fire from box 6 was pulled at 1:00 P.M. on Wed. Sept. 28 which summoned firemen to Point Shirley where just off the old Steamboat wharf was seen the steamer "Watertown" burning furiously. She had left Boston bound for Lynn with a cargo of kerosene, lard and fish when just off Apple Island, according to the Captain, some trouble with the boiler happened causing the fast-spreading blaze.

There were four passengers on board besides the crew and Mr. Wallace Wyman of Pt. Shirley witnessed them jumping into the water to avoid the flames. One woman was badly cut about the head and back by the ship's propeller and was rescued by Wyman. Once ashore, she was treated by the Deer Island doctor but only lived about an hour. Her husband, critically burned, was not expected to survive.

The Boston Police boat "Vigilant" and

1892

(31)

Several tugs in the area responded to the fire, but were too late to be of any use.

The Watertown was beached at the Point and shortly after a huge explosion, caused by the kerosene burner her to the water-line. Firemen worked over the gutted hull for over six hours, but saved nothing.

It was learned that the Watertown was to be de-commissioned during the following week.

1893

32
32

Although only nine years old, the Pauline St. hose house had developed two major problems in 73. One was lack of floor space in the apparatus room. With one ladder truck, one hose wagon and one pump in quarters along with other misc. equipment, only ten square feet of unused space remained. The rear of the building, originally intended to be a stable area, was occupied by the fire alarm system.

The second problem was more serious. Although the stoves were kept burning all winter, there were numerous times when it was feared that the fire alarm batteries would freeze rendering the system inoperable. The Supr. of P.A. demanded and received \$140.00 for the installation of steam heat.

Declared unserviceable by the Engineers, one of the old hook + ladder trucks was sold to Mr. Jackson - Boston for \$90.00 less equipment. Feeling a need to make winter operations more efficient, ~~William~~ two new pumps (sleighs) were ordered from William Jauch. at a cost of \$45.00 each. They were designed and built to carry the same amount of hose and tools as the wagons.

Fire fighters were ~~given a pay raise~~ this year. granted a \$1.00 per yr. raise

Records show only nine bell alarms in 93 of which one was false. The total amount paid by insurance companies was \$4,072.10. The most destructive fire of the year was on Jan 30 at 2:45 P.M. Box 12 was pulled for a house on Shirley St. occupied by Albert Aherson. The fire, totally involving the house, extended to and engulfed a stable on the same property. ~~Fire brands caused damage to~~ Radiated heat caused partial damage to dwellings on either side of the fire building.



Metcalf Square, circa 1893

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Historical Winthrop photo, circa 1893, looking up Pauline Street towards Columbia Square, now Metcalf Square. (Photo was taken from the roof of either the Pauline Street or Center School, now the area of the Willis/E.B. Newton Schools.) The small building in the foreground, with the tower, was the first Center firehouse. The building in the middle of the photo was the old Town Hall, now the site of the Police Station. Above the roof of the old Town Hall you can see the steeple of the old Methodist Church on Winthrop Street. The building on the far left is the rear view of the old Riley's Drug Store (now Nick's) building at the corner of Pauline and Hermon Streets.

JAMES A MCLAUGHLIN
623 PLEASANT ST
WINTHROP, MA 02152

Watch for our next historical mailing which will show a different view of this area.

This historical Winthrop scene is compliments of



Henry Howard

1894

12 alarms

33
34

The town spent \$400.00 for improvements in the fire alarm system in 94 and again Mr. Stevens was awarded the contract. Included in the contract was the installation of a striker on the bell in the tower of the Baptist Church on Kemmer St. The fire alarm system activated this striker which produced a suitable signal for the fire men living on the north side of town.

The yearly placing of hydrants had finally caught up with the demands of the town as a report shows that any house in town can be reached with only a few hundred feet of hose.

To facilitate the proper care of fire hose at the Shirley St. house, a hose tower was erected. This tower, over 50' high from the top to cellar floor, could accommodate about 2000' of hose web hose. At the same time, a small stable was built in the rear of the hose house. S. H. Suffin did work for \$500.00.

The Engineers, feeling that the size of the town warranted better fire protection, began formulating plans for hiring permanent drivers. They recommended that the town hire three men and purchase 3 horses. Two horses and two men would be at Pauline St. and one man and one horse at the Beach thereby enabling the apparatus to reach any part of town in five minutes. No action was taken on these recommendations for several years.

There were only twelve bell alarms in 1894 and only one building was ^{totally} destroyed by fire. At 11:05 P.M. on March 10, box 8 was sounded for a fire in an unoccupied dwelling on Cottage Hill. The house, totally consumed by fire on arrival of the dept., was owned by Mr. Osborn of Peabody. The cause of the blaze was never determined. One other fire partially destroyed a house on Turksbury St. on May 17. This building was also vacant.

* over

1895

130
34
B

The severity of the winter of 95 caused officials great concern regarding the Pauline St. Hose House. On the night of Feb 7 the fire alarm batteries froze solid despite the new heating system. This condition was discovered by the Dept. of F.A. when he was unable to strike the no school signal. The next morning

Water pressure was drastically lowered on several occasions during the summer and the Chief feared that a fire would gain terrific headway without the aid of a steamer. But, for some reason, officials were not particularly interested in purchasing a steamer at this time. Most other surrounding communities had purchased them a number of years ago.

Boston in 1855?

SEPT. 4

On Sept. 4, Hose 1 and 2 were dispatched to East Boston to aid in fighting a alarm fire on St.

★ 2/22

Hose 1, returned after one hour, ~~but~~ ~~Hose~~ ~~when~~ ~~other~~ was relieved and but Hose 2 remained on the scene for four hours.

NOV. 19

On Nov. 19 Box 15 was received at 9:00 P.M. Hose 1, the first responding piece, was directed to a fire in a house on Prospect Ave, owned by W. H. Stimpson. The structure was saved but sustained over \$5,000. in damage. Cause the cause was recorded as being an over heated stove in the kitchen.

★ 2/22

At 10:30 P.M. on Feb. 22, a boat builder's shop owned by Alex McDonald and located off Washington Ave. was completely destroyed by a raging fire.

Box 39, Temple & Cliff pulled for this fire at 6:50 A

1896

24 35
308
45th

Apparently, the fire dept. had received some criticism regarding their response to alarms. Chief Tewksbury, dictated with the Times following ~~the~~ words taken from the 1897 Town Report.

" We as a Town do not have a man on duty as a permanent fireman; do not own a horse, but have to depend on call-men day or night, and yet some of our citizens will ~~only~~ criticise our dept. for not responding to an alarm as quickly as some of our neighboring cities. I will say here in my report that the men respond as quickly and do their work as well under the present condition of things as any dept. in the State, and I also hope that instead of finding fault and criticising for using twelve minutes in responding to an alarm at mid-night, that they will look for themselves and see how we have to depend on someone to wake, dress, get a horse and ride a quarter of a mile to the Horse House. All this has to be done before we are able to leave the House with the wagon for the fire."

JOHN B. TEWKSBURY, Chief

There were only seven box alarms during 1896 and only one of these was for a high loss fire. On Nov. 20 box 049 was received at 11:50 for a fire in a building on Lincoln St. The building, situated behind a dwelling, was used as a ~~top~~ greenhouse and was totally destroyed when the apparatus arrived. Apparently, a delayed alarm caused the total loss.

1897

LIST OF
F.D. OWNED
EQUIPMENT

36

26

On Oct. 21, 1897 Mr. Caggins resigned his position as Supt. of Fire Alarm and Austin Cushing was appointed to fill the vacancy. Tape registers were installed in each station to simplify the counting of alarms. Supt. Cushing recommended that the fire alarm system be divided into three circuits so that in the event of damage by any cause, the entire system would not be affected. By the end of 1897, there were twenty fire boxes in service.

Hydrants, numbered eighty by the end of the year and the addition of new hydrants increased at a steady rate.

Records show that J. Smith and E. McLaughlin were sworn in as "Fire Police" on May 12, but their duties were not described.

No serious fires occurred during the year, but one still deserves mention. On Dec. 4 Hose

with Capt. Cobb and Engineer Mahaney responded to Deer Island for a ~~large brush fire~~ ^{alarm}. This was the dept's first recorded run to the Island and the men were commended by the Chief of the Boston Fire Dept.

On Sept. 28 the members of Hose one held their first Ladies Night and twelve couples attended. The supper was prepared by the members wives and the total cost was only \$8.00. Singing and dancing lasted until 11:00 P.M. and the Engineers presented Hose 1 with a clock for the house.

o fire in a wooden building used as a hospital
time out - 3:15 P.M. - laid 900'
Time in - 8:00 P.M.

1898

37

~~26~~ 26

The present Central Fire Station was built during 1898 at a cost of \$11,000.00 and the dedication then included a dinner-dance. Fire fighters and ~~citizens~~ danced to numbers like the Gallop, the Newport and the Portland fancy.

All fire alarm equip. was transferred to ^{the} new station.

On Sept 17 Austin Cushing resigned and A. F. Coggins was re-appointed as Supt. of Fire Alarm. During the year, ~~one~~ ^{two} of the worst storms in history in this part of the country caused a large amount of damage to the fire alarm system. After almost a week, all boxes were back in service.

Mr. Alexander Haggerston of Point Shirley, loaned the town a ~~hand down~~ hose reel and the Fire Dept. provided 500' of 2 1/2" hose, nozzles and other accessories for fire protection at the Point. The area residents formed a small volunteer force capable of manning this apparatus. The School Committee, having no longer need for the Point Shirley Schoolhouse, placed its use in the hands of the Fire Dept. With a minimal appropriation, the Engineers fitted out this building for use as a hose house.

Chief Mahaney stated that there existed an urgent need for fire apparatus in the Highlands ~~the~~ and recommended that a hose house be built near the "Leighton House"*. He also recommended that Hose 2 be placed in this house and that a new "combination" be purchased for the Central Station.

Hose problems continued to plague the dept -; particularly Hose 1. Hoses were hard to get in case of fire and more often than not, they were unfit for duty. Records show one case where a baby hose refused to respond to an

* on Cliff Ave.

1898

alarm. He raised such havoc when the alarm
gong continued to sound, that the Engineer could not
remove him from the apparatus until the owner
was called. ~~to take him away.~~ This problem was
partially solved when fireman S. Hamilton loaned
his horse to the town. This horse was accustomed
to the sound of the bells and was fairly well
trained. This horse ~~cost the town~~ was provided
at a cost for feeding only.

