

1901

(42)



On ~~Nov 19, 19~~ Jan. 28, 01 J. McCarthy was appointed to the permanent dept. as driver of Hose 2. and ~~on~~ 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 -

2 gray and 2 bay horses

made Captains at a salary of \$15.00 per. wk. and Weston, and McCarthy, ^{Tewksbury} received \$12.00 per. wk. *
two ~~four~~ 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 4700' of 2½" 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 2½ story dwelling on Cottage Ave occupied by W. C. Felkin. An overheated 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 at 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.~~ ^{original} was the only part of building left unharmed. For a \$13,600.00 loss, to ~~the structure~~ the insurance only covered \$5,000.00. For the \$8,200.00 members loss, \$5,349.- was paid.

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 -

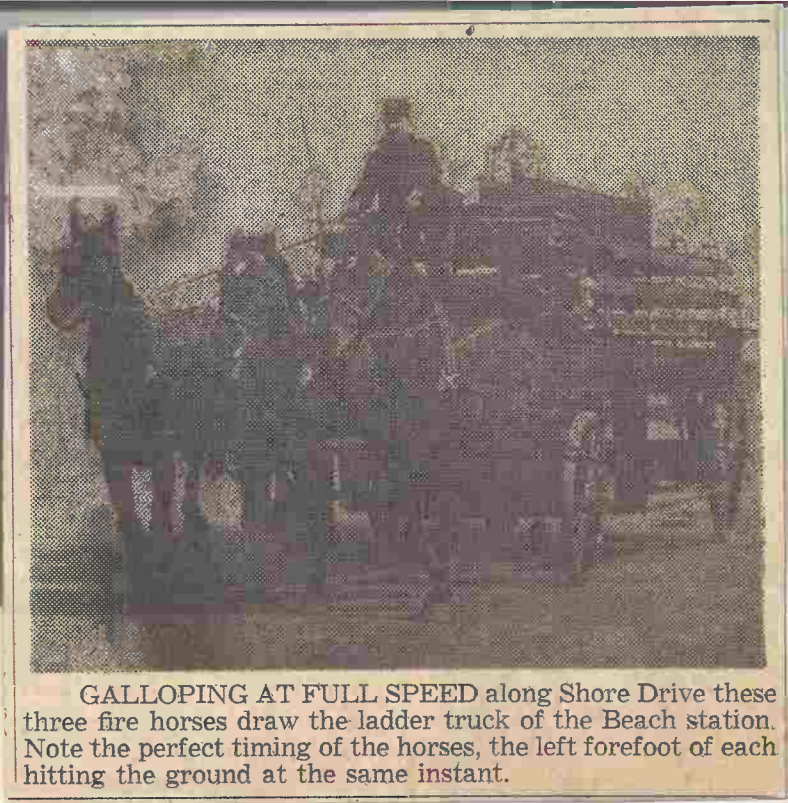
a roof fire -

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 Thimbleton 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.

Comb. # 1

Combination Chem. + ladder truck

carried full complement 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
possibly a ladder truck? Perkins Co. Lawrence, Ma.

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) ~~51~~

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 Lounsbro 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

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

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. Loggins 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} ~~was~~ ^{box 18} rung. ~~from the lobby~~ ^{wooden} The 5 story building, owned by Mr. & Mrs. O'Brien, suffered over \$5,000.- damage.

IB.

When the apparatus ~~and~~ ^{with} 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 Hope, 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)

(45)

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?) ^{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 ~~wind~~^{wind} 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 Kouillard 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 ~~was~~ from American La France was signed on

Oct. 23, 08
Town Meeting
appropriated
\$6,500. *gds*
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.