There were fourteen box alarms in 1898. On Feb.
17 at 1⁴⁵/₁₉, Box 36 was sounded for a dwelling
fire on Locust St. The house, owned by M.
Brayman, was partially destroyed. The cause
was recorded as a defective flue. On April 5, the
dept. responded to box 15 at 11:00 P.M. where they
found the steamship "Henry Morrison" heavily
involved in fire while still tied to the wharf on
Shirley St. The all-out was sounded five hours
later and the owner, Capt. Swift, reported the
damage to be \$11,500.00. (2700' hose)

Snow falling, strong wind, intense cold - conflagration
on College Hill prevented by the timely snow fall

Ship was preparing to leave her berth as the Gov't. had
leased the wharf for the landing of materials for the
defenses of Sumner's Cliff. Ship was built about
1870 for the City of Boston for transporting prisoners
to and from Deer Island. Firemen protected the
Win. Steamboat property and stated that they had never
experienced a more discomfort from cold and exposure.

re-write

1899

(39)

On Oct. 2, 1899 Supt. of F.A. Coggins resigned and Mr. Cushing was appointed again. During the year nine new boxes were installed bringing the total to 29. and the overhead wire measured 19 miles. "Tappers" were recommended for fire fighters homes. They would be provided and installed by the town providing the user would agree to pay a minimal yearly maintenance fee. These devices, connected to the fire alarm wire, would tap out all alarms within the town. There are still about 30 of these tappers still in use in Winthrop homes.

The dept., now under the command of Chief J. J. Mahoney, was evidently having difficulties with citizens in the stations. According to a statement by the Chief in the Town Report, he thought that "by laws should be adopted pertaining to control of fire houses. It would be well to specify just what rights outsiders should be allowed to exercise therein, and to have it legally declared that only members of the dept. should be permitted to play cards in any building of the dept."

There were 16 bell alarms in 1899 most of them for building fires. On Feb. 8 Box 133 was struck calling all members to their respective stations for house duty. A severe blizzard was raging and men remained on duty until the fourteenth. At 8:30 P.M. on Feb. 10, Box 29 was struck for a dwelling fire on Dean Ave. The building, owned by Green and occupied by W. F. Teal was completely destroyed as flames raged from the first through the third floor. Dept. records note that this was the coldest night ever encountered by the dept. that the temp. was -6° and twenty five hundred feet of hose was laid at this fire and for a while it appeared that

1899

(40)

(24)

an unfrozen hydrant did not exist in the area
On Dec. 13 at 11:15 P.M., the dept. responded to box
32 where they found two houses on Shark Beach
nearly burned to the ground. Again on Dec. 24
at the same location, three cottages were fully
involved at 12:50 A.M. Used as summer homes,
these buildings were unoccupied.

1900

(41)

(30)

J. B. Tewksbury became chief in 1900 and many improvements took place in the dept. A new Chemical wagon was placed in service at the ~~Center~~ Center station in Oct. It was designated Chemical Co. #1 and was a one-horse wagon. Carrying about 70 gallons of chemical and ~~a few hundred feet~~ of 150' small diameter hose, it was a very speedy and light weight wagon. It was invaluable in stopping fires in the incipient stage. ~~As~~ The cost of this wagon from the Reverse Water Co. was \$325.00.

House three, also known as Reel three, at Point Shirley was completely re-organized under the jurisdiction of the dept in May. The company's officers were Capt. A. Hagerston, Lt. E. Lougee, Clerk George Wells and Treas. W. R. Tewksbury.

In April the Engineers hired Capt. M. F. Smith of House 2 to take charge of the Center station as a janitor. * In May Ralph Patch, also a fireman with House 1, was hired to care for the Shirley St. house and also drive the street watering cart. The salary for these jobs was \$12.00 per. week. On Nov. 1900 A. F. Coggins was appointed as the town's

first permanent fire fighter and was assigned to the Center station as driver of Chemical 1. He was also responsible for the fire alarm batteries and all apparatus and equipment. His salary was \$12.00 per. week. C. E. Tewksbury was appointed to replace Mr. Patch at House 1, and he became the first permanent driver of that company. His pay was also \$12.00 per. wk.

Early in Dec., four horses were placed in the Center station at an expense to the dept. for their keeping only.

There were fourteen box alarms during the year. One of the most serious fires occurred on Jan 3 at 1:50 A.M. at Durlow's Block near box 17 on Shirley St.

* 1 horse bought from TOUCINE LAVOIX for \$150.00 & placed at House 1

BLACK

1900

(42)

(3)

This fire, confined to the cellar, was in a building comprised of two stores on the first floor with three apartments above.

At 12:35 A.M. on April 3 a fire of incendiary origin nearly totally destroyed a $1\frac{1}{2}$ story unoccupied house on Cutler St. Overlapping fire was showing on arrival and Hose 1 quickly laid lines to protect the exposures in this congested area.

1901

(42)



On ~~Nov 19, 19~~ Jan. 28, 01 J. McCarthy was appointed to the permanent dept. as driver of Hose 2. and ~~in~~ in Oct. F.W. Weston was appointed and assigned as driver of Ladder 1. C.E. Tewksbury was appointed to fill the position of Hose 1 vacated by Ralph Patch ~~Coggins~~ and ~~Tewksbury~~ were ~~was~~ promoted to - made Captains at a salary of \$15.00 per. wk. and Weston, and McCarthy, ^{Tewksbury} received \$12.00 per. wk. *

Promoted To -

2 gray and 2 bay horses

two ~~gray~~ horses were purchased during the year and were placed at the Center Station. at ~~two "Bay" horses~~ were a cost of \$550.00.

The town was now providing fire protection for Ft. Banks & One of the dept's duties was to escort powder shipments in and out of town. **

It is interesting to note that in 1901 the ground ladders carried by ~~the~~ ladder ~~truck~~ totaled 227' and in 1976 Ladder 1 carries 225' not counting the 75' aerial ladder. In both instances the total amount of ladders carried surpassed state requirements. ^{totally}

Only one building was destroyed by fire during the year. At 3:00 P.M. on Thursday, Oct. 24 1901, Box 49 was sounded for a fire at Lincoln St. first arriving Hose 2 found the house owned by George Sleeper fully involved. Brands from this fire landed on the roof of a nearby dwelling destroying the roof. ^{owned by Basford}

The amount of damage to both structures was \$5,000.-

* Tewksbury paid same as Captain during warm weather for driving watering cart.

actually

** These shipments were escorted by a Hose Co. and were turned over to a Boston ~~Company~~ at the Beebe Isle bridge Comb. #4

1902

(43) (33)

Mr. M. F. Smith became Chief in 1902 and the call men now received \$10.00 per year salary plus the hourly rate. This \$10.00 dollar salary barely covered the replacement cost for clothes damaged in fire fighting and a \$5.00 increase was recommended by Chief Smith. On May 1, A. F. Coggins was again appointed to the position of Supt. of fire alarm and on Aug 6, Mr. Mooney was appointed as assistant Supt. of fire alarm.

On May 12, drivers McCarthy and Western were granted a pay increase of \$2.00 per week.

The dept. now owned 4900' of 2 1/2" hose. There were 32 ~~bell~~ alarms in 1902 of which several were false. Unbelievable as it may seem, many false alarms were caused by people trying to mail letters in ~~a~~ fire boxes. The first recorded incident of this type was on ~~Aug~~ ^{JULY} 26 when a citizen admitted his mistake at box ~~26~~ ²⁶ at ~~1:30~~ ^{1:30}. This cause of alarm continued for several years.

26
11:55 AM

On Wed. March 19, box 9 was pulled at 11:40 P.M. for a fire in a brick & wood 2 1/2 story dwelling on Cottage Ave occupied by W. C. Felkin. An over heated furnace caused the blaze which raged from the cellar through the roof. The estimated damage was \$5,660. On Aug 9 at 12:18 P.M. box 25 was pulled for an attic fire in the "Thornton" a boarding house on Walthrop St. owned by Julia C. Waite. The fire dropped down into the second floor and caused extensive damage. Two hundred and fifty feet of ladders, and 1,500' of hose were used and the call out was sounded at 4:30 P.M.

35 gal.
chem.



HOSE Co. #2 AT CENTRAL STATION - ~~1899~~
1901



NEW CHEMICAL WAGON #1 - 1901



LADDER Co. # 1

1902



1903

(44) (51)

Hose Co. #3 acquired a horse and ↘ for Hose #3

On May 11, 1903 a special order was issued regarding response and covering assignments. Hose #3 was to respond to ^{all} boxes at the Point and to box 8 ~~on~~ on the first alarm. Hose #3 to cover Hose #1 on first alarm boxes 7, 9, 12, 15, 17, 19, 24, 26, 28, 29, 34, 62. Hose #3 to cover Hose 1 on second alarm boxes 31, 32, 36, 43, 45, 49, 52, 54, 55, 56, 58, 59, 63, 65, 68.

A new battery system was purchased for the fire alarm room at the Center station. It was very expensive, but the Supr. of F.A. assured the town that it would last at least 5 years. ★ There were now 37 hydrants owned by the town and 76 still owned by the Revere Water Co. ★ Supr. Coggins recommended ^{that} 5 new boxes be installed and that 1 be placed as near Young's Hotel as possible.

A large group of property owners from the Highlands demanded a fire station ~~be~~ built in that section of town. Another group from Cottage Hill expressed their uneasiness caused by the lack of a ladder truck at the Beach section. The newly appointed Chief E. B. Floyd sympathized with both groups and recommended to the town that a new station be constructed at the beach section and that a ladder truck be placed in that station.

In early summer, sickness developed among the horses at the Center station causing considerable inconvenience and expense. The dept. owned 6 horses now and Veterinarian Henry Lewis stated that 2 of them were hardly fit for duty. The horse at Hose 1 was in particularly bad shape. To help remedy this situation, a new horse was purchased from Mr. Edgar Snow for \$250.00.

P.C. IN
Jan 04
TRANS.

1903

Ch. W. C. Story
in transcript for
accused

(45)

(35)

There were 31 ~~bad~~ alarms in 1903 and one of them was for the worst fire in the Town's history. Early on Mon. evening, Dec. 28, Elmer Stanley, son of a Deer Island official, was returning from school in Boston. As he passed by the Winthrop Yacht Club at about 5:00 P.M., he noticed smoke coming from the north west corner of the building. ? → He and ~~another~~ ^{Mr. Tunagan, a fireman of Hose} attempted to make entry but were driven back by smoke and heat. The alarm was then sounded at the Shibley St. Hose House. As soon as Chief Floyd arrived, he ordered the 2nd + 3rd alarm by telephone bringing help from Boston and Revere. The Revere dept responded in 20 min. with their Hose #2 and did a commendable job in protecting ~~the~~ Cottage Hill. The extreme cold and north west wind severely hampered firemen as they tried to make an attack.

Seven firemen were treated for immersion and exposure ~~after~~ they broke through the ice while attempting to ladder the building from the frozen harbor. One civilian worker, Mr. Wooly, nearly drowned before being pulled to safety.

Firemen finally had to pass over the roof of the heavily involved structure to reach the rear. Hose lines were then pulled over the ice to the pier by ropes. A roof fire on the dwelling of Mr. A. W. Chesterton of Cottage Ave. extended inside the house and the home of Mr. Thompson on Terrace Ave. caught fire three times. Three other houses sustained damage before the inferno was brought under control at 10:00 P.M.

The club house was totally consumed and under insured. The members suffered very high losses in yacht tenders, sails, masts and other personal property stored in the hall.

Boston covered

1903

46

26

Seventy lockers on the main deck were handsomely furnished with oil paintings of sailing ships and seascapes. The original fire place, still in use today, is the only remains of the original building, was the only part of building left unharmed. For a \$13,600.00 loss, to the insurance only covered \$5,000.00. For the \$8,200.00 members loss, \$5,349.- was paid.

the structure

Careless disposal of smoking was found to be the probable cause as no stove ~~ex~~ existed in the area of origin. Five thousand feet of hose used.

COPY W.Y.C. PIC. IN JAN 1904 PAPER

Delete
fireplace

1904

(47)

(2)

The winter of 1904 was an exceptionally severe one as records show that from 12-29-03 to 3-4-04 the apparatus was on runners. Runners were fastened to the axles in place of wheels on the larger apparatus and pungs or sleighs were used in place of the hose wagons. One new pung was purchased from ~~the~~ Henderson Bros. for \$125.00.

Hose #1's wagon was overhauled and painted and Hose 2's wagon was re-finished during the winter. Chief Floyd reported that Chemical #1 would have to be completely overhauled in the spring at a cost of \$200.-.

Telephones were installed at both stations and their numbers were: ~~as follows~~ Center 73-2 and Shirley St. 237-3

On May 2 a special order was issued regarding chain of command at the fire scene. In the absence of the Engineers, Capt. Coggins was to be in full command. In the absence of Capt. Coggins, call-fireman Capt. Patch would take charge of district covered by Hose 1, and call-Capt. McCarthy would take charge of dist. covered by Hose 2. If all the above were absent, J. A. Floyd and det. Lieutenants would assume command. Capt. of L 1

On May 9 a general order pertaining to response was issued. Hose 2 was to respond to boxes 16 and 18 on the first alarm. Hose 1 was to resp. to box 123 on the first alarm.

On June 27 three call firemen were appointed special fire Police. They were J. A. Brown, J. H. Eldridge and C. R. Shattuck.

In Nov. Capt. Coggins requested a \$3.00 per. week pay increase and on Dec 28 was granted a \$2.00 raise.

On Wed. ~~Oct.~~ August 24 at 12:52 P.M. box 31 was sounded for a deluging fire on Park Ave. The $2\frac{1}{2}$ story house was heavily involved in fire as the first apparatus approached. ~~and a second~~

1904

78

~~alarm was ordered.~~ It took over an hour to contain the fire which was caused by an explosion of a gasoline stove. The building was a total loss and was owned by Frank Avery.

At 10:30 P.M. on Oct 10, apparatus responded to box 24 which was pulled for a fire on Mermaid Ave. One large dwelling was fully involved and the fire was rapidly spreading to exposures on either side. Chief Floyd ordered a second alarm on arrival which brought Revere Hose 2 directly to the fire. The cause was listed as unknown. - Ocean Spray Hotel had

Beach fire House -

a roof fire -

An extra day off was awarded to fire fighter J. H. McCarthy for rescuing a woman from the ~~ground~~ roof of a burning house at 17 Thornton Park on Mon. Jan. 11. The blaze broke out on the second floor and both means of escape by stairs were cut off. The fire broke through the roof shortly after the rescue took place and over \$3,000. - damage was done by this early morning fire.

1905

(49)

On May 12, 1905, the dept. took delivery of a new one horse combination hose wagon and chemical wagon. To be known as Combination #1. It was constructed by C.W. Perkins^{Co} of Lawrence, Mass. at a cost of \$2,400.00. Purchased also at the same time was a new "cellar pipe" costing \$98.00. This new combination wagon carried twin chemical tanks, about 250' of chemical hose, at least 1,000' of 2 1/2" hose and 2 ladders. This piece was quartered at the Beach station.

Ladder 1 was repaired and painted in Nov. and a new 35' ladder was installed at a total cost of \$72.00.

In July Chemical 1 was taken out of service and sent to Lawrence where the C.W. Perkins Co. overhauled the wagon at a cost of \$500.00. In mid-August Chem. 1 returned to service.

Two more permanent men were appointed to the dept. The first was George E. Floyd, hired in April and the second was J. J. Mooney, appointed in Dec.

One new house was purchased from ~~The~~ A. Howle & Co. for \$275.00 bringing the total owned by the town to seven. Two houses at the Shirley St. Station were owned by a Mr. Russell and were used by the dept. during the winter only.

The contract for the present Beach Fire Station, was awarded to _____ on March 30 and the cost was \$19,839.50. The old Shirley St. Hose house was vacated and the new station was dedicated on Nov. 28. becoming the quarters of Hose 1 and Combination 1.

There were 55 alarms of fire during the year, 6 of them being reported by telephone. On Fri. Jan 6, 1905, 17 was sounded at 10:20 P.M. for a fire in a large wooden hotel on Sturgis St. owned by the Beacon Hotel Trust. A defective flue caused the blaze which

vacant

Comb. # 1

Combination Chem. + ladder truck

carried full compliment of ground ladders
quartered at Beach upon completion of station



GALLOPING AT FULL SPEED along Shore Drive these three fire horses draw the ladder truck of the Beach station. Note the perfect timing of the horses, the left forefoot of each hitting the ground at the same instant.

Check Comb. # 1 1905 May 12
Perkins Co. Lawrence, Ma.
possibly a ladder truck?

1905

(30) (44)

spread rapidly from the first to the third floor. On Thurs., April 20, box 15 was received at 13:24 P.M. first due hose 1 found a well progressed cellar fire in a dwelling on Four Bar Ave. Occupied by F. A. Estes. Within minutes, as lines were being laid, the fire mushroomed through the roof. An adjoining house suffered surface fire. ~~but~~ damage.

The found first recorded death by fire occurred on May 3 when Box 45 was pulled ^{at} for a house fire at 12:20 P.M. A. girl, [age and name - Town Report]

GERTRUDE JACKSON 12 yrs.

was removed from ~~a room~~ the building at 6 Marshall St. and soon after died ~~as~~ as the result of burns. The official cause was listed as "lighting fire with gasoline."

On Sept. 5 box 32 was sounded at 6:28 A.M. for a fire in the "fadden Block" opposite the Highlands Rail Road Station at 5 West Ave. The building consisted of stores on the first floor with apartments above. The building was involved from cellar to roof on arrival and a second alarm was immediately ordered by the Chief of Dept. bringing assistance from Revere and Boston. Spontaneous combustion was suspected ~~but~~ the cause was listed as unknown. The building was a total loss and the all out was sounded at 10:28 A.M.

"delayed alarm"

although wiring in the cellar was suspected.

May 3 attemp. to light gasoline stove - became human torch - Mrs. Mary McDonald attemp. rescue & was severely burned. girl died 17 hrs. later at hosp.

add fire on next page

1905 inventory from Town Report

Pauline St. Sta.

- 1 hose carriage
- ladder truck
- Chem. engine
- Chem. Hook & Ladder
- six hoses
- 2 water carts (street watering)

Shirley St. Sta.

- 1 hose carriage
- 1 horse

1906

(51) (4)

Early in 1906 a pair of horses were purchased from S.W. BOWKER for \$415.00 which brought the total number of horses in service to nine. Chief Floyd reported later that the black horse, ^{NIGGER} assigned to Hose 1 had outlived his usefulness as a fire horse and should be replaced.

A new pump was built for the new Combination by Mr. George Lounsbury at a cost of \$175.00 and was placed in service late in Dec.

In July, a new life net for Ladder 1 ~~was~~ costing \$65.00 was placed on 5

On Aug. 20, J. S. Mooney resigned from the dept. and L. H. Eldridge was appointed to fill the vacancy.

On Oct. 7, Fred Weston resigned after a pay raise was denied. A. E. Wyman was appointed to this position on Oct. 9. as relief man.

Chief Floyd, in his annual report stated that the street watering by members of his dept. should be stopped as it was placing an added burden on the already undermanned dept.

There were 21 box alarms and 16 stills during the year but only one fire causing of any magnitude occurred. [On ~~Jan. 24~~ at 9:10 P.M. Box 26 was
Christmas Eve

pulled for a dwelling fire at 50 Crest Ave. The fire, extending to the second floor, originated from an over heated furnace.] — 1905

* relief men ~~was~~ ~~for~~ covered days off.

Pauline St.
School
Jan. 06

10
Room

On Jan. 7 A. E. Wyman resigned his position and on Jan 21 H. E. Coffin was appointed to fill the vacancy.

On ~~Jan 21~~ Sun. morning, Jan. 21 one of the most disastrous fires in recent history demolished the 26 year old Pauline St. grammar school. The fire in the building had evidently been burning for some time before it was discovered by janitor Arthur Doherty. As Doherty was running to the nearby fire house, a railroad flagman, Sedge Mitchell, saw smoke and sparks issuing from the large clock tower. He ran to the corner of Lincoln & Sherman Sts. and pulled box 43 at 9:18. At the same time, box 68 at the Town Hall was pulled.

When the apparatus from Pauline St. arrived the entire upper section of the school was fully involved. The first line laid by Comb. 2 was from a frozen hydrant, which probably caused the total destruction of the building. Finally, several good streams were directed on the fire.

Assistant Chief James Sarkin with Hosemen Dan Buckley and John McCarthy were running a line from a 40' ladder at the North-east end of the building when a section of cornice fell, knocking the three men 25' to the pavement. Miraculously, all three received only minor injuries and were returned to duty.

Shortly after their fall, the men saw the the clock tower collapse into the structure and in two hours the school burned to the ground.

The cause was was ~~total~~ recorded as being a defective furnace.

On March 4, C. E. Tewksbury resigned as a permanent fireman, but was retained as a call-man. His job was filled by Fred Weston, who had, ~~for~~ himself recently resigned.

J. W. F. Woolcott was appointed Chief on May 1 after Chief Mahoney's resignation was accepted.

1907

(53)

The Point Shirley Club, a famous landmark known for years as Taft's Tavern, was almost totally destroyed by fire at 1:30 AM on Tues. June 4, 1907. The fire was discovered in the kitchen by the night watchman, who attempted to battle the fast spreading blaze. He was quickly driven back by the flames and smoke.

* Upon arrival of the first apparatus, a second alarm was ordered when it was feared that the fire would spread to several nearby smaller structures. The fire gained headway through the walls and partitions and soon ripped through the roof.

Although fire-fighting conditions were fairly favorable, the delayed alarm caused the near total loss of the building. A Boston fire boat was dispatched to the fire but because of a dense fog and a receding tide, it was of no use.

The club, located on the harbor side of Taft Ave. was a favorite gathering place of prominent Boston businessmen. The loss was estimated to be near \$40,000.00.

* Watchman tel. F.D. - Box 6 trans. at 1¹⁰/_A
all out 7⁰⁰/_A
2000' 2¹/₂"
100' ladders

1909

(34)

On July 15 Capt. A. F. Coggins was given the rank of Senior Captain in charge of the department.

At about 8:00 P.M. on Sun. Sept. 29, 09 Box 15 was pulled for a fire in the Holmes Laundry on Shirley St. The laundry was one of many stores destroyed in the long one story structure known as the "Steamboat Block". Mr. Laws, the Beach R.R. Station crossing tender, discovered the fire as he glanced towards Cottage Hill.