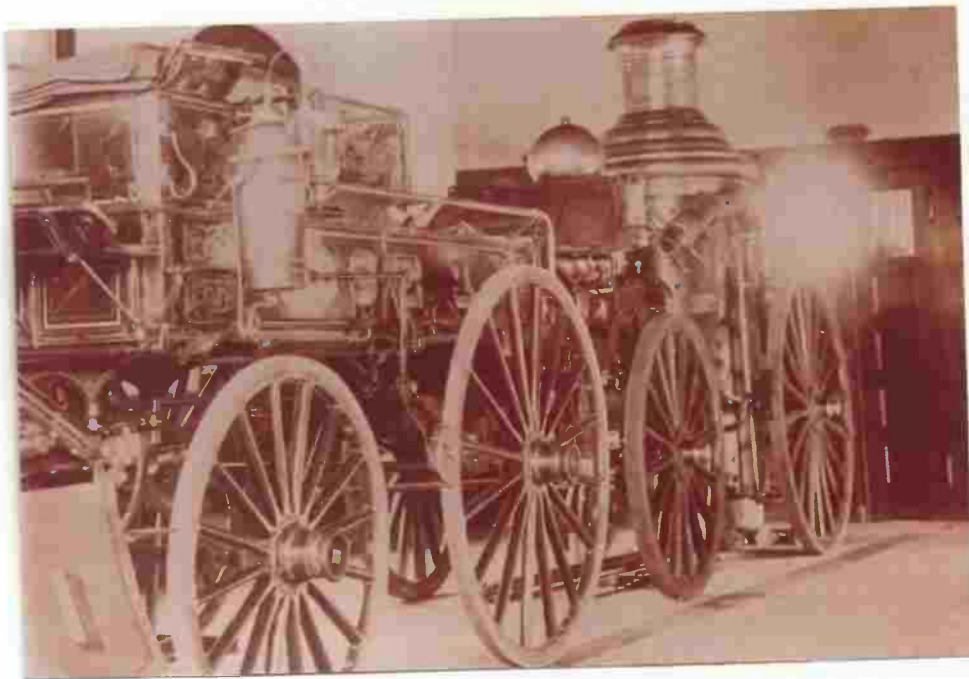
Three gray horses were purchased from the Wheeler, McEveven & Co. for \$925.00 and harnesses and related parts were made locally. M. D. W. Bristol trained the new team for \$34.35.

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.

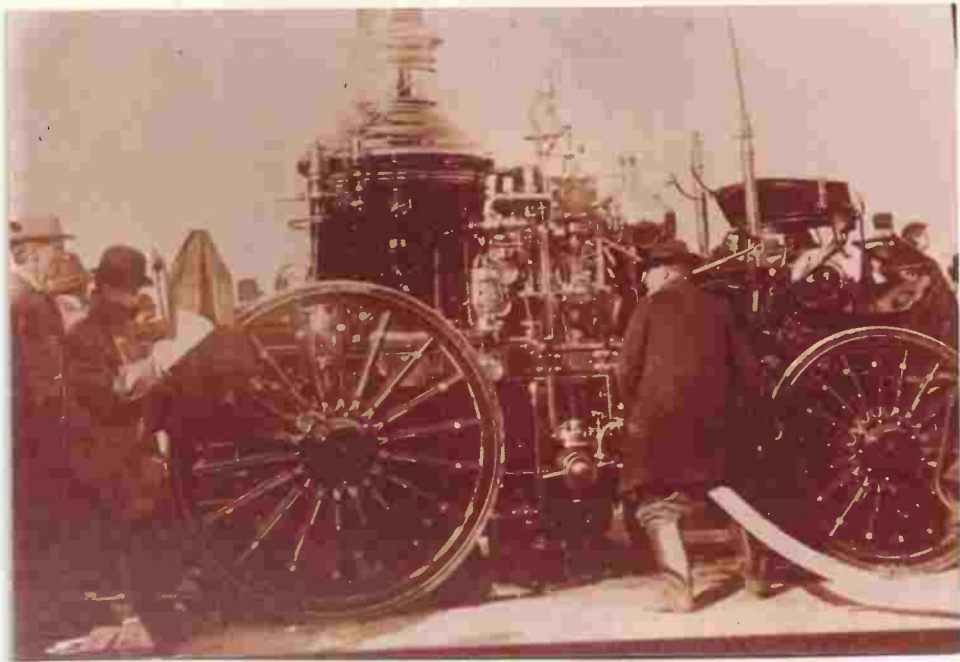
On Monday evening Nov. 16 the temporary engine was tested and witnessed by a huge crowd. Driven by Sanford Eldridge and with Engineer Richer aboard, the steamer left the Beach Station at 8:30 P.M. all fired up and ready to go to work. For action the engine responded to Heymer St. near Belcher St. and 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 lay out 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.