When ~~the~~ Hose #1 arrived flames were pouring from the rear of the building and high into the air and upon arrival of the Chief a Second alarm was ordered. The entire block was a total loss and the official cause of the fire is listed as "Rats and Matches."

All permanent men were granted a pay increase of \$1.00 per week beginning Oct. 7. Fred Weston, apparently still not satisfied with his job, resigned for the second time and was replaced by John Miller.

Still experiencing some trouble with balky horses, the dept. decided to have one horse professionally trained for use as a fire horse by D. W. Bustal. The cost for training and boarding was \$28.00.

1907

(55)

A fire that started on the fourth floor of the Ocean View Hotel about mid night on Dec. 4, 07 nearly destroyed the building as well as the adjoining buildings. The hotel, with ample exits, was emptied of its occupants within ten minutes after the private fire alarm was sounded from the lobby of the five story structure.

Box 18 was received at 12:20 A.M. and when the apparatus arrived the blaze was well under way, heavily involving the fourth as well as part of the fifth floors.

Chief Woolcott ordered a second alarm and Boston sent a steamer to the fire. Despite the bitter cold the fire was contained to the two upper floors only. The Hotel was owned by Mr. & Mrs. J. B. O'Brien and damage was estimated to be about \$5,000.00. A definite cause of the fire was never established, but a guess was that plumbers who were installing a new heating system could have been to blame.

location $\frac{3}{4}$

Sept 29, 07 Box # 15
"Rats + Matches"

The beach sec. of town was threatened with
a serious conflagration Sun eve. about 8 when
fire broke out in the long, 1 story "Steamboat
WHARF ~~Block~~" on Shirley St. Starting in the Holmes
Laundry, the fire attracted the attention of
the beach station crossing tender, Mr. Jones
who pulled box 17. When apparatus arrived
flames were pouring from the rear of the build-
ing and high into the air. A second alarm
was immediately sounded. The block was
totally destroyed and ~~some damage to~~

Dec. ~~10~~. 4, 07

Box 18

defect. fireplace

A fire that started on the 4th floor of the Ocean View Hotel about midnight (12²⁰) Thurs. AM. came near destroying the building as well as the adjoining structures but for the effective work of the W.F.D. The hotel with ample exits was emptied of occupants within 10 min. after ~~the~~ ^{alarm} ~~alarm~~ ^{box 18} was rung. ^{from the lobby} The 5 story ^{wooden} building, owned by Mr. & Mrs. O'Brien, suffered over \$5,000.- damage.

IB.

When the apparatus ^{with} ~~and~~ Chief Woolcott arrived, the blaze was well under way. A second alarm was ordered and a Boston steamer was dispatched to the scene.

→ engulfing the fourth and part of the fifth floors.

The exact cause of the fire is unknown, but a new heat. sys. was being inst. and it was possible that a plumber's touch could have been to blame.

1908

(36)

(#)

Shortly before 3:00 A.M. on April 5, 1908, the quick thinking of a Narrow Gauge engineer probably helped avert a more serious fire at Winthrop Beach. The signal was sent by engineer Howard Tewkesbury as his train was rounding the curve of the Highlands near the junction of Veterans' Rd. and Shore Drive. He saw the flames in the distance and started sounding the locomotive whistle. He used the regulation fire alarm signal of one long and three short blasts. As his train circled the town, most of the citizens were awakened by his warning.

Just before the train reached a point opposite the Beach ~~St.~~ Station, a Mr. James Flannigan ran to the Beach Fire House and alerted the men. ★ Shortly after the fire was contained, Flannigan was arrested for arson. He was found not guilty at East Boston Dist. Court on April 13. This was Winthrop's first arson case and was also the first one ever tried at the East Boston Courthouse. The fire, completely engulfing two cottages on Shore Drive at Ocean Ave on arrival of Hase, was licking at the north side of the Crest Hall Hotel. The strong southwest wind caused the fire to extend to two other buildings to the north and Chief Woolcott, on his arrival, immediately ordered the second ~~and third~~ alarm.

The dept. set up their defense at Cutler St. determined to halt the blaze at that point. When it became apparent the fire was about to pass over them, a sudden change in wind direction diverted the flames toward the ocean. This sudden wind shift and the tremendous efforts of fire fighters prevented a full scale conflagration. This, the worst fire scare in the town's history, caused over \$15,000. - damage to the cottages "Benwick", Sorrento, Capri and Outlook. ★ Box 18 was struck at 2:55 A.M.

1908

Chelsea

(37)

(46)

On April 12, 1908. box 698 located in Chelsea Police Headquarters was pulled at 11:24 A.M. for one of greater Boston's worst conflagrations in fire history. Almost three hours later Chelsea called for aid from Winthrop and at 2:22 P.M. box 133 was transmitted. Hose 2 with a full crew was dispatched directly to the fire. As the Hose Company was passing through East Boston, the fire jumped Chelsea Creek near the present site of the Standard Oil Co. (MOBIL?) ~~THE~~ ^{SINCE} most of East Boston's apparatus was already in Chelsea, Winthrop's ^{HOSE} wagon was ordered to the north end of Byron and Wadsworth streets where several lively roof fires were in progress. The men, hampered by lack of much additional help, fought the fire at this location for almost eight hours.

Meanwhile, Winthrop was being showered with fire brands from Chelsea and several large gross fires occurred in the Court Park section at 2:50 and 3:05 P.M. At 3:37 a gross fire at Pleasant St. and Woodside Ave. threatened several dwellings. At 6:15 P.M. box 133 was re-transmitted by order of the Chief to get more manpower in the stations.

The last run caused by sparks from Chelsea was at 7:20 P.M.

★ Enter Last Alarm P. 48

CREST HALL FIRE

Shortly before midnight on Friday Oct. 2, 1908, Winthrop was visited by the most disastrous fire in its history. At 11:12 P.M. box 18 was sounded for the Crest Hall Hotel at the corner of Shore Drive and Ocean Ave. ★ On arrival of Hose 1, Crest Hall was fully involved and the Ocean View Hotel on the opposite corner was becoming hopelessly involved. A second alarm was pulled from box 17 and when Chief Woolcott arrived he sent orders for a general alarm.

★ Crest Hall was largest ~~building~~ hotel on beach

1908

38 46

Little or no fire fighting was affected prior to arrival of outside help due to the many thrilling escapes and rescues performed by ^{WINTHROP} fire fighters.

The fire spread rapidly in three directions as it consumed buildings at 33, 34, 37, and 38 Ocean Ave. As the fire roared along Ocean Ave, it jumped to and consumed two dwellings at 32 and 44 Irwin St. Houses at 77, 82 and 92 Shore Drive were also leveled as well as the Crest Hall Annex.

This fire, seen in East Boston, Revere and Chelsea drew ~~on~~ a crowd much too large for local Police to handle. Acting Chief of Police Blake, realizing this, sent for aid from Fort Banks and Fort Heath. Within a half hour units from the 7th, 152nd and the 89th Coast Artillery Battalions responded and worked through the night until dismissal at 7:00 A.M.

To this fire Boston sent Engine Co's. 5, 9, 11 and 40, and Ladders 2 and Twelve. Revere sent their brand new Amoskeag steamer #2 and a hose wagon. Chief Spencer personally accompanied his Chelsea Eng. 3 and hose wagon to the blaze.

The Chelsea companies remained throughout the night and received high praise for their efforts. St. O'Brien of Boston Engine 5 and his crew worked for seven straight hours on Irwin St. and halted extension of fire in that direction.

^{the} to a fire fighter

Only injury was recorded during the fire. Driver Eldridge of Winthrop Hose 1 was burned on the right hand and right eye as he was laying hose on Shore Drive.

Water pressure, poor at the beginning of the fire, gradually improved as the 6 out of 7 steamers hooked up and pumped through long lines of hose away from the fire.

Fortunately there was no measurable wind to contend with as in the previous fire at this location.

1908

numerous

(39) (42)

At the ~~beginning~~ ^{beginning} of the fire while rescues were being made, a ladder was thrown to a ~~widow~~ ^{widow} ~~where~~ ^{where} waiting couple at an upper floor of Crest Hall. A woman, identified as Mrs. Henry ~~Dumont~~ Dumont, died as a result of rushing back inside to gather valuables. Mr. Dumont was never seen again after being rescued.

The fire was declared under control at 3:00 A.M. but details remained on the scene until late Sat. P.M. A search all day Sunday failed to uncover Mrs. Dumont's body. At the same time, searchers attempted to locate thousands of dollars in valuables lost by the hotel's guests.

A Mr. Harry Eskridge, a miner in Alaska for eight years, was contracted by the guests of both hotels to sift through the rubble in search of the lost valuables. He was to receive 25% of the find. Using a method similar to that of panning for gold, he succeeded in finding a substantial amount of lost property.

Through the news media and a Boston and New York law firm, Mrs. Dumont was found to be very much alive in New York City. She claimed her husband had deserted her three years ago and that the dead woman was Miss Annie Campbell of Cincinnati, Ohio, a manicurist known to have kept company with her husband.

On Mon. Nov. 2, charred remains of a body were uncovered in the debris but no identification could be made. Two weeks later, Miss Campbell's brother made positive I.D. through jewelry on her body. at the morgue

The near quarter of a million dollar fire was discovered by the clerk of the Crest Hall, Mr. Richard Couillard who was on duty

year of Chevy Suburban Rescue ?
" " Ford Bronco ?

Sy Chermson - W.S.D. - PICS ?

PICS needed

Almont St. School - Carter School
C.P.Y.C.
Point Shirley Y.C.
W.Y.C.
P.P.Y.C.

90 years ago
November 7, 1908

The election held across the nation benefited from good weather everywhere, especially here in New England. Taft swept the country, carrying almost every northern state, defeating Bryan by an electoral college vote of 319-156. Winthrop gave Taft 1268 votes to 236 for Bryan. 1640 of the town's 2044 registered voters turned out.

Human remains, believed to be those of Mrs. Jeannette Campbell, who also was known as Mrs. Charles Dumont, have been found beneath the wreckage of the Crest Hall Hotel Monday afternoon. The hotel burned to the ground a few weeks ago.

Mr. Sberigg had mining
experience in Alaska.

Bell Still Total

1885 - 3 bell. files
1886 - 4 " "
1887 - 2 " "
~~1887~~ 1888 - 5 " " 1889-1
1890 - 4 files
1895 -

1900 - 14 bells
1905 - 36 - 19 - 55
1910 26 - 46 - 72
1920 44 61 105
1930 82 167 249
1940 100 165 265

1950
1960 153
1970
1980

1908

60

48

at the desk. As soon as he smelled the smoke he summoned the watchman and together they went to the boiler room which was totally ablaze. It is assumed that the two men attempted to fight the ~~fire~~ ^{flames} before ~~calling~~ sounding the alarm causing tremendous headway. the fire to gain

* Last alarm

On July 16, while responding to an alarm of fire from box 36 at 1:25 P.M., fire fighter A.C. Trewoy was struck by hose 2 at the corner of Main and Winthrop Sts. Driver Mooney was badly bruised as the result of being thrown from the wagon. Fire fighter Trewoy was rushed to the Metcalf Hospital where he died early in the morning of July 17.

FOOD ON STOVE

where he never regained consciousness.

No longer doubting the need for a pumping engine, a special town meeting was called for by the Engineers and Selectmen for Fri. evening Oct. 30. A fire engine committee was appointed with authorized spending of \$6,300.00. The meeting, well attended but by no means crowded, also discussed a recent fire insurance ~~was~~ rate increase caused by the lack of a steamer.

Several apparatus builders offered to fill the needs of the fire dept. but one manufacturer came forth with a unique offer. The American La France Fire Engine Co. of Elmira, N.Y. offered to lend the town a used steamer while one was built to Winthrop's specifications. Feeling the immediate need of a steamer with winter rapidly approaching, and also considering the excellent reputation of the builder, the committee could not refuse this offer. The contract for the new steamer from American La France was signed on

Oct. 23, 08
Team Meeting
appropriated
\$6,500. ~~for~~
steamer

Wentham

1908

(61)

(49)

Nov. 12, 1908 at a cost of \$5,250. —

Some time during the first week in Nov. the borrowed Selsby steamer arrived in Boston and the town was obligated to pay a \$44.00 freight charge to the Boston and Albany R.R.. ~~At~~ local The Bangs and Ramsay Express Co., a local firm, hauled the engine to the Beach Fire House from Boston for \$6.00.

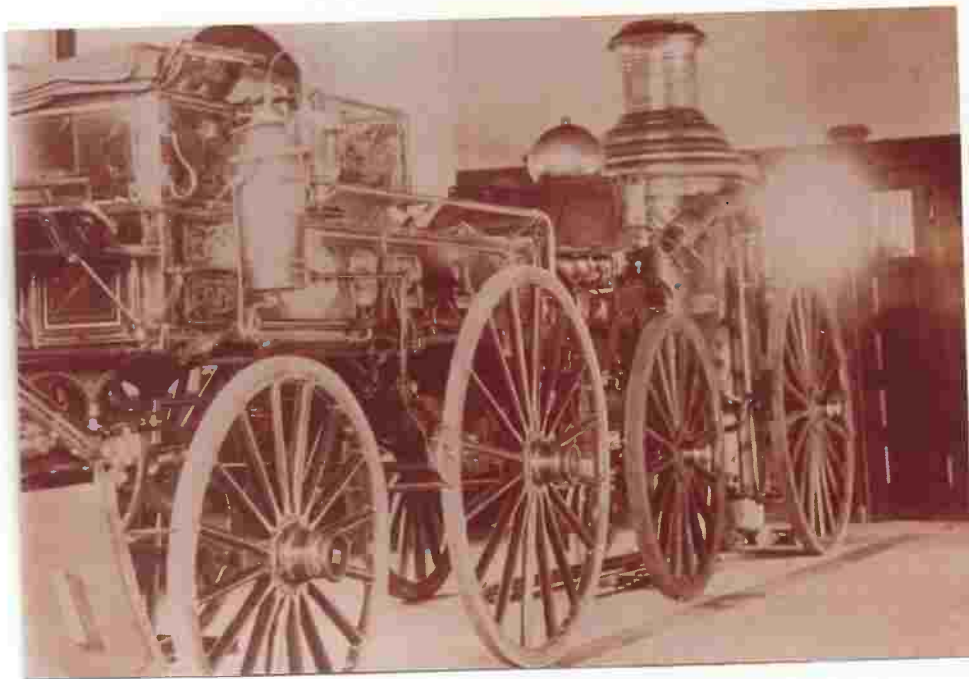
Three gray horses were purchased from the Wheeler, McEveven & Co. for \$925.00 and harnesses and related parts were made locally. M. D. W. Bristol trained the new team for \$34.35.

At a special meeting of the Board of Fire Engineers on Nov. 14, William E. Richer was appointed Engineer of Engine one at a salary of \$20.00 per week. At a meeting on Nov. 9 Arthur Menchin was appointed driver of Engine 1 at \$16.00 per week.

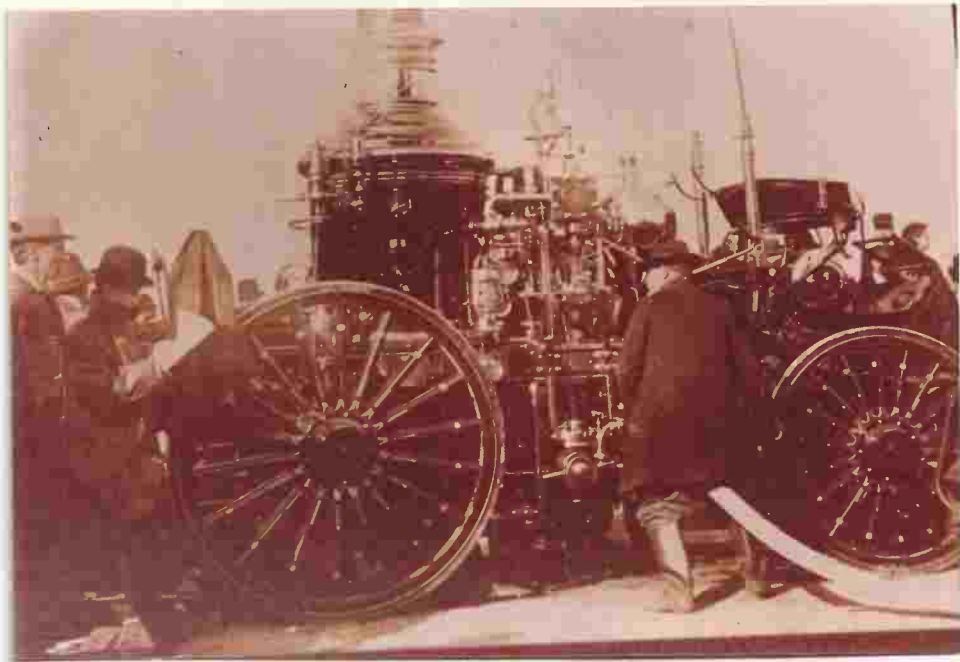
On Monday evening Nov. 16 the temporary engine was tested and witnessed by a huge crowd. Driven by Sanford Eldridge and with Engineer Richer aboard, the steamer left the Beach Station at 8:30 P.M. all fired up and ready to go to work. For action the engine responded to Hermon St. near Belcher St. and hooked up to a hydrant. Within minutes, a stream of water was played to the peak of the Baptist Church steeple. Several other tests took place before the steamer was placed in active service ~~on~~ later in the week.



HOSE CO. #1 LEAVING NEW SHIRLEY ST.
STATION 1907



HOSE CO. #1 AND TEMPORARY STEAMER
IN QUARTERS NOV., 1908



TOWN'S ACCEPTANCE TEST OF NEW
STEAMER # 1 MARCH, 1909 AT
WINTHROP CENTER 24,



STEAMER # 1 BACKING INTO SHIRLEY ST.
STATION APRIL, 1909

1909

(62)

At 9:15 on Tues. evening Jan 26, 09 a fire was discovered in Potter's Stable or Ocean Spray by Robert O'Donnell, an employee. He was credited with quick thinking as he pulled box ^{AT 9:38} 24 before taking any other action. O'Donnell, along with several other persons, rescued over 20 horses before the arrival of firemen.

The fire broke out at the height of a fierce north-west gale and the temperature was rapidly dropping causing very hazardous conditions for men operating lines from adjoining roofs. Despite the high winds and ice, a huge adjoining stable was saved.

Chief Woolcott said that if not for the steamer he would have feared a repetition of the Crest Hall fire. He also stated that those who were so bitterly opposed to the purchase of a steamer should now realize ~~it~~ that the Paven is well repaid for its investment.

Potter's Stable was completely lost and the ~~no~~ cause is recorded (~~check journal~~) as defective wiring.

1909

(63)

In mid-March the new steamer arrived and it was equipped for immediate testing. On March 24 it was taken to Winthrop Center where the official acceptance tests were performed in accordance with the law. These tests were supervised & by Professor Edward Miller of M.I.T. and performed by representatives of the builder.

On Wed. March 31, the new 8,000 pound steamer was placed in service at 2:00 A.M. as Engine one and was quartered at the Shirley St. station. The steamer, built by the American La France Fire Engine Co. of Elmira, N.Y., was known as the "second-size Metropolitan" engine.

The engine, finished in maroon and red paint with its gleaming ~~and~~ nickel-plated boiler was rated at 800 G.P.M. The Boston Fire Dept. was consulted on many occasions regarding the specifications for this engine.

After making some necessary minor repairs to the borrowed Silsby steamer, it was returned to Elmira.

1909

(64)

Balky horses caused the dept. some embarrassment on Wed. April 7 as the journal shows: "Engine one's horses ran away throwing Shuman off - smashing wagon."

A new Eastman portable deluge gun costing \$275.00 was purchased for Hose one's wagon. A new custom built pump was also bought for Sadder 1.

On Tues. evening July 27, the new steamer was taken to Shirley St. at about the present entrance to the public landing. The purpose for this was to see if a good stream of water could be delivered to the top of Cottage Hill from the steamer drawing sea water below, fearing that the salt water would harm vegetation, an equal amount of hose was laid out on Shirley St. two lines were stretched out and an engine pressure of 140 P.S.I. was maintained at the pump. This layout was about the equivalent of 320 feet of head. Cottage Hill being but 103 feet high, the nozzle pressure at the top the hill would have been around 90 P.S.I. - ample to play over any building there.

- OVER -
Some time after the delivery of the new steamer, it was decided to run it on second alarms only. Hose 1, however, responded to first alarms.