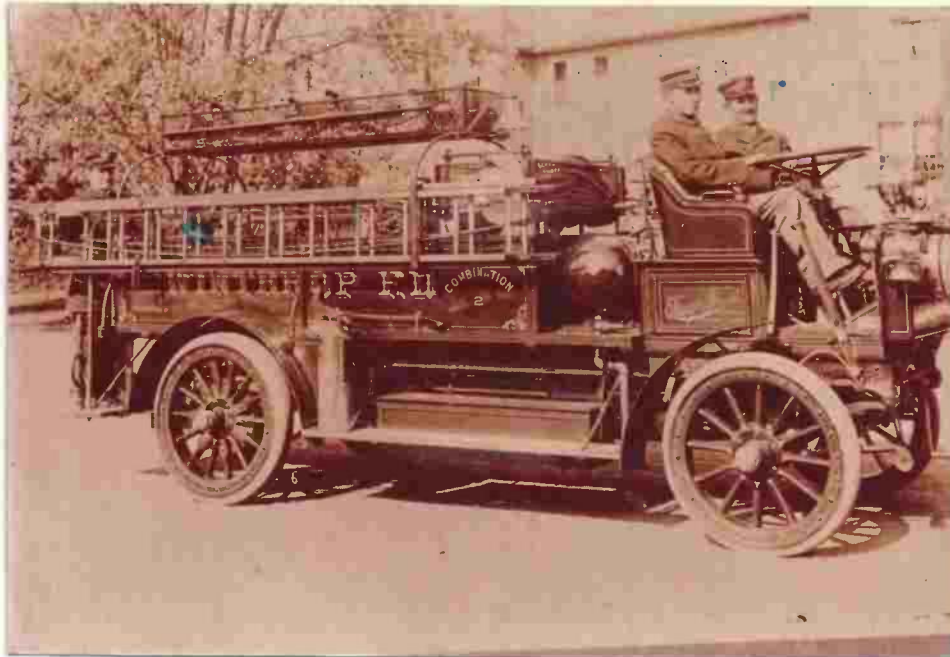
no record of new
steamer run on second
claims only

1909

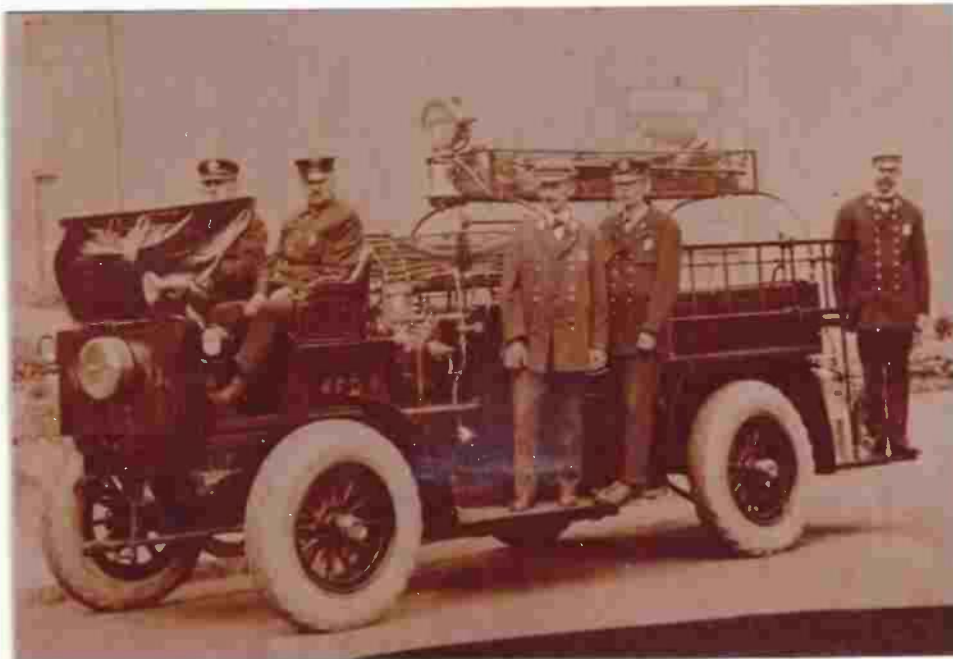
(65)

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 newspaperman 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. when 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.