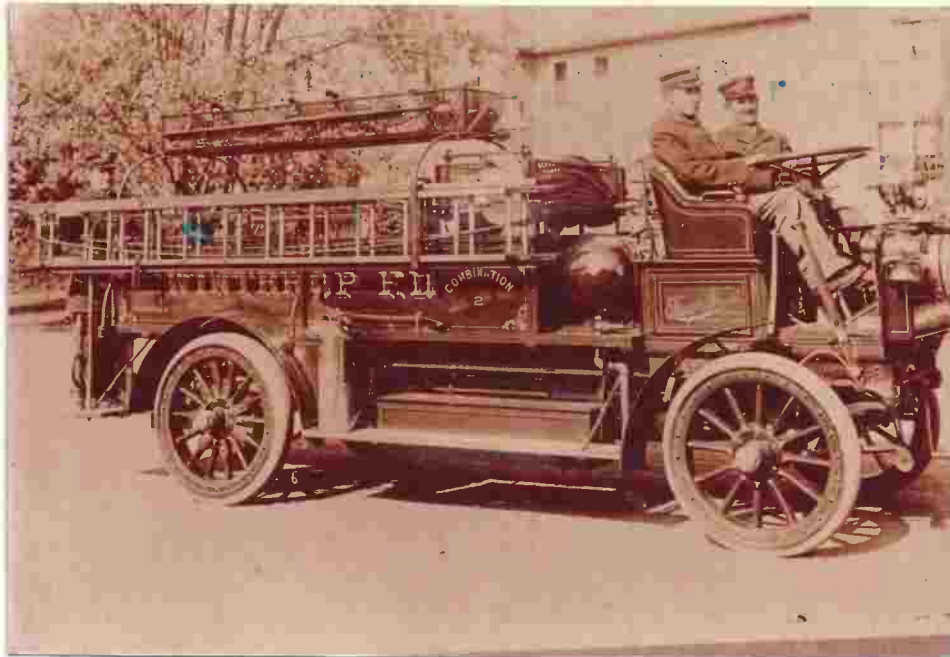
no record of new
steamer run on second
claims only

1909

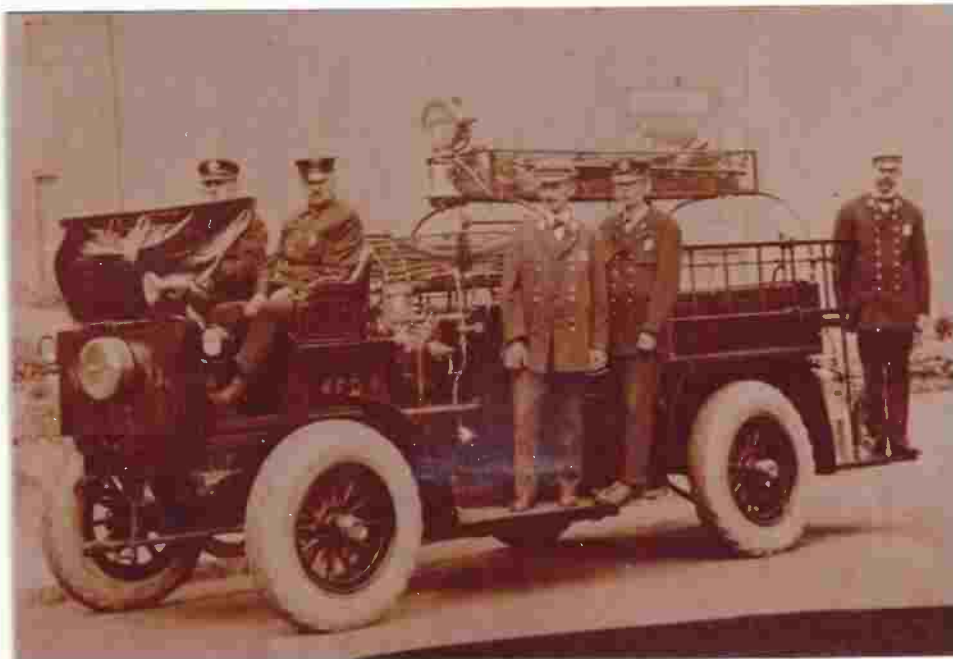
(65)

At 4:57 P.M. on Sept. 9, 1909, box 19 was pulled for a three story building at 295 Shirley St. The fire, originating on the third floor, was nearly through the roof as the apparatus approached. Mrs. Johnson who operated a hand laundry on the first floor was awakened from a nap by the barking of her dog. Confused and almost overcome by the smoke, she barely escaped the flames.

This was one of the first fires requiring the use of the new steamer. It pumped ^{through} several lines for over an hour.



COMBINATION #2 AS IT APPEARED THE DAY
IT WAS PLACED IN SERVICE 9-28-1910



COMB. #2 WITH BALLOON TIRES - 1918



1910

(66)

At an early hour Sun. March 20, 1910 Highlands residents had quite a fire scare caused by a blaze in the Argyle Stables*. The fire was discovered by C. J. Sherman, a Boston newspaper man who turned in the alarm from box 31 shortly before 3:00 A.M. This was followed by another on the arrival of the Chief.

The spectacular blaze at one time threatened several apartment houses nearby. The stable, which had been used for the storage of carriages, was one of the oldest landmarks in the area.

The apparatus had a long run from the Center and Beach districts and when firemen arrived, the stable was fully involved. A large quantity of hay and grain contributed to the rapid burning. Twelve expensive carriages were lost in this fire which was of incendiary origin.

* on Revere St.

On Wed. Aug. 9 box 133 was transmitted for mutual aid to Boston where two multiple alarm fires were raging. The first fire, at the Blacker and Shepard lumber Co. on Albany St., was a six-alarm fire. Following closely was a five alarm building fire on High St. Winthrop Hose 2 covered Boston Eng. 9 for 11 hours.

On Sept 28, the town's first motorized apparatus was placed in service as "Combination 2" at the Central Station.* ~~It~~ was built by the Kelley Motor Truck Co. of Springfield, Ohio on a Miller-Froyer 2 ton chassis. The cost of this unit was \$3800.- delivered. from the agent, D. P. NICHOLS Co. of Cambridge Mass.

The engine, a blower-cooled 4 cylinder - 4 cycle developing 35 H.P., was coupled to a four speed transmission, giving a top speed of 30 M.P.H.

* It was simply a hose wagon with chem. equip. and ~~was~~

The wheels specified were selected hickory "artillery type" with 36x4 Hartford solid rubber tires. The chemical equipment consisted of a 40 gal. tank with 250' of $\frac{3}{4}$ " chemical hose. The ~~generous~~ large hose body could carry about 1500' of $2\frac{1}{2}$ " hose as well as two roof ladders.

Special equipment installed was a speedometer and odometer and oil lamps for the sides and rear end. A large Solar search light was mounted on the dash. along with a 12" gang. A 10" brass bell was mounted on top of the chemical hose basket. The contract called for the painting, lettering and trim to be of the Boston style. ~~[This new piece of apparatus eliminated one horse from the roster leaving only two at Pauline St.]~~

At this time there were seven horses at the Shirley St. house named: Bill, Harry, Fred, Don, Dandy, Nigger and Della.

~~[This new piece of apparatus retired Horse Co. 2 from active service leaving only two horses at the Central station.]~~

1910

68

On Fri. morning Nov. 25, 1910 at 2:30, Winthrop was again struck by a disastrous hotel fire. This time Young's Hotel at the corner of Newbury St. and Winthrop Shore Drive and an adjoining guest house were totally destroyed.

The fire, which started in a linen closet, was out of control when apparatus arrived. A second and third alarms were ordered in rapid succession bringing Boston Engine Co's. 5, 9 and 11 to the fire. They arrived too late to save the hotel but did good work protecting the many exposures.

So rapid was the spread of the fire, none of the occupants saved anything but themselves. A third floor occupant, Mrs. John C. Beggs, whose escape by stairs was impossible, grasped her small son and leaped from a third floor window as ladders were being raised. She was removed to the hospital and it is doubtful if she survived.

Another occupant of the third floor became trapped but kept his head and tied together bed clothes. He lowered himself out of his window and was approaching the half way mark when the sheets tore. The man, F. E. Slater of Hartford, Conn., fell to the pavement critically injured. His screams attracted firemen who removed him from the alley.

Chief Belcher said: "nothing but the abundance of water and the comparatively light wind saved the entire Beach section from destruction. When we got there, the flames were breaking through the roof. I cannot imagine how an alarm was not turned in sooner."

The hotel and the adjoining guest house were both owned by Mrs. Sizzie Young and her loss was over \$50,000.00.

Ch. on outcome of
Mrs. J. C. Beggs & son

also

F. E. Slater

1910

(69)

At this fire Eng. 1 pumped at 140 to 160 P.S.I. for $4\frac{1}{2}$ hours straight into two lines which were seamed into hose in gun which ran a $1\frac{3}{4}$ " tip. The new Combination 2 laid all of its 1500' of $2\frac{1}{2}$ " hose in record time.

At this time it should be noted that 38 of the 40 men on the dept. responded. It was common policy to allow all single men of the dept. to occupy spare sleeping quarters if they so requested. This boost in manpower was ~~beneficial to the~~ without question beneficial to the dept on the morning of Nov. 25. Eng. 1 left their quarters with 8 men and Comb. 2 responded with 6.

On Mon. evening Nov. 28 an inquest was held behind closed doors at the Beach station. Deputy Chief Geo. C. Neal was in chg of the Mass. Dist. Police was in charge of the hearing which lasted four hours. After testimony was heard from some 30 persons, including firemen, it was determined that the fire had started in the laundry room and was purely accidental.

A new "Greater Boston" mutual aid system had recently been adopted. Area

Fire Chiefs had been pressing for some sort of an automatic response type of aid for some time.

The first call for aid under this new plan came from Winthrop during the fire of Nov. 25. Under the old system, the Chief requesting aid would have to send a man to telephone Boston Fire Alarm H.Q. and state his needs. Fire Alarm would then have to locate the Chief in command of the needed apparatus. The engine houses would then have to be notified

individually. In the same awkward manner vacant stations would have to be covered.

Under the new system, Winthrop's designation was 696. This is what happened on the morning of Nov. 25. Chief Belcher called Boston requesting a first alarm mutual aid assignment quickly followed by a second alarm assignment.

Boston immediately struck box 696 which was received in all Boston stations as well as in Newton, Somerville, Chelsea, Milton and Brookline. According to assignment cards apparatus automatically moved forward as follows: On the first alarm mutual aid request, Boston Eng. 11 to

1910

(7)

the fire. Boston E5 to E11. Chelsea E1 to Boston E5. On the second alarm mutual aid request Boston E5, 9 to the fire. Boston E40 to E9. Boston E26 to E40. Chelsea E1 to Boston E11.

Had Winthrop requested a third or fourth alarm response, apparatus would have continued to move forward like clock work, all this movement requiring no orders from neighbouring Chiefs.

Winthrop's first recorded auto fire was at the Best Garage on Shirley St. where a new car was badly damaged as the result of a back fire. Comb. 1 responded to this call on Dec. 2.

Central

Comb. 2
Chemical 1
Ladder 1

Beach

Eng. 1
Hose 1
Comb. 1

1911

(72)

Several persons narrowly escaped with their lives on Oct. 11, 1911 from a roaring fire which was discovered at 1:15 A.M. in a house at 1 Win. Shaw Drive. When apparatus arrived most of the occupants were safely in the street but firemen were told of two persons unaccounted for and presumed still inside the blazing structure.

Both the driver of Eng. 1 and Hose 1 dashed inside and after a grueling search located two unconscious victims in different parts of the building.

The fire was brought rapidly under control but not before gutting the two story structure. The building was owned by Mr. Richards and no estimate of damage was given.

During the year 1911 new fire alarm equipment was installed which made Winthrop's system one of the most modern central office systems in the state.

It consisted of a five circuit storage battery switch board, a new metallic battery rack, a five circuit automatic repeater and a five circuit protector. This new installation cost the town \$2,200.00.

The total cost of maintenance for Comb. #2 for one full year was only \$22.70.

1912

73

On April 29, 1912 Capt. A. F. Coggins was appointed to the position of Acting Chief of Dept. at a salary of \$ 1,337.57 per. year. This was the first time in the Town's history that a permanent member held a chief officer position.

Effective at mid night May 13, 1912, personnel re-assignments took place on Chem. 1 and Comb. 2 at the Central Sta. and on Comb. 1 and Eng. 1 at the Beach Station. Hose 3 at Point Shirley was ^{also} re-organized with Lieut. R. W. Patch in command. Mr. E. Loegge had been in command of this company in its hand-drawn days and held the rank of Capt. One of the reasons for Mr. Patch's appointment was the fact that he owned the necessary horse.

In an order issued in July it was stated that under the new wage scale, permanent members of the dept. shall consider themselves on call on their days off at no additional pay.

On Thurs. morning July 11, a severe electrical storm was severely felt in Winthrop. A bolt of lightning crashed through an open window of the Central fire station and struck Chief Coggins while he was tending to the fire alarm board.

The storm swept in from the west in all its fury at about 11:30 and another bolt of lightning hit the E. B. Newton School starting a lively fire.

ABOUT 1912

The above picture of the Shirley St fire house and the horse drawn equipment is of the era when the Town was changing over to motorized facilities.

The fire house is still there, over fifty years later, but horses have not seen the inside of this building since then.

The fireman farthest to the right of the single white horse is R. Elden Crosby -- the others at present not identified.

1912

(74)

Arthur Teeksbury, Janitor of the school, ran to the Central station to repair a fire on the second floor. In a matter of minutes, heavy smoke was pouring from the cupola. It was a difficult fire to fight as the lightning caused at least four fires between the second floor and attic.

The bolt apparently entered through the cupola as no holes could be found in the roof. The damage was set by school officials at \$8,500.-. The dept. used at this fire 2,000 feet of hose and 400 feet of ladders. The call-out was at 5:10 P.M.

Fireman Sanford Eldridge was suspended from duty on Sept. 30 after being accused of causing injuries to the two horses of Eng. one's team while returning from box 26. After a lengthy investigation, Eldridge was returned to duty on Oct. 4 with no loss of pay.

During the year the dept. purchased its first Chief's car from Harry A. Smith. It was a 1912 Buick model 10 roadster with a price tag of \$400.00. It was equipped with a brass bell, several fire extinguishers and other small tools. This vehicle proved invaluable in answering many minor calls for assistance thereby relieving other apparatus.

* \$200.00?

1913

75

Starting from an overheated furnace, a fire broke out in a house at 36 Plummer Ave. occupied by John McNaught and burned with intense fury shortly after 11:00 A.M. on Feb. 10, 1913. At about 10:50 Mr. McNaught's daughter smelled smoke and after investigating from the attic down, she discovered it was coming from the cellar. When she foolishly opened the cellar door she was nearly overcome by the tremendous blast of heat and smoke.

She quickly mustered the family together and instead of calling for help, a bucket brigade was formed. Not reaching the flames with any effectiveness, they frantically fought the fire for over five minutes. Finally one member of the family ran to the corner of Buchanan and Pleasant Sts. and pulled box 61.

The delayed alarm allowed the blaze to spread beyond control of the local dept. and on his arrival, Chief Coggins ordered a second alarm. Firemen made a daring rescue of Mr. McNaught's 90 year old mother who, in the confusion, was forgotten in her upper floor bedroom. The fire was brought under control after an hour's battle, but the dwelling was destroyed.

1913

(76)

Four days later on Feb. 14, three more rescues were made over ladders in a fire at 25 Teeksbury St. at an early hour. At 6:31 A.M. box 16 was received and first arriving apparatus found the three family house heavily charged with smoke.

It was reported that John Walsh, his wife and sister were still in the building. The Wheeler and Melven families, occupying the first and second floors had safely escaped the fire. Ladder one's crew quickly laddered the third floor and after taking much punishment, located and removed the three victims.

This fire, caused by a defective flue in the cellar, extended up through the roof.

Walled in by flames and prostrated by heat, smoke and shock, Daniel McReery of Winthrop St. was rescued ~~by~~ from a blazing houseboat moored near the Pleasant Park Y.C. by occupants of a nearby vessel on March 7, 1913. ~~He and~~ McReery and two other owners of the boat, Capt. W.E. Clark and Robert McLean, were melting tar on a stove in preparing to seal some leaks in the craft. Carelessly, they

1913

(77)

allowed the tar to boil over turning the cabin into an inferno. Clark and McLean dove through windows to safety, but McRury was overcome and fell back into the fire. The rescuers, Richard Green and Louis Seach, rowed the three victims ashore where first aid was applied by firemen.

McRury, with third degree burns of the face, neck, arms and hands was rushed to the hospital by Chief Coggins in the Chief's car. Firemen were able to reach the burning craft before the hull was totally destroyed.

In 1913, Win. firemen enjoyed a form of entertainment still seen today at firemen's Musters. It was the tug-of-~~war~~^{wah} held at the old Dream Theatre across from the present Beach fire station. The competition for the Woolcott Cup provided some close contests between teams from both stations.

Three contests were held on Nov. 21, 28 and Dec. 5. The Central station team won the cup with Charlie Berrill as team captain. Other members of the team were: Bill McLaughlin, Simon Rock, Ellis Floyd and Jim Sheerin. Tim McCarthy coached and Tim Mahoney was the referee.

1914

78

On Monday afternoon Jan. 26, 1914, Winthrop's new \$5700.00 Robinson ladder truck was delivered from St. Louis, Mo. Equipment included a full compliment of ground ladders, forcible entry tools and chemical tanks and hose. This truck was placed in service ^{as Ladder one} at the Central station replacing the horse-drawn truck on Jan. 29.

Old Ladder 1 was re-furbished to a degree and later in the year was placed in service as Ladder 2 at the Beach station with ~~two~~³ houses.

On Feb. 9 E. H. Wyman was appointed mechanic in charge of motor apparatus with Leon Woods his assistant.

Also on Feb. 9 the new Ladder one had its first run. An alarm from box 26 was received at 10:15 P.M. for a fire in the Lighter House on Cliff Ave. ~~The large rooming house was heavily involved in fire in the attic.~~ All of the fifteen guests managed to escape to the street unharmed. ^{Before} the arrival of the apparatus, the fire, confined to the attic and roof was brought under control quickly and the all out was sounded at 11:20 P.M.

~~July 19, 24 (Win Rev.)~~

June 25, 1914 - Salem conflagration 1:30 P.M.

1,376 beds. lost over 253 acres
fire $1\frac{1}{2}$ mi. wide, $\frac{1}{2}$ mile long

20,000 homeless

10,000 out of work

\$15,000,000.00 est. loss

Oct. 1915

(79)

There were, in the past, many times when the exhausted condition of the ^{fire} houses caused some serious situations. The increased running combined with old age was now taking a noticeable effect on the animals. On Oct. 12, 1915, while responding to box 45 at 9:30 A.M., Ladder ~~one~~ ^{two's} houses "Don" and "Dan" acted up and caused an accident to the truck on Hermon St. Don, a veteran fire house was simply unable to keep up the pace of his younger partner Dan. Dr. Harris tended to both houses and recommended that Don ~~they~~ be retired.

On Sun. Oct. 17, old "Della", one of the department's finest houses, became exhausted while responding to two back to back false alarms from box 32 and 29. She collapsed in the shafts and put Hose one temporarily out of service. Hose 3 covered Hose 1 until a replacement for "Della" arrived.

The retirement of the two houses was sorrowful news to those who thrilled at the sight of the animals racing to an alarm giving their complete performance.

Later in the year an alarm was given for a house fire on Cottage Hill. When the motorized apparatus reached the scene at the same time as the house-drawn apparatus

Oct. 1915

(80)

From the Beach station, it was clearly evident that the time had come for greater motorization.

There was now no question that auto fire engines were faster than the finest horses had been. The new motor driven apparatus did not need oats and hay, nor the services of a veterinarian. They did not require constant exercising or shoeing and few firemen really missed stable duty. The motor fire engine had by now proved itself more efficient, and in the long run cheaper to operate.

At the end of 1915 the total mileage of all apparatus was 702. The motor driven apparatus used 1,560 gal. chem., threw 881 ft. of ladders and laid 13,000 ft. of hose. The horse drawn apparatus used 408 gal. of chem., threw 502 ft. of ladders and laid 4,950 ft. of hose.

There were 160 alarms during the year of which 26 were working fires.

1916

81

A conflagration of undetermined ^{origin} ~~cause~~ raged through the Ocean Spray section on Sat. Jan 22, 1916, destroying seven buildings and heavily damaging six others. At 11:25 P.M. box 24 was sounded for a building fire at 37 Mermaid Ave. and when the apparatus arrived, this building, the "Waverly" cottage, was fully involved and had extended to the entire east side of the four story "Monarch" at 35 Mermaid Ave.

Chief Woolcott immediately ordered a second and third alarm bringing Winthrop's Engine one and Hose 3, Revere's Motor Combination B, Chelsea Eng. 2 and Boston's Engines 5 and 11. To the fire. An off shore wind blew a gale from the south-west driving the flames before it in a zig-zag pattern. The fire, discovered by Peter Nelson of Bartlett Parkway, was totally out of control before Engine one had up sufficient steam and the "Monarch" was a tower of seething flames. So erratic was the spread of the fire, placement of apparatus became nearly impossible but assignments were as follows: Winthrop Eng. 1 was hooked up at Trident Ave. and Shore Drive and pumped two lines. Comb. 2 and Spd. 1 under command of Assist. Chief Bangs threw up a water curtain on Mermaid Ave. in a vain attempt to protect the

1916

Originating from an undetermined cause at 11:25 PM on Sat. Jan 22, 1906 the four story apartment house Monarch and thirteen other buildings were either totally or partially destroyed.

1916

Boulevard Hotel. Reeve Comb. B under command of Capt. William Pratt, took much punishment at Shore Drive and Mermaid Ave. but saved the "Lincoln" cottage. Chelsea Eng. 2, under the command of Chief David Hudson, took a hydrant on Shirley St. and ran two lines up Coral Ave. Being driven from their position many times, they won a hard battle and saved 30 Coral Ave.

Boston Eng. 5 with Capt. M. F. Jay was spotted on a hydrant on Shirley St. and ran two lines to their hose wagon on Mermaid Ave. opposite Win. Comb. 2. Eng five's wagon had a deck gun which was very effective at this location. Win. Hose 1 and "Boston Eng. 11", commanded by Capt. Cornelius Seary made their stand at Shore Dr. and Coral Ave. where they defended the 3 story "Billows."

This fire totally consumed the "Monarch", the "Waverly", the "Olympus" at 39 Mermaid, The "Columbian" at 41 Mermaid, the "Sealand" at 191 Shore Dr., a dwelling at 190 Shore Dr., a two-family house at 187 Shore Dr. and a single family house at 44 Coral Ave.

This \$100,000.00 fire was ^{probably} ~~possibly~~ caused by vandals in the unoccupied "Waverly" cottage but the possibility of an undetected cellar fire in the "Monarch" was not ruled out.

ABOUT 1918

Group of thirty firemen, standing, and eight of the old-timers, sitting, in front of Center (Pauline Street) fire house -- occasion not stated. Of those sitting the third from the left is a Mr Walton and the third from the right is W^m C. Ham. Among the identified firemen are: -

Howrie Woods	R. Eldon Crosby	Charlie Burrell
Frank Floyd	Clarence Collins	George Floyd
Millard Smith Jr	Tim Mc Carthy	Howard Perkins
Elie Floyd	Sam Brown	Harry Newton

June 12, 17

1917

new Chandler Chief's car. \$420.00

del. and

On July¹⁷, the dept's 2nd motorized ladder truck was placed¹ in service at the Beach Station. This truck, similar to the one bought in 1914, ^{as L-2} was built by Maxim Fire App. in Middleboro, MA at a cost of \$5,100.00. It was fully equipped with ground ladders, tools, and a chem. tank.

Later in July, 3 horses, no longer needed, were sold for \$500.00

On 7/30* ~~Harold Perkins~~ fire fighters Harold Perkins, Charles Burrell & James Sheridan^R were granted a leave of absence with pay because of their call to duty with the Winthrop Machine Beer Co. of the

* because of ~~the~~ ^{Mass. State Guard} over involvement in W.W.I. (went to France with Amer. Expeditionary forces)

On^a Mon. ~~Sept~~ morning in Sept., a family of 3 barely escaped flames when they became trapped on the 2nd floor of a house on Cottage Ave. A neighbor, George Harris, discovered the fire at 0200 and notified the fire dept. As flames broke through the roof of the 2 1/2 ~~7~~ bld, Harris forced the front door and rescued Mrs. SCATES. Husband Hollis and his daughter managed to follow safely. Damage was set at \$5,000.00.

1918

Eng. 2 Ahrens - for triple comb.
(\$8,539.00) 750 GPM. 1st motorized
engine 4/18 - (\$12,500. - ?)
triple comb.

In April, the towns first motorized pumping engine arrived and after acceptance + tracking, was placed in service as Engine 2 at Pauline St. Built by Ahrens for in CINCINNATI, OHIO, it carried 600? ft. of 2½" hose and had a pumping capacity of 750 GPM. The price for this engine was \$8,539.00 (\$12,500. - ?)

Later in April, Combination 2 went to the Beach Sta. and with some modifications, ~~to both~~ was able to tow Eng. 1's steamer. This move eliminated the need for 2 horses which went to the Park and Street Depts.

On Wed. May 22 at 0230, the city of Revere called for help at a three alarm fire on Beach Street Ave in the Beachmont section. Eng. 2 and Ladder 1 resp. to the fire which involved a large wooden warehouse and an HALL'S stable. Eng. 2 pumped for many hours helping to prevent a potential conflagration atop the hill.

1918 Chandler
Chief's buggy

1919

On Sept. 25 at 1:40 AM, firefighters were summoned to a reported building fire at the "McNeil Block" which was located at 199 W. North St. Upon arrival of Eng. 2 and Ladder 1, heavy smoke was showing from all floors of the three story wood frame building.

Ladderman Wm. A. Floyd and others entered the upper floors and woke all occupants. Several rescues were also made. The fire, in the cellar of the "Sweeney and Rich Grocery Store" had spread to the cellar of an adjacent vacant store on Madison Ave.

Because of the immediate life hazard, a second alarm was struck for box 68 bringing help from Boston and Revere. No loss of life occurred but several minor injuries to firefighters were reported.

1920

"General alarm" was the excited cry spreading rapidly throughout town shortly after 10:45 on Saturday, Jan. 14th. Box 34 at Almont and Cross Sts. had been pulled for a fire in the Almont St. School.

First to arrive at the scene, Chief John Tewksbury ordered the 2nd and 3rd alarms as he feared the fire would extend to several nearby structures.

As the large 2½ story wood frame school burned, a fierce hot air explosion occurred severely burning the eyes of fire lieutenant John McMichael.

Mutual aid responded from Dover, Chelsea and Boston. The Fort Banks fire Dept. responded immediately when a soldier spotted the fire and reported it to the base fire station.

The 32 year old building was built at a cost of \$100,000.00 and was now a total loss. Thankfully, the fire occurred on a Saturday instead of a school day when the school's 9 rooms would have been occupied with 325 pupils.

The cause was very difficult to determine due to the total destruction, but a defective furnace was suspected.

1920

One of the most spectacular fires in many years occurred at 1:00 A.M. on Friday, July 31, when the buildings of the "Wulthrop Pure Ice Co." were destroyed. at the end of Argyle St.

Chief Felcher quickly ordered the 2nd alarm when he realized the distance from the fire to available hydrants would require long lines of hose. Also, there had been a delayed response causing the fire to gain terrific headway. The delay was caused by a motorist who saw the fire in the distance and pulled box 26 which was at least a half mile away. Mr. Young of 3 Bayan St. reported the fire location after the pulling of box 26, but the damage was done.

Chief Kimbal with Devere Eng. 3 along with the Port Banks F.D. did a commendable job supplying much needed water to the fire. At the height of the fire, Chief Kimbal barely escaped death when a falling wall grazed him.

Covering companies were sent to several locations in the Highlands to extinguish roof and glass fires caused by fire brands which rained on the area far over an hour.

The cause of the fire, if not arson, was probably sparks from a passing train.

1921

On Jan. 31, the permanent men started working the "Two platoon system." This required the hiring of two more men bringing the permanent force to ten. Under this system the men worked 5 shifts of 24 hrs. each with 1 hour off for each of 3 meals. The salaries were \$31.00 a week for first year, \$33.00 wk. for 2nd year and \$35.00 wk. for 3rd yr. The men were compensated for responding to alarms when off duty.

Shortly before noon on April 12, large volumes of smoke were seen rising over the Court Park area. Mr. E. Montgomery, a Boston fireman assigned to Engine 5 in E.B. was off duty and at his father's home at 137 Court Rd. He was working on his car in the driveway when a man unknown to him stopped to question him about the Armory building. Shortly after the man left, the smoke was noticed and the alarm was given.

Chief Belcher, just to arrive, quickly sized up the situation and ordered a second alarm bringing Revere Eng. 3, Easton Eng. 5 and 11 to the fire. The smoke was the worst ever encountered by many of the men and the fire was fought in relays.

Lawrence Burns of Ladder 2 suffered a severe cut to a ~~the~~ hand and was sent to the hospital. Henry Keough of Eng. 2 received a severe cut to a hand and burned eyes. Willard F. Smith and Al Teer'sbury were overcome and removed from the roof. Also Capt Loggins and the off duty Boston fireman Montgomery were also suffering burns and smoke inhalation. All but a few were transported to the hospital.

This building, originally at Lynn Beach, was brought to Wm. by barge and was used as a dwelling and club house. Later it was used as the Armory for the Whittois Machine & Eng. Co.

- OVER -

1922

~~the most recent~~
~~the most serious fire of any~~

A near disaster was averted ~~at~~ at 2:44 A.M. on Apr. 19^{22?} when box 68 was pulled off for a build. fire at Wm. / Jeff. Sts. by Police Officer ^{Biel} Wells

The 3 story build. housed the store of Andrew Verdi with apts. above. Officer Wells with Officer ^{DAN} Beckley entered the smoke filled build. and barely managed to evacuate the tenants safely.

The fire, believed to have originated in the _____ raced up the walls and partitions causing over \$10,000 in damage. No injuries were reported.

1923

A new hose wagon with chemical tanks was built by the members of the department. ~~The~~ ^{NEW} 1923 Ford "1" ~~was~~ ^{chassis} purchased from Wuthrop Motor Sales ~~at~~ on Woodside Ave. for \$500.00. This apparatus went in service in June as "CHEM. 1" at the Central station.

The "Kelley" Combination 2 at the Central station is 13 yrs. old and getting tired. The town appointed a committee to study the need for new apparatus. As a result of the study, Town Meeting approved funds for a new engine. ~~The~~ Athens-fox was awarded the contract for a new pumper to be delivered next year.

* ^{THURS.} At 11:00 P.M. on a cold night in late December, a fire near Bennett's Ledge (Bell's Ledge) was spotted by Wuthrop Police Officer Walter George ~~and the Barry brothers of Wood St. who were on Main St. who pulled box~~ #5 at the corner of Marshall + Main Sts.

The building, a boat building shop, was fully involved. ~~The~~ Another building close by was used for winter storage of many boats + yachts. In the yard near the beach were another 50 to 100 ~~boats~~ various other sailing craft.

Chief Belcher directed his men to protect the exposures since the original fire building ~~was gone~~ and four boats were lost. This fire was next to Walter Baker's Gas Station approximately opposite #42 Main St. The loss was over \$10,000.

7/20 Box 133 1:12A to 6:00A ?

→ 12/27 Box 45 11:22 P.M.

According to records, the dept. owns 3,250' of 2½" hose — the most in dept's history

*

1924

triple
comb.

On Sept. 11, Eng. one's new Ahrens-Fox¹ sampler went in service at the Beach station. The cost to the Town was \$12,600.00 fully equipped. It had a four cyl. eng. developing 80 H.P. and had a pumping capacity of 1,000 G.P.M. It carried 1200 feet of 2½" hose and a 40 gallon chemical tank. * No longer needed, the old steamer was sold on November 25. It is unknown what became of the old "Kelly."

Also during Sept., Capt. Alonzo Coggins requested his pension. He had put in 37 yrs. of service, 28 of them as Supt. of Fire Alarm. His pension was granted and was to take effect on 1/1/25.

* with 200' of 1" chem. hose.

*

1925

→* In April the dept. purchased a used roadster from Wm. Motor Sales for \$148.50. The perm. members of the department modified this car into a light-duty truck for use by Fire Alarm unit.

* On Feb. 3, Joseph H. Deal Jr. was appointed to Supt. of Fire Alarm to fill the vacancy created by Capt. Loggins retirement. Capt. Loggins died on April 11 at age 61.

On Nov. 15 at 1:25 A, Box 24 was struck ~~off~~ for 189 Shirley St. first due Eng. 1 found Goldberg's Garage behind 189 Shirley St. fully involved with extension to another garage at 10 Shirley Park. Minor extension to 189 Shirley and to the Community Garage at 203 Shirley St. the house at the rear of

was quickly controlled.

uninsured

There was a large loss to 18 to 20 cars stored in Goldberg's Gar. On his arrival, Chief Belcher ordered a second alarm bringing help from Boston, Chelsea and Revere

Total fire loss for the year was \$57,613.21 and claims paid was \$41,615.71. Total responses for the dept. during the year was 201

1926

On July 7 at 6:35 P.M., box 59 was pulled for a roaring fire at the Cottage Park Yacht Club. The fire was discovered by Commodore Roy Pagan. Upon his arrival Chief Belcher called for second and third alarms being assistance from Boston, Roxbury and Chelsea.

Several exposure buildings caught fire from flying brands, but were quickly extinguished. Some club members, thinking they had time to save personal items from their lockers, barely escaped through windows when the ~~flaming~~ ceilings above them collapsed.

The building was a total loss and the cause was determined to be

Ch. 2-4-26 Shuley St.
mult. bldg. ?

Ch. 4-24 274 Bowdoin St.

Ch. cause at C.P.Y.C